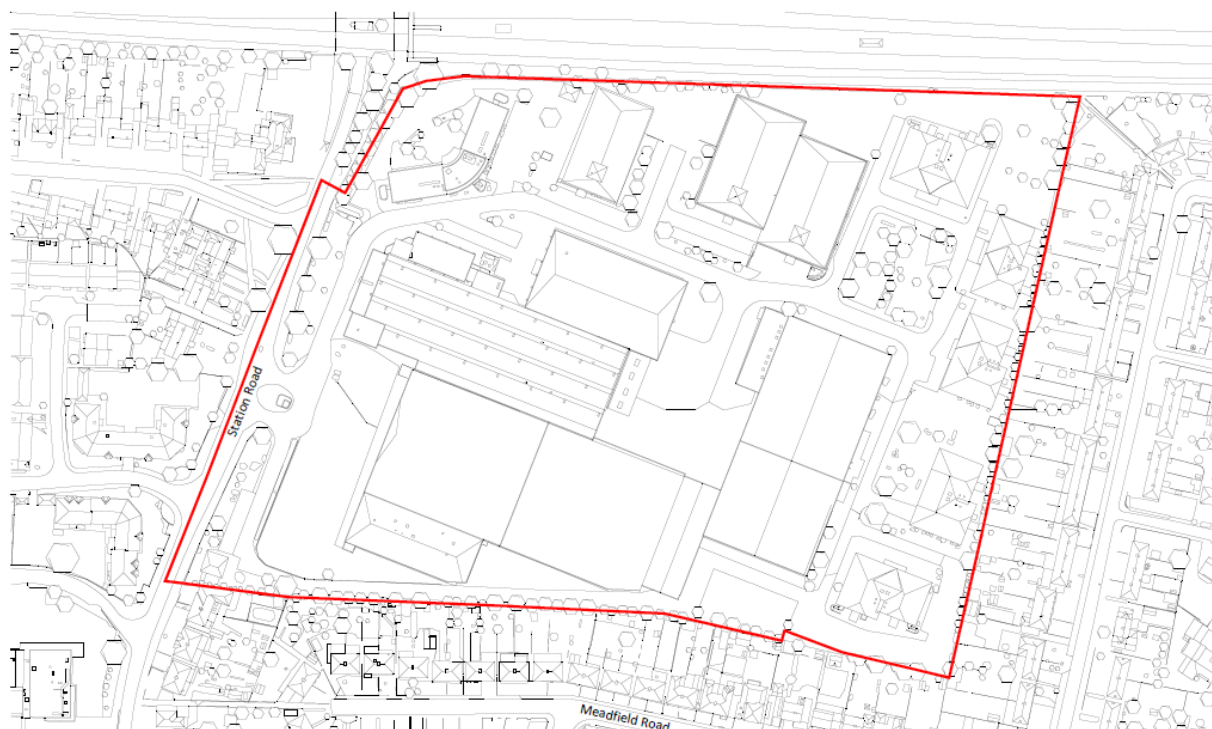


Registration Date:	09-Dec-2019	Application No:	P/00437/093
Officer:	Alistair de Joux	Ward:	Langley St. Marys
Applicant:	Zurich Assurance Ltd, c/o Threadneedle Portfolio Services Ltd	Application Type:	Major
		13 Week Date:	9 March 2020
Agent:	Mr. Robin Meakins, Barton Willmore, 7 Soho Square, London, W1D 3QB		
Location:	Langley Business Centre, Station Road, Slough, SL3 8DS		
Proposal:	<p>Outline planning permission with the details of access, appearance, landscaping, layout and scale reserved for later determination. Demolition and redevelopment to comprise on plot (B) a data centre of up to 93,000 sqm gross, including ancillary offices and sub station; and plot (A) up to 9,650 sqm GEA to comprise one or more land uses comprising: up to 60 dwellings (Use Class C3); additional development in Use Classes: A1, A2, A3 (retail), A4 (public house), A5 (take away) and an energy centre. Development in plot (A) or plot (B) or both may also include: car parking; provision of new plant; creation of servicing areas and provision of associated services, including waste, refuse, cycle storage, and lighting; and for the laying out of the buildings; routes and open spaces within the development; and all associated works and operations including but not limited to: demolition; earthworks; provision of attenuation infrastructure, engineering operations. Development in plot (A) and plot (B) shall be in accordance with the approved Development Parameters Schedule and Plans (as amended).</p>		

Recommendation: Delegate to the Planning Manager for Approval following Referral to the Planning Casework Unit to decide whether the application is be called in for decision by the Secretary of State, or referred back to the Local Planning Authority for decision.



1.0 **SUMMARY OF RECOMMENDATION**

1.1 In the event that the application is determined by the Local Planning Authority, and having considered the relevant policies of the Development Plan set out below, the representations received from consultees and the community along with all relevant material considerations, it is recommended the application be delegated to the Planning Manager for:

A. Approval subject to:

1. Satisfactory resolution of outstanding matters related to surface water drainage.

2. The satisfactory completion of a Section 106 Agreement to secure

On-site:

- Affordable housing,
- Car Club parking and charging space,
- public access for improved footpath adjacent to northern boundary,
- the Energy Centre site,
- any additional provision required towards Energy Centre / other sustainability initiatives in the Langley area, in the event that the data centre is unable to meet the required sustainability criteria,
- land to be provided for road widening proposed along the Station Road frontage,
- long term maintenance / management plan for ecological improvements and any residual public realm not included in road widening proposals,
- CCTV to be provided in and/or adjacent to the public parts of the site including the proposed northern footpath enhancements, and replacement planting for protected trees to be removed as part of the development.

Off site:

Financial contributions for

- urban design consultancy support for review of and input into the Design Code for the development,
- any balance replacement tree planting that cannot be provided on-site,
- public realm improvements,
- public open space and education provision
- any sustainable transport improvements including electrical vehicle infrastructure required to mitigate air quality impacts at reserved matters stage,
- provision and monitoring of Travel Plan, and
- other Section 278 highways and access works.

3. Finalising conditions and any other minor changes.

OR

B. Refuse the application if the completion of the Section 106 Agreement is not finalised by 31 December 2020 unless a longer period is agreed by the Planning Manager in consultation with the Chair of the Planning Committee.

1.2 The proposals comprise a major planning application; therefore the development is required to be determined by Slough Borough Council Planning Committee.

1.3 The application has been subject to Environmental Impact Assessment under The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (“the EIA regulations” and “the Regulations” in this report). Schedule 2 in the Regulations set out descriptions of development and applicable thresholds and criteria for the purposes of the defining “Schedule 2 Development”. The proposal is EIA development because it is an Urban development project with an overall development area that exceeds 5 hectares (Column 1: 10 (b) (iii) in the Schedule).

PART A: BACKGROUND

2.0 Proposal

2.1 The application provides for the comprehensive redevelopment of the site, including demolition of the existing buildings and redevelopment in two distinct development areas (Plots A and B), by way of an outline planning application with all matters reserved for future submissions.

2.2 In accordance with Section 5(2) of The Town and Country Planning (Development Management Procedure) Order 2015, shortly after the application was registered the applicant was notified in a letter dated 8 January 2020 that the reserved matters of access, layout and scale should be provided as part of this application. The request resulted from concerns that the application as submitted did not demonstrate that the quantum of development applied for could be satisfactorily achieved while providing a scale and layout appropriate to the site and the surrounding area, and in addition that the access needed to be defined within the application for road safety and amenity reasons.

2.3 Further information was also requested subject to EIA Regulation 25, which provides for local planning authorities to require further information to be provided where it is considered that this is required to complete the assessment provided in the Environmental Statement.

2.4 Following these requests, the applicant amended the description of the application and submitted amended Parameter Plans. The amendments provided reductions in the overall quantum of development and in the mix of potential uses as compared to those originally applied for. The reduced quantum of development resulted from a reduction in the maximum area for the data centre from 96,000 to 93,000 sq.m, while the changed mix of uses removed Class B1(c), D1 and D2 uses from the range of uses in the area adjacent to Station

Road.

- 2.5 The proposed development is primarily intended to take advantage of the site's proximity to digital infrastructure in the form of a high-speed internet cable that links London, Slough and Berkshire, the west of England and Wales, by developing the larger part of the site as a data centre. In so doing the development would take advantage of Slough's strong digital economy. The applicants recognise the Council's long-held aspirations for the site to provide residential and other mixed uses, and to provide improvements to the quality of the street frontage, new public realm and improved links between the adjacent railway station with the existing local shopping centre at Harrow Market, Langley College and other local facilities. These aspirations were set out in the Site Allocation DPD (2010) and have been further articulated in the early stages of formulating the new Local Plan. The application therefore proposes to divide the site between two plots; Plot A comprises an area adjacent to and along the full length of the Station Road frontage, while Plot B covers the balance land. One large data centre, or possibly more than one data centre, would be provided within a secure compound on this plot.
- 2.6 Plot A could accommodate up to 2000 sq.m. of A class uses at ground floor level; up to 7,650 sq.m residential accommodation mainly at first floor level and above, and an energy centre of up to 800 sq.m, which would be located in the northern part of the plot adjacent to the railway line. The application as amended provides for a maximum of 9,650 sq.m of floorspace, to be made up of the uses within the following mixes. The applicant notes however that not all of the floorspace listed for the three land uses could be delivered, as the total floor areas suggested in this mix is in excess of the maximum floor area of 9,650 sq.m that is proposed. Subject to outline planning permission being granted, the areas for each use would be set in the reserved matters application for the site.
- 2.7 While the Energy Centre proposed for Plot A is just one of the range of land uses that could come forward there, its delivery and use of what would otherwise be waste heat would significantly decrease the environmental impact of the Data Centre. It is proposed in this location to allow it to be operated independently from the Data Centre, by an energy supplier. Subject to take-up, it would use heat from the Data Centre cooling system to supply a future heat network. Its provision would allow for heat transfer plant to be installed within the Data Centre plant areas and to be connected to a possible future district heating network through the Energy Centre. Space is therefore allocated within the site layout for the possible provision of the Energy Centre to be run in association with a future District Heating Network.
- 2.8 Plot B would take up the larger part of the site, where the data centre(s) along with associated infrastructure - plant, vehicle access, car parking and landscaping - would be located within a secure compound. While market demand is understood to favour a single large facility, subject to demand it would also be possible to develop more than one standalone data centre within this part of the site, within the upper floor area limit of 93,000 sq.m. noted in the amended application description. The building(s) would be set-in from the adjacent eastern and southern side boundaries which are shared with residential properties in Mead Avenue, Meadfield Road and Meadfield Avenue, by at least 30 metres.

Plot B would also include a 10m wide strip of land along the northern side of the site, for the purposes of improving the existing pedestrian path that links Station Road and Mead Avenue.

2.8 The key plans submitted with the application are six Parameter Plans, which are intended to set out the broad parameters within which the reserved matters would come forward. These are:

- Parameter Plan 1 - Plot Allocation
- Parameter Plan 2 - Open Space
- Parameter Plan 3 - Maximum Heights
- Parameter Plan 4 - Footpath Enhancements
- Parameter Plan 5 - Access Location
- Parameter Plan 6 - Sub Station and Energy Centre Locations

2.9 Parameter Plans 3 and 5 were amended in the June 2020 submissions. The six parameter plans provide, or are intended to provide, the following details:

2.10 Parameter Plan 1 - Plot Allocation:

This sets out the maximum extent in area for two development Plots, A and B. The boundary between the two plots remains fluid in this Plan, with a degree of overlap between the two Plots, which is intended to provide a degree of flexibility in the location of the internal boundary between the two. The overlap is approximately 16m in width, and lies to the north of 28 and 30 Meadfield Avenue. Plot A as noted above would comprise an area adjacent to the Station Road frontage and would stretch the full length of this frontage although due to the shape of the overall site it would be narrower at its northern end, widening to the south. Plot B is essentially a quadrangle, albeit that its southern boundary is somewhat irregular in its general east-west alignment with the rear boundaries of adjacent properties in Meadfield Avenue and Meadfield Road. This plot would take up the larger part of the site and would comprise something in the order of 80 to 90% of the total site area.

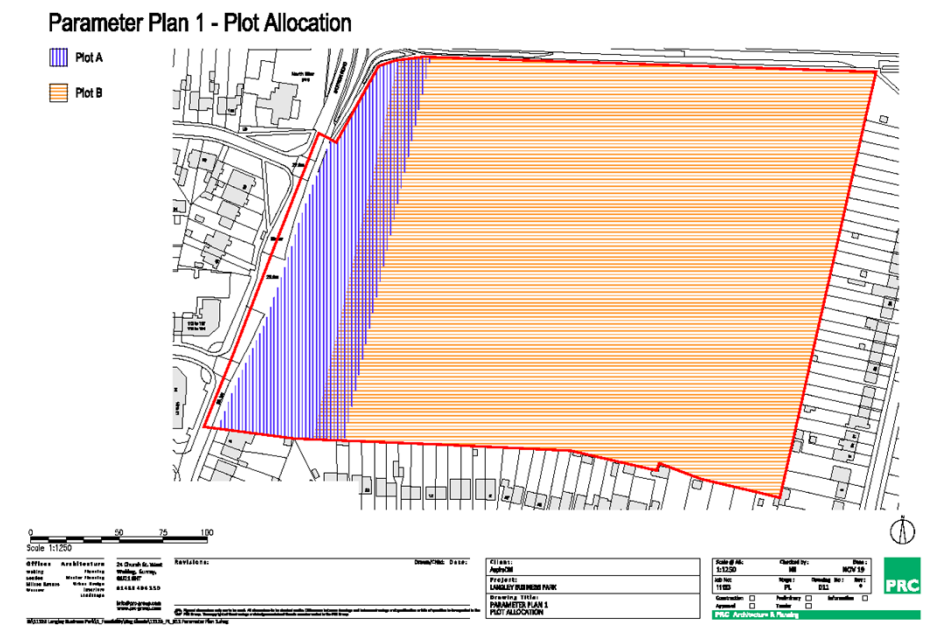


Figure 1: Parameter Plan 1 - Plot allocation

2.11 Parameter Plan 2 - Open Space:

This sets out areas that could be provided as either landscaped open space and ecological zones within the development or for other ground level development in the form of the hard surfacing which would be required to provide access routes and vehicle parking within the site. Maximum set-backs from boundaries, identified by letters corresponding to those shown on the Plan, would be:

A-A Southern boundary excluding 28 Meadfield Avenue and 9 Station Road	30m
B-B Eastern boundary (Mead Avenue)	30m
C-C Northern boundary	20m
D-D Western boundary excluding frontage to pedestrian path to Langley station footbridge path	15m
E-E Southern boundary to 28 Meadfield Avenue and 9 Station Road	15m
North-western boundary to pedestrian path to Langley station footbridge path	no defined setback

2.12 This Plan should be read in conjunction with Parameter Plan 3, as the proposed building envelope heights in that plan provide for some but not of the boundary set backs in Parameter Plan 2. The effect of this is that the 30m setbacks noted above are fully defined as minimum separation distances for the data centre within Plot B from the eastern and southern boundaries, whereas the building envelopes overlap with the open space zones elsewhere on the site.

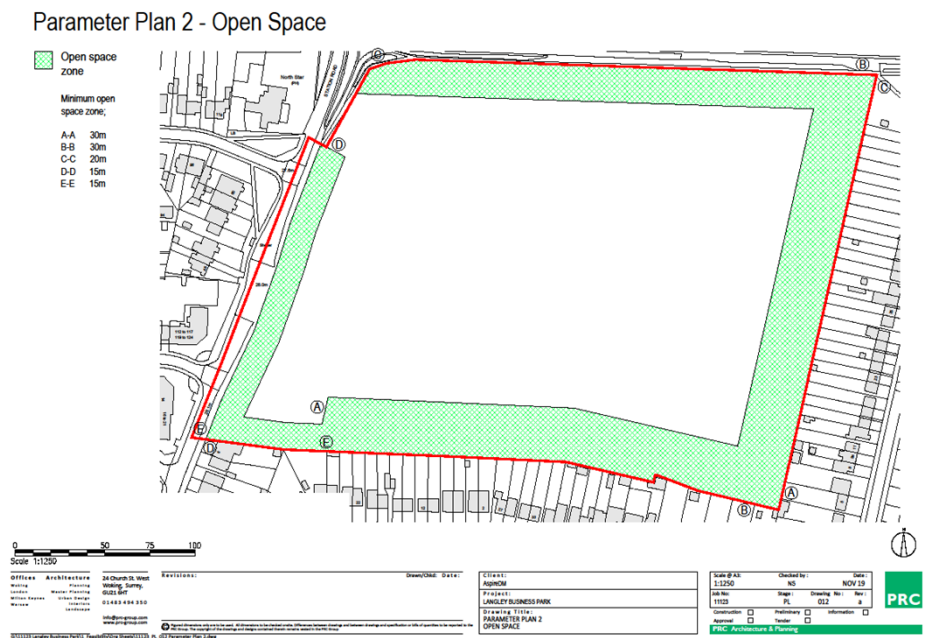


Figure 2: Parameter Plan 2 – Open Space zone

2.13 Parameter Plan 3 - Maximum Heights:

This drawing has been amended during the consideration of this application, with changes only to the possible building heights on Plot A. The maximum heights would be greatest at the northern end of this plot

and graduate down towards the south, as follows:

Location on street frontage	Maximum heights	Changes in heights from superseded Parameter Plan 3
Opposite 62 Station Road (the "Millionaires" restaurant)	20m	12m increase
Opposite Alderbury Road junction and part of 60 Station Road	17m	9m increase
Opposite 54 - 58 and part of 60 Station Road	14m	6m increase
Opposite 48 - 52 Station Road and 112 - 124 Scholars Walk	14m	3m reduction
Opposite the site at 1-28 Scholars Walk, side of 9 Station Road and rear of 26 and 28 Meadfield Avenue	12m	1m reduction

2.14 The overlaps noted at para. 2.11 above, between the Open Space Zone as shown on Parameter Plan 2 are, for Plot A:

- adjacent to 9 Station Road and 26 / 28 Mayfield Avenue, where the potential building envelope in Parameter Plan 3 provides a minimum 5m set back from these residential boundaries;
- along the Station Road frontage, where there are varying although generally small overlaps of the potential building envelopes, and
- along the northern boundary, as noted below for Plot B.

2.15 For Plot B, the maximum dimensions for the building envelope are defined by a main building envelope covering the larger part of the plot up to a maximum height of 21m, and within that a smaller cuboid with a maximum height of up to 26m. Setbacks from residential properties along the eastern and southern boundaries would be at least 30 m, in line with Parameter Plan 2, and the higher 26m high envelope is located 50m in from these residential boundaries.

2.16 Also within Plot B, there is an overlap between the potential building envelope and the Open Space Zone adjacent to the northern boundary, which if built out could effectively reduce the width of the Parameter Plan 2 open space from 20 m to 10 m.

2.17 For both plots, the Development Parameters Schedule document states that all roof plant and structures would be included within these maximum heights, including any flues, which are intended to be kept to minimum height possible while still complying with health and safety requirements.

Parameter Plan 3 - Maximum Heights

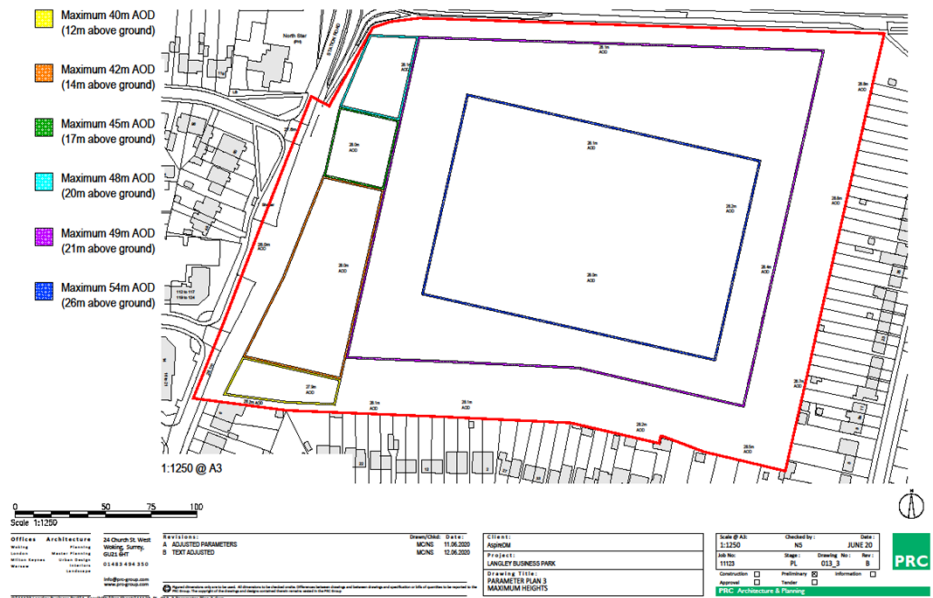


Figure 3: Parameter Plan 3 - Maximum Heights

2.18 Parameter Plan 4 - Footpath Enhancements:

Parameter Plan 4 shows a 10m wide strip of land adjacent to and abutting the northern boundary, which is offered for the purposes of improvements to the public footpath that links Langley Railway Station and Station Road with Mead Avenue. This land would be outside the data centre compound.

Parameter Plan 4 - Footpath Enhancements

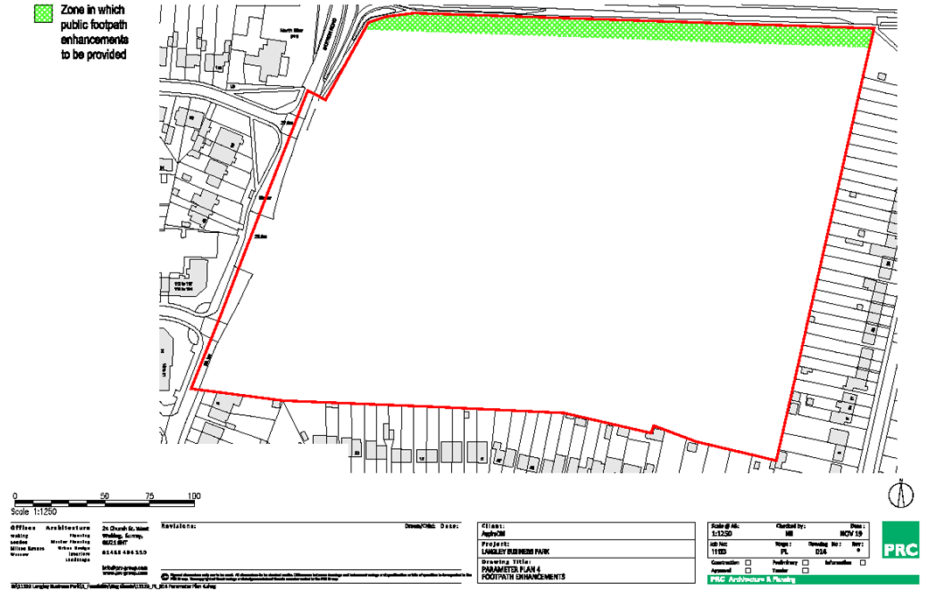


Figure 4: Parameter Plan 4 – Footpath enhancement

2.19 Parameter Plan 5 - Access Location:

This drawing shows an area on the frontage of the site within which site access would be provided. Following discussion with Highways Officers, this plan has also been amended during the consideration of

the application, by reducing its width from a much broader strip of road frontage as shown in the original submissions (now superseded). The amended plan shows that access would be provided within the general location of the existing access, but it could be to the north or south of this, within a defined area which is 43 m in length. This extends from in front of 117 to 124 Scholars Walk north to a point opposite the vehicle access that serves 54 Station Road.

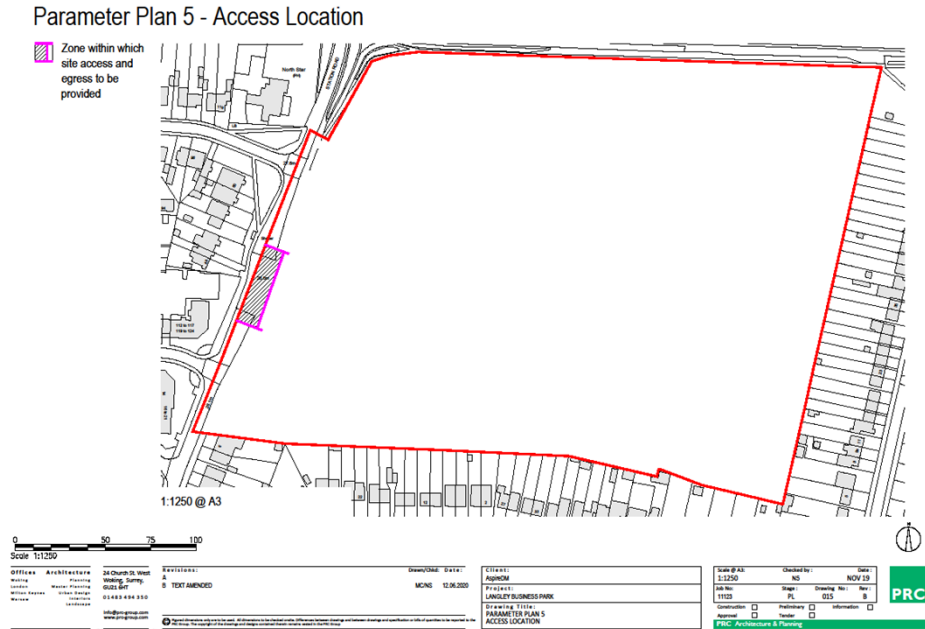


Figure 5: Parameter Plan 5

2.20

Parameter Plan 6 - Sub Station and Energy Centre Locations:

This plan shows areas within the larger site, where an energy centre could be provided within Plot A and a substation to serve the data centre could be provided within Plot B. The energy centre is shown on this plan within the northern part of Plot A in a location that could extend as far south as immediately opposite 56 Station Road, while the substation to serve the data centre could be provided anywhere within the areas shown for the 21 m and 26m high building envelopes in Parameter Plan 3.

Parameter Plan 6 - Sub Station and Energy Centre Locations

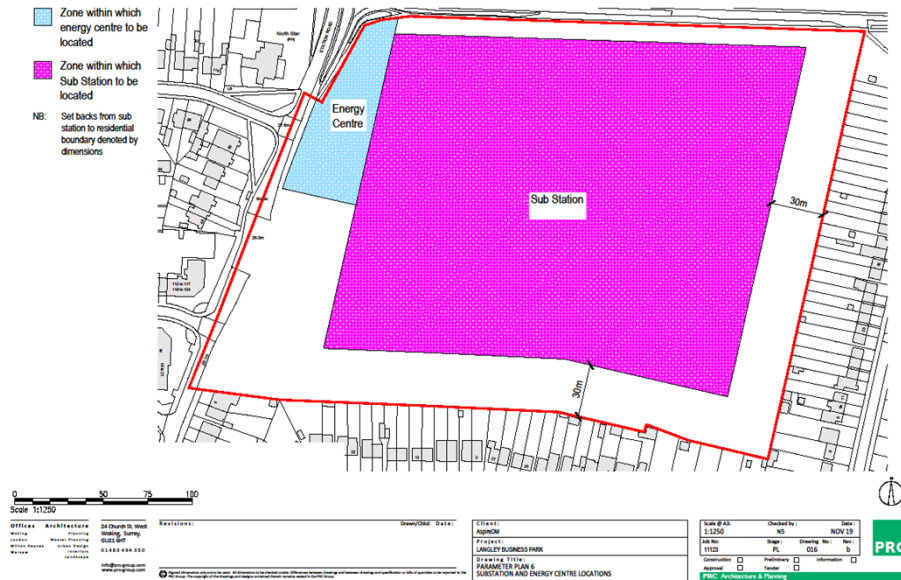


Figure 6: Parameter Plan 6- Sub Station and Energy Centre Locations

2.21 It is the application’s intention that some of the above Parameter Plans essentially take precedence over others. For example, within the overlaps in Parameter Plan 2 (Open Space Zones) and Parameter Plan 3 (maximum extend of building envelopes including heights), the strip of land 10m to 20m in from the northern side could be utilised either as part of the Open Space Zone or as built-on land. However in other parts of the site, for example the Open Space Zone on the eastern and southern sides of Plot B, there is no overlap between areas that would be occupied by built development as shown on Parameter Plan 3.

2.22 The full list of documents that accompanies the application is as follows:

Planning Application Booklet comprising:

- Application forms & ownership and agricultural certificates
- Residential unit supplementary information form
- Site Location Plan, drawing no. 11123-PL-001;
- Existing Site Elevations, drawing no. 11123-PL-004;
- Development Parameters Plans
 - Parameter Plan 1
 - Parameter Plan 2
 - Parameter Plan 3 (superseded)
 - Parameter Plan 4
 - Parameter Plan 5 (superseded)

- Planning Statement
- Design & Access Statement
- Statement of Community Involvement
- Economic Impact Report
- Transport Assessment
- Framework Travel Plan (Station Road frontage)
- Travel Plan (Data Centre)
- Delivery and Servicing Management Plan (Data Centre)
- Delivery and Servicing Management Plan (Station Road frontage)
- Health Impact Assessment
- Energy Statement

Sustainability Statement
Drainage Strategy
Utilities Assessment

Environmental Statement covering the following topics:

- Socio- Economics
- Townscape & Visual
- Air Quality
- Noise
- Daylight & Sunlight

Environmental Statement Appendices:

- Ground Contamination Risk Assessment
- Ecological Impact Assessment
- Flood Risk Assessment
- Historical Environment Assessment
- Arboriculture Impact Assessment (inc. Tree Survey)

Revised Description of Development

Revised Development Parameter Schedule

Revised Parameter Plan 3

Revised Parameter Plan 5

Illustrative Site Plan, drawing no. PL_008_D

Illustrative Site Plan Tree Overlay, drawing no. PL_021

Illustrative Site Plan – Parameter Plan 1 Overlay, drawing no. PL_010_A

Illustrative Site Plan – Parameter Plan 1 Plot A Overlay, drawing no. PL_017_A

Illustrative Site Plan – Parameter Plan 3 Plot A Overlay, drawing no. PL_018_A

Application Site/Existing Site Plan, drawing no. PL_002_B

Illustrative Masterplan, drawing no. PL_001_A

Illustrative Detail 1, drawing no. PL_12_002_A

Illustrative Detail 2, drawing no. PL_12_003_A

Illustrative Data Centre Elevations, drawing no. PL_401_A

Illustrative Data Centre Elevations, drawing no. PL_402_A

Illustrative Data Centre – Station Road Elevation, drawing no. PL_400_A

Illustrative Plans & Elevations – Building 1

Illustrative Plans & Elevations – Building 2

Illustrative Plans & Elevations – Building 3

Illustrative Site Sections, drawing no. PL_410_A

Revised Design & Access Statement

ES Addendum including

- Appendix 1: Daylight, Sunlight, Overshadowing and Solar Glare Report
- Appendix 2: Socio-economic Effects Clarification Statement
- Appendix 3: Townscape and Visual Effects Clarification Statement

TVIA additional views

3.0 Application Site

3.1 Langley Business Centre is approximately 6.5 hectares in area and is located on the eastern side of Station Road, Langley. An area of road frontage is also included within the site plan. The Business Centre itself is currently occupied by a number of commercial buildings with associated parking and service areas, which are serviced by a single access from Station Road. Building scale within the site varies from five

storeys high at Clare House, in the north-west corner of the site down to a single storey building that is understood to accommodate a substation close to the south-western corner, and three storeys for the offices adjacent to the eastern boundary. In relation to these office buildings, the predominant scale of most of the buildings on the site is equivalent to two to three-stories in height.

- 3.2 An open frontage is maintained to Station Road with a landscaped setting along the street frontage, which also permeates through the site between buildings, and there is also significant boundary tree planting along the eastern and rear boundaries, which form the rear boundaries of the neighbouring residential properties in Mead Avenue to the east and Meadfield Avenue / Meadfield Road to the south. These neighbouring properties are predominantly two-storied semi-detached houses to the south and short terraces to the east, all with long gardens that back onto the Business Centre site. 9 Station Road, a semi-detached house that is paired with 8 Station Road, also shares its northern side boundary with the application site, adjacent to the south-western corner of the site, where a side extension abuts the shared boundary. A mix of semi-detached and terraced properties along with one detached house are located at 1-7 Station Road and extend south along to the Harrow Market, a District Shopping Centre. Langley College is located directly opposite the Harrow Market on Station Road.
- 3.3 To the north of the site is the Great Western railway line. Langley Railway Station, a locally listed building, is located on the north side of the railway. A path on the north-western boundary of the site provides access for pedestrians to the railway station via a footbridge, and this path continues across the length of the northern boundary of the site, separating it from the main railway corridor, to provides a direct pedestrian link to Mead Avenue (although this link is currently closed).
- 3.4 To the west of the site and on the opposite side of Station Road there are residential properties to the south of the junction with Alderbury Road, and a former public house to the north of the same junction, now "The Millionaires" Indian restaurant. Building typologies change within this neighbouring residential development along the western side of Station Road, with three storey apartments at Scholars Walk extending northwards from Langley College to a line approximately opposite the vehicle entrance into the Business Centre, with two-storey semi-detached housing to the north of that at 48-60 Langley Road (even number range). The "Millionaires" restaurant is a also two-storey building, although it differs from that of other buildings in the area in that it is of traditional design and style, with steep-pitched roofs and prominent chimneys.
- 3.5 The site is within Groundwater Source Protection Zone 3 (SPZ3). All trees within the site are protected by Tree Preservation Order TPO no 5 of 2019.

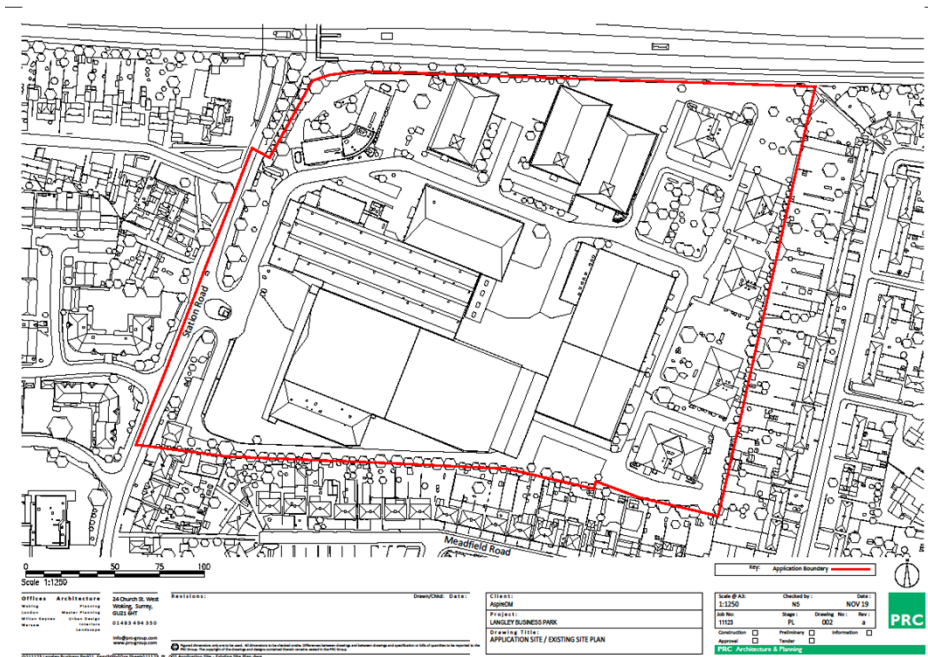


Figure 7: Location plan

4.0 The Town and Country Planning (Environmental Impact Assessment) Regulations 2017

4.1 The application includes an Environmental Statement, prepared under The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (the “EIA regulations”). This considers the likely significant effects of the development that may arise either in isolation or from the cumulative effects of the proposal in combination with other existing and / or approved projects.

4.2 The application proposal is defined within Schedule 2 of the EIA regulations as an Infrastructure project, and under Paragraph 10 as an ‘Urban development project’, in that it meets criteria (i) and (iii) of the qualifying criteria:

- (i) more than 1 hectare of urban development which is not dwellinghouse development; or
- (ii) more than 150 dwellings; or
- (iii) the overall area of the development exceeds 5 hectares.

4.3 The initial stage of the environmental assessment work carried out by the applicant involved a ‘scoping’ exercise to identify the issues likely to be significant in EIA terms. A draft scoping document was first provided to the Council in pre-application discussions, and the final documents was then submitted as a formal scoping request (refer to Planning History for the site). The following environmental issues were found to require environmental assessment:

- Socio-economics,
- Air quality,
- Noise and vibration,
- Daylight, sunlight and overshadowing, and
- Townscape and visual effects.

4.4 In common with accepted EIA practice and as required by the Regulations, cumulative effects are also considered. These fall into two possible groups:

- Intra Effects, which are the combined effects or interactions of different impacts, such as multiple effects of noise, dust and visual effects during construction; and
- Inter Effects (also known as in-combination effects), which are the combined effects from the proposal in conjunction with other planned developments in the area. Impacts from the other developments may be insignificant when considered in isolation, but significant when considered together.

4.5 The assessment did not identify any cumulative schemes within these criteria on the Council's public access planning web search, and none have been identified by planning officers. Inter-project effects from the application proposals with 'cumulative schemes' have therefore not been considered further in the EIA. It should be noted however that, in the event that outline planning permission is granted, the reserved matters application or applications will be 'subsequent applications' in EIA terms and that as such these may require further environmental assessment at that time. Subject to the timing of both the reserved matters applications and of any other projects which may fall into the 'cumulative' category at that time, in addition to those falling within the thresholds for residential and non- residential noted above other infrastructure related projects including Network Rail's Western Rail Link and the proposed widening of Station Road by Slough Borough Council could require a cumulative impacts of assessments in subsequent applications for the development.

4.6 Following a request for further information under EIA Regulation 25, the applicant has provided both an amended description for the application and most (although not all) of the further information requested. This has been advertised and notified as set out in Section 6 in this report.

5.0 **Relevant Site History**

5.1 The relevant planning history for the site is set out below (planning history that has been involves details of the discharge conditions and advertisements have been excluded).

Application No.	Description of development	Decision
P/00437/085	Demolition of an existing building and erection of part single and part two storey 4,567 m ² foodstore and separate petrol filling station with 306 no. associated parking spaces, 2 no. accesses to serve the new retail unit and existing industrial units, boundary treatments and other associated works.	Refused 17/10/2013
F/00437/086	Application for prior approval for the temporary use of buildings and land for commercial film making.	Prior approval not required; decision issued 06/08/2015
F/00437/087	Prior approval for the temporary use of land for commercial film	Prior approval not required; decision

	making and associated temporary structures until 31 July 2018.	issued 30/11/2017
P/00437/088	Temporary permission for the use of the site for a period of two years for commercial film making from November 2017 to October 2019.	Approved 11/01/2018
F/00437/089	Variation of condition 1 (hours of operation)	Approved 22/02/2018
P/00437/090	Demolition of units 6b & 6c of Langley Business Centre at Station Road	Prior approval required and permission granted; 05/03/2018
P/00437/091	Temporary permission for the use of the site for a period of 26 months for commercial film making from October 2019 to July 2021.	Approved with conditions, 20 December 2019
P/00437/092	EIA scoping opinion request report for Langley Business Centre	Currently being considered

6.0 **Neighbour consultations**

- 6.1 Neighbour consultation letters were sent out on 14th February and, following receipt of the amended plans and further information provided in response to the Council's EIA Regulation 25 request, two further letters were sent to neighbours on 29th June 2020 and 27th July 2020. A full list of neighbours consulted in the first letter is included at Appendix A. The second letter was sent only to those neighbours who had responded by commenting to the first consultation, while the third letter was sent to those who could be affected by height changes that were in the amended submission from the applicant specifically related to daylight and sunlight effects.
- 6.2 Site notices were posted, on 26th June and 29th July 2020, and the application was advertised in the local newspaper on 6th March, 19th June and 24th July 2020, (the last two dates being to advertise the further information provided under EIA Regulation 25).
- 6.3 The following comments were received in objection to the application, in letters from three neighbouring residents:
- The road infrastructure will not cope up with the extra vehicles and traffic that this development will generate.
 - The proposals will lead to loss of privacy for residents on both sides.
 - There will much more noise than at present.
 - Increased pollution levels and impacts on air quality.
 - Greenery will be lost.
 - Impacts on peace and tranquillity.
 - Large scale and flatted developments are inappropriate in this location; examples noted of where the Council has successfully resisted this type of development.
 - Considers that there is sufficient housing land, due to office to residential conversions.
 - Loss of employment which the data centre is unlikely to replace.

- Small shops contrary to the need for a supermarket on the site.
- Unsuitability for service vehicles would lead to impacts on traffic congestion.
- Inadequate car parking.
- Over development that would create conflict between the commercial / industrial and residential uses.
- The proposal would be too close to the site boundaries leaving inadequate scope for landscaping; overdevelopment.
- The proposed 2 to 4 storey flat roofed buildings on the site frontage would be incongruous and out of character with the two-storey pitched roof houses in the vicinity.
- The Sunlight / Daylight Report states that there would be no material impact on the light to existing residential development in the vicinity of the site. However the development would be closer to the site boundaries and would have a severe overbearing and overshadowing impact on the adjacent houses.
- The new residential development will be severely affected directly by Noise and vibration from passing trains, seriously affect the living conditions of the potential occupiers.
- The proposed development would be substantially higher than the two-storey nearby houses in Station Road and Mead Avenue, and out of character with them. This would dominate the street scene harming the existing character of the area. The proposed scale and bulk is too much for the surroundings.
- No adequate and appropriate amenity space would be available for the proposed residential dwellings and the proposal represents a sub-standard development.
- The proposal would put excessive additional pressure on already strained health services and schools in the neighbourhood.
- High risk of potential contamination of the land due to past use of chemicals on-site.
- No proposal for affordable housing.
- The proposal is in outline form only and none of the matters are to be determined at this stage. Without any details of any of the reserved matters, the applicant seems to seeking a blank cheque to develop the site without any due regard to any policies of the local plan. In order to have more clarity about the proposed development, the LPA should insist to have detailed information about the key reserved matters at this stage so that the neighbouring residents are enabled to assess the full impact of the proposal on the character and amenities in the area.
- Possible disturbance from staff coming and going, for 24 hour / day operation.
- Cannot see earth barriers on drawings, which were discussed at public consultation events as a way of deadening vehicle noise.
- No information on drawings about air conditioning units, again these could result in noise.
- A restriction should be put on hours of operation, if planning permission is granted.
- Ask for condition requiring no burning of rubbish.

6.4

The following comments were received in support of the application, in letters from three neighbouring residents and the *Langley Traders Association*:

- Support the application.

- Historical background given for the site, with detailed of the relationship of local houses and Ladybird factory.
- Support retention of industrial use on the site, which is well designed to provide proper access for large HGVs.
- The existing access should be retained.
- Public consultation has resulted in changes which are acceptable to members of the public.
- Not sure that the greenwalls will work on the data centre.
- Concern that the cost of construction will result in cut-backs on the otherwise impressive landscaping scheme.
- Choice of uses for ground floor (retail units) will be important to the success of this part of the scheme.
- Residential blocks in the illustrative scheme looks well laid out.
- Essential that adequate car parking is provided.
- Good fire prevention measures and framework is essential.
- Local employment opportunities, more affordable housing, and a high tech Data Centre providing invaluable IT support to the increased technology in the area.
- The letter from **Langley Traders Association** provided the following additional points:
 - Support provision of affordable housing.
 - More support from new residents to the Langley shop keepers.
 - Traders in Langley will also benefit from the employment and housing generated-both locally and indirectly-by the data centre.
 - Due to the nature of this scheme there will be a reduction in traffic particularly larger vehicles.

7.0 Consultations

7.1 Crossrail

The application relates to land outside the limits of land subject to consultation by the Crossrail Safeguarding Direction. The implications of the Crossrail proposals for the application have been considered and Crossrail Limited does not wish to make any comment on the application as submitted.

7.2 Network Rail

Network Rail has no objection in principle to the above proposal but due to the proposal being next to Network Rail land and our infrastructure and to ensure that no part of the development adversely impacts the safety, operation and integrity of the operational railway we have included asset protection comments which the applicant is strongly recommended to action should the proposal be granted planning permission. The local authority should include these requirements as planning conditions if these matters have not been addressed in the supporting documentation submitted with this application.

Any works on this land will need to be undertaken following engagement with Asset Protection to determine the interface with Network Rail assets, buried or otherwise and by entering into a Basis Asset Protection Agreement, if required, with a minimum of 3months notice before works start. Initially the outside party should contact assetprotectionwestern@networkrail.co.uk.

Below I give additional comments and requirements for the safe operation of the railway and protection of Network Rail's adjoining land.

Drainage

Soakaways / attenuation ponds / septic tanks etc, as a means of storm/surface water disposal must not be constructed near/within 5 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property/infrastructure. Network Rail's drainage system(s) are not to be compromised by any work(s).

Site Layout

It is recommended that all buildings be situated at least 2 metres from the boundary fence, to allow construction and any future maintenance work to be carried out without involving entry onto Network Rail's infrastructure. Where trees exist on Network Rail land the design of foundations close to the boundary must take into account the effects of root penetration in accordance with the Building Research Establishment's guidelines.

Foundations

Network Rail offers no right of support to the development. Where foundation works penetrate Network Rail's support zone or ground displacement techniques are used the works will require specific approval and careful monitoring by Network Rail. There should be no additional loading placed on the cutting and no deep continuous excavations parallel to the boundary without prior approval.

7.3 National Grid Gas

An assessment has been carried out with respect to Cadent Gas Limited, National Grid Electricity Transmission plc's and National Grid Gas Transmission plc's apparatus. Searches based on your enquiry have identified that there is apparatus in the vicinity of your enquiry which may be affected by the activities specified. Please inform Plant Protection, as soon as possible, the decision your authority is likely to make regarding this application. If the application is refused for any other reason than the presence of apparatus, we will not take any further action.

7.4 Thames Water

Waste Comments

Following initial investigations, Thames Water has identified an inability of the existing FOUL WATER network infrastructure to accommodate the needs of this development proposal. Thames Water has contacted the developer in an attempt to agree a position for foul water networks but has been unable to do so in the time available and as such Thames Water request that the following condition be added to any planning permission. "No properties shall be occupied until confirmation has been provided that either:- 1. All wastewater network upgrades required to accommodate the additional flows from the development have been completed; or- 2. A housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied. Where a housing and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan." Reason - Network reinforcement works are likely to be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid sewage flooding and/or potential pollution incidents. The developer can request information to support the discharge of this condition by visiting the Thames Water website at thameswater.co.uk/preplanning. Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice,

it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (telephone 0203 577 9998) prior to the planning application approval.

There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimise the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.

<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>.

Water Comments

Following initial investigations, Thames Water has identified an inability of the existing water network infrastructure to accommodate the needs of this development proposal. Thames Water have contacted the developer in an attempt to agree a position on water networks but have been unable to do so in the time available and as such Thames Water request that the following condition be added to any planning permission. No properties shall be occupied until confirmation has been provided that either:- all water network upgrades required to accommodate the additional flows to serve the development have been completed; or - a housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied. Where a housing and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan. Reason - The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development" The developer can request information to support the discharge of this condition by visiting the Thames Water website at thameswater.co.uk/preplanning. Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (telephone 0203 577 9998) prior to the planning application approval.

Supplementary Comments

Thames Water would advise that provided the developer followed the sequential approach to the disposal of surface water we would have no objection to the proposed development.

7.5 Berkshire Archaeology

The application was submitted with a supporting historic environment assessment which considered the archaeological potential for as-yet unknown heritage assets.

The conclusions of this assessment found that the potential impact of the proposals and the potential for surviving archaeology could be refined by further investigation. The undertaking of a borehole/auger survey, or scheme of archaeological test pitting, to better determine the potential for in-situ archaeological levels would represent a suitable way forward. This would likely then be followed by limited, targeted, archaeological evaluation to determine the surviving archaeological potential. In addition, any further geotechnical investigations should be subject to archaeological observation by a suitably qualified archaeologist, to supplement the above scheme.

I am satisfied that these works can take place following the grant of any planning permission, ahead of any other development works, including demolition, and

therefore should be secured against the grant of any permission with a suitable condition.

It is therefore recommended that the following condition is applied should permission be granted in order to mitigate the impacts of development. This is in accordance with Paragraph 199 of the NPPF which states that local planning authorities should *'require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible'*.

7.6 Berkshire Fire and Rescue Service

Detailed comments provided related particularly to Building Regulations and Regulatory Reform (Fire Safety) Order 2005 requirements. Informative(s) are recommended on the Decision Notice to alert the applicant to these fire safety requirements.

7.7 Crime Prevention Design Advisor, Thames Valley Police

No comments received.

7.8 South Bucks District Council / Buckinghamshire Council

A Holding Comment was received from Buckinghamshire Council, but no further comments were received.

7.9 Natural England

No objection. Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.

Natural England's generic advice on other natural environment issues is set out in an annex to their letter.

SBC consultees

7.10 Air Quality

Construction Phase

Construction of the development is planned to commence June 2021, with works ending in June 2023. If construction is to be phased across the different uses, this may affect which receptors will be most impacted and may need further clarification at the detailed application.

The assessment indicates that nearby receptors will experience a high impact due to dust emissions. The report states that this can be mitigated through implementation of a CEMP, however it also states within another section that dust can only be mitigated to at worst to be of temporary Slight Adverse significance at existing receptors. Additional mitigation must be explored to reduce the impact further and include all mitigation for high risk sites quoted within IAQM guidance as a minimum.

During the construction phase, impacts to nearby receptors will be caused by vehicle emissions.

21 receptor locations will suffer elevated NO₂ concentrations within 10% of the AQO, two of which are newly introduced (ER5 and ER14). It is not clear what assumptions have been made for this model run, for example trip generation, direction split or

routing. An estimated trip generation of heavy goods vehicles (HGVs) and construction workers is provided in Table 5.2 of Chapter 5 of the Environmental Impact Assessment, however detail regarding directional split has not been presented. This must be provided so that the results can be fully understood.

A moderate impact occurs at receptors ER13, ER16, ER23, and ER24, highest of which is 0.7 µg/m³ at receptor ER24 on Langley High Street, which pushes concentrations above the AQO to 40.3ug/m³. ER23 has the highest NO₂ concentration at 42.5ug/m³, rising by 0.6ug/m³. ER 27, ER28 and ER29 are considered to have negligible impact in the report despite being either within 10% of the AQO or above (ER29 concentration is 42.2ug/m³ during the construction phase). This cannot be considered negligible. As stated in the report, construction traffic would cause a temporary, direct moderate adverse effect on air quality at existing off-site receptors and the overall air quality effect is significant. Significant construction impacts are unusual and emphasises the importance of implementing a successful CTMP, with a particular focus on reducing daily construction worker trips.

It is also proposed that 260 car parking spaces would be provided for construction workers whilst the development works progresses, based on the estimated number of staff and the construction worker car driver mode split. This could lead to trip rates up to 520 vehicle movements if at full capacity. It is not clear if this has been considered in the construction traffic assessment and this requires clarification.

Both dust and traffic impacts associated with the construction phase are considered to be medium term impacts (1-2 years impact). There is no detail on how this can be mitigated other than reliance on a CTMP which will be submitted in the future. For the development to be acceptable in relation to construction phase impacts, the CEMP and CTMP must be submitted to the LPA for approval in writing prior to commencement. A DMP must also be submitted, due to the long demolition duration (9 months). These documents must be thorough and must meet mitigation requirements for high risk sites in line with IAQM Guidance on the assessment of dust from demolition and construction. This includes but is not limited to:

- Construction traffic access routes to the site
- Number and frequency of vehicles and deliveries, including details of ensuring Euro VI compliance
- Details of construction hours
- Noise mitigation and monitoring measures
- Details of working areas and location of compounds for the storage of plant and materials
- Site security during construction
- Construction methods
- Site management
- Waste management (including associated HGV movements)
- Complaints procedure, with specific methods relating to dust and noise emission
- Roles and responsibilities of management and staff on site

Operational Phase

- Traffic

The transport assessment considers trip generation under Option 1 (development of data centre with residential) and Option 2 (development of data centre with office use). Option 2 produces higher peak hour vehicle movements but lower trip contribution to annual average daily traffic (AADT), whereas residential developments typically have trip contribution spread over a 16 hour period. Comparing with the traffic data within the AQA (Table 2.3), a future baseline plus development scenario is

provided, however it is not specified which site use this represents, therefore it is not clear if it represents a worst case scenario. The Transport Assessment also assumes that there are no additional network trips for the retail, community and leisure uses on site as proposed in Plot A. To ensure a worst case scenario approach is taken, the contribution of road users accessing the site as a destination in its own right must be considered.

Once operational, traffic impacts arising from the development will affect off-site receptors. The report states

“under the sensitivity scenario assuming no future improvement in road traffic emissions (using 2018 emission factors and background data), there are predicted to be four moderate adverse impacts at worst case exposure locations and 10 slight adverse impacts at off-site modelled receptors. These are all located along the Langley High Street corridor linking the application site to London Road. The predicted moderate adverse impacts are predicted to arise at locations exceeding the annual mean NO₂ objective (receptors ER13, ER16, ER23 and ER24 – moderate adverse). The proposed development traffic is not predicted to result in any additional exceedances of the annual mean NO₂ objective. It is therefore considered that the proposed development would have a permanent, direct slight adverse effect on air quality at existing off-site receptors. The overall air quality effect is not significant”.

Assuming no future fleet improvement by 2023 as a worst case scenario, there are 20 existing receptors with high NO₂ concentrations, with ER13, ER16, ER23, ER24 and ER29 showing to have concentrations above 40ug/m³. The highest concentrations are modelled at ER23 and ER29 with concentrations of 43.2ug/m³ (despite ER29 being described as experiencing negligible impact).

The information presented in the report suggests that the overall air quality impact is considered not significant. However, SBC reserve the right to determine a scheme's significance based on NO₂ AQO exceedance and local factors. Langley is under consideration for determination as an AQMA due to exceedances of NO₂ AQOs. This will be exacerbated by this development, particularly during the closure of Hollow Hill Lane as the WRLtH is developed. Therefore, it is not appropriate to assume 2023 emission factors, as it is likely that background concentration trends will not follow national trends in this area therefore 2018 emission factor trends are more likely. For these reasons, the scheme's contribution to NO₂ concentrations by 1-2% of the National AQO is significant. It is noted in the report that the health impact to off-site residential receptors is described as a slight adverse, direct, permanent, irreversible, long term impact. This must be mitigated.

It is not clear which receptors are worst impacted for each source. This requires clarification.

The report states that *“the proposed development is predicted to have a negligible effect on particulate concentrations, with particulate concentrations comfortably meeting relevant health-based limits at all locations”*. Despite this conclusion, Slough Borough Council consider the impact significant due to the health impacts associated with particulate matter (PM) increase, especially PM_{2.5}, regardless of the limit value not being breached.

In regards to on-site receptors that are proposed as part of Plot A, the report states *“all Plot A façade locations are predicted to meet relevant national AQOs and therefore the proposed development would not introduce new receptors into an area where air quality is predicted to exceed relevant objectives”*, therefore the impact has been described as negligible. It is not clear if this statement is considering 2018 or 2023 emission factors, and whether the same conclusion will be drawn if 2018

emission factors are used. It is not clear if transport emissions on site from residential/office use in combination with HGVs associated with operation of the retail and data centre is considered and this must be clarified. For example, it is not clear if receptor PR5 will experience impacts from onsite traffic, as it is nearest to the only access point.

The report states “*overall, it is considered that the completed proposed development would result in a Slight adverse impact on local air quality and at identified receptors and as such would not give rise to a significant effect on air quality*”. This conclusion is drawn from 2023 emission factors in combination with assumed mitigation, and as identified above, this may not be appropriate. Additional mitigation on residual impacts must also be considered, to ensure that the development does not contribute to a worsening of NO₂ concentrations.

- Data Centre

The proposal for the data centre includes provision of 26 diesel generators, each with a 1m efflux stack. An additional 4 diesel generators are proposed for the energy centre, however it is also stated that “*the energy centre uses heat pumps which are electrically powered with no external heat rejection equipment, therefore, the Energy Centre would not give rise to emissions of air pollutants and has not been considered further in the assessment*”. It is not clear if emissions from the diesel generators associated with the energy centre would undergo similar testing of those used for the data centre and if they are considered in the NO₂ assessment. This requires clarification.

As the energy centre has a lower building height (maximum 36m AOD), 1m efflux stack height may not be sufficient for dispersion therefore a stack height calculation is required. A screening and stack emission assessment must be submitted as part of the detailed AQA to determine the stack emission impacts at the nearest residential receptors. PM impacts should be considered in the context of high PM_{2.5} exposure across the Slough population and high level of attributable deaths each year. Consideration must also be given to the risk of cumulative concentrations exceeding the WHO guidelines for PM_{2.5} and PM₁₀ (PM_{2.5} not exceed 10 µg/m³ annual mean, or 25 µg/m³ 24-hour mean; and that PM₁₀ not exceed 20 µg/m³ annual mean, or 50 µg/m³ 24-hour mean).

In regards to the data centre, the results demonstrate that the operation of the proposed backup generators under normal operating conditions (assuming 18 hours per year per generator for maintenance and in the event of an outage) would not result in an exceedance of the short term NO₂ objective at any of the modelled locations.

As each of the back up generators would produce 104 megawatts (MW), an EA permit is required. This will ensure compliance with relevant legislation and prevent significant adverse impacts on local air quality arising from the data centre use.

A detailed AQA must be completed and submitted to the LPA when details of the stack locations has been confirmed.

Mitigation

A list of mitigation has been provided, despite other chapters suggesting that mitigation is not required. This mitigation is described as embedded mitigation in the proposals.

- Generator emissions discharged from roof
- Gas boilers are low NO_x

- Mechanical ventilation with heat recovery for all units
- Promotion of sustainable transport modes e.g. cycling, EV charging
- Travel plans for all areas of proposed development
- A car club space provided along the access road so that the facility can be used by residents / employees / visitors of the application site as well as local residents in Langley.
- Additional offset mitigation through detailed design phase, secured through conditions (nothing specific is mentioned in the report)
- CEMP and CTMP

However, it is noted that without NOx and PM filters, road frontage properties with mechanical ventilation will have no benefit in regards to clean air. This must be considered as a requirement at the detailed AQA stage.

Additional mitigation is required, in line with the Low Emission Strategy:

- Electric vehicle re-charging infrastructure provided in line with table 7 of the LES Technical Report. Electric vehicle charging points should be provided for 10% of the parking spaces (commercial/office use) and 100% for residential spaces, secured through condition.
- Electric vehicle re-charging infrastructure must be provided for residential properties with off-street car parking
- Construction Environmental Management Plan (CEMP) and Demolition Management Plan (DMP) shall be produced and submitted to the LPA for approval prior to commencement of works, which includes non-road mobile machinery (NRMM) controls in line with table 10 of the LES Technical Report
- All construction vehicles shall meet a minimum Euro 6/VI Emission Standard
- All heating systems shall meet the emission standards laid out in table 7 of the LES Technical Report
- The Travel Plan shall be monitored and include details of the promotion of sustainable travel, including electric vehicle use, usage of the EV charging infrastructure, reducing car journeys and increasing modal shift. Subsidised rail and bus travel must also be provided for residents to promote sustainable travel.
- A detailed generator operation programme, which outlines testing constraints (daytime only), the weather conditions in which testing can occur in, the positioning of generators furthest from residential receptors and embedded mitigation including use of particulate filters.
- A contribution towards the operation of a Slough dedicated ULEV car club, to set up 2 bays and one electric charging point in Harrow Market Car Park (Project 49 within LES Programme). This will be accessible to all future occupiers of the development and all existing and future members of the Slough Car Club Network.
- A contribution towards public off-street rapid Charger at Harrow Market (Project 46 within LES Programme)
- A contribution towards improving cycling provision in Langley, to set up an E-bike hub, consisting of a minimum of 10 e-bikes and safe secure parking facility for public access based on membership scheme (Project 52 within LES Programme)
- A contribution towards provision and maintenance of an air quality monitor in Langley

Conclusions

It is evident in the modelling results that a sustained NO₂ compliance issue will occur for existing receptors in Langley, who will be impacted significantly during both the construction and operational phases of the development.

It is not demonstrated that the applicant has considered the true impact that the development will have on NO₂ concentrations in the Langley area. Evidence presented in Slough Borough Council's Annual Status Reports suggests that Langley is an upcoming AQMA due to exceedances of the AQO for NO₂ over the last 5 years. It is evident that this development will result in a worsening of air quality in this area, if substantial mitigation is not implemented.

The AQA must be repeated at the detailed design phase, when exact mix of retail, commercial and industrial use is finalised, and more clarity can be provided on traffic assumptions. It is understood that offset mitigation discussions will begin at this stage, however it is not clear what mitigation is being considered since the AQA concludes that there are no significant issues with air quality overall. This must be discussed with the LPA prior to submission of the detailed AQA. The applicant is also required to consider committed developments (such as the Langley road widening scheme and its implications for the development), and the emerging Air Quality Action Plan, at the detailed assessment stage to ensure compliance with prevailing local standards at that time.

7.11 Environmental Noise

Demolition and Construction

- Plant noise at existing residential receptors

Major Adverse (significant) effects are predicted at all receptors in relation to demolition and construction plant noise. All impacts are considered direct and temporary in the noise assessment. As shown in Table 8.15, the threshold values within BS5228 are exceeded at all residential receptor locations. It is not clear if embedded mitigation is taken into consideration at this stage.

This exceedance is under the assumption that all of the plant for a given activity is operational at the application site boundary closest to the receptor location. This is a worst case scenario but is not a realistic scenario – plant is likely to be more spread over the application site therefore noise should theoretically not reach this level. A detailed noise management strategy must be submitted as part of the CEMP to the council, which specifies how noise levels within Table 8.15 can be met. It is noted that this table is titled 'predicted demolition noise' but proceeds to present construction noise levels.

- Traffic noise at existing residential receptors

The demolition and construction traffic noise assessment appears to be based on HGV movements only, and is based on BS5228 criteria rather than DMRB. It is noted that a construction staff car park with up to 260 spaces is to be included on the site, the impact of which should be included in the traffic noise assessment.

As previously mentioned, comparison has been made to BS5228 regarding construction traffic noise, however DMRB and CRTN are considered more appropriate. The impact of construction traffic noise should be repeated using the recommended guidance, to determine the impact at existing residential receptors.

Construction vibration is expected to be negligible at the nearest residential receptor (50m away from the nearest potential pile locations). At this distance, vibration levels from piling are unlikely to significantly exceed 0.3mms⁻¹. For this to be the case, it is assumed that the most southerly residential block is low rise and does not require piling. This requires clarification.

Operational Effects

- Residential

A site suitability assessment has been undertaken in line with ProPG guidance, considering impacts from both rail and traffic noise. It is noted that the site suitability is conducted in reference to average noise levels across the site, rather than maximum noise levels from passing trains or road traffic, as the guidance in ProPG assesses site suitability risk assessment to the LAeq metric.

Comparing the noise contour to the site risk assessment of ProPG (2017), the red, orange and yellow contours indicate areas of high, medium, and low risk, respectively. Plot A (residential/office/retail use) is within the medium risk contour during the day (between 60-68dB LAeq16h) and medium-high risk during the night (between 50-60dB and >60dB LAeq8h). The upper portion of Plot A is considered high risk due to proximity to the rail line in the north, therefore it is advised that future residential receptors are not located in this area. This is supported by LAmax levels recorded at LT1. Once corrected to 21m from the rail line (predicted building distance from Parameter Plan 3), this will generate noise levels up to 85dB LAmax at residential receptors. Residential units in this area would need high specification acoustic glazing and mechanical ventilation to be acceptable and it is recognised in the report that major adverse effects will occur without mitigation.

External amenity is unlikely to meet criteria within BS8233 and is considered a major adverse effect. Current parameter plans show very little external amenity space. The applicant should consider relocating the residential units further from the rail line, to reduce risk of exceeding internal noise limits and allow residents to have suitable external amenity space. Alternatively, buildings can be orientated to screen noise from rail and road traffic sources. Specific site layout options to achieve this can be explored during the detailed design stage, accompanied by an updated environmental noise assessment. This assessment will also include updated assumptions regarding on-site plant to ensure there is no exceedance at nearby residential receptors. It is noted that assessment conclusions have been based on LAeq levels, however LAmax levels must also be taken into account at the detailed design stage.

The vibration assessment indicates that locations V2 and V3 experience vibration levels at or just above that which is perceivable by receptors. Location V1 (20m to the rail line, representative of proposed nearest residential receptor) has ~2 events per hour which exceed the threshold of perceivable vibration (up to 0.4 mm/s), therefore residential units in this location would require vibration mitigation. It is recommended that proposed residential units are located further south (>100m from the rail line), to avoid vibrational impact from the rail line. If residential units are to be within 100m of the rail line, moderate to major adverse effects are predicted. This could be mitigated but additional vibration measurements and assessment are required to determine this.

- Office and Retail

Office and retail units only operate during daytime hours. The noise assessment states "building façades would need to be designed with consideration of the daytime road traffic noise emissions from Station Road, and plant noise emanating from the proposed Data Centre", however rail noise must also be taken into consideration.

Parameter Plan 3 shows a setback distance of 14m from Station Road, expecting to experience 65dB LAeq,18h. BS8233 recommends noise levels of 50-55dB LAeq for retail use and 35-40dB LAeq for office use, therefore it is expected that office units

will require a greater specification of ventilation and glazing to be acceptable. Without mitigation, major adverse effects are likely. This is also the case for vibration effects, if the office units are situated close to the northern boundary of the site. As discussed in Section 6, the impact of the Langley road widening scheme must be included at the detailed design stage, with clarification on whether the setback distance of 14m would be retained.

- *Datacentre*

Chillers and substations associated with the operation of the datacentre do so continuously over the day and night. Generators operate during testing, maintenance and power failures only. A noise prediction model has been used to predict noise levels at the nearest noise sensitive receptors, based on maximum building heights within Plot B and expected plant noise levels. This also assumes the sub-station is positioned in the north eastern boundary, and sound power levels are distributed over the building footprints to represent worst case scenario. The plant and chillers are expected to be positioned on the roof and there is a mention of screening, but it is not clear if this is referring to embedded acoustic mitigation. This needs clarifying.

The model results indicate that the total predicted plant rating noise level is not expected to exceed the typical background noise level. This doesn't take into account building screening effects, so the noise level is likely to be lower. Generator testing is not likely to be audible over noise from chiller plant.

Plant noise from the energy centre and proposed residential/office/retail units has not been considered at this stage of the assessment. Total cumulative plant noise levels must not exceed background noise levels to be acceptable (inclusive of datacentre plant noise). At the nearest residential receptor (proposed future residential units facing the datacentre), noise levels at the façade are expected to be 44dB. Although this is above background, internal noise levels can be achieved with suitable mitigation.

- *Operational Road Traffic Noise*

Based on the transport data, noise increase comparing to the operation road traffic of the development (2023) to the baseline year (2019) is minimal during both day and night, and is not considered significant, however it is not clear if retail uses has been included and must be addressed if not.

Cumulative Effects

No cumulative schemes have been identified, as within the ES Chapter 2: EIA and Methodology. Two types of cumulative effect are identified:

- Intra-Project Effects: those effects that occur as a result of impact interaction between different environmental topics within the same project (e.g. air quality and environmental noise impact on receptors)
- Inter Project Effects: Combined effects generated from the proposal together with other planned developments and also referred to as 'in-combination effects'

Chapter 2: EIA and Methodology suggests that projects within 1km from the red line boundary should be considered in the cumulative assessment (as an inter project effect), therefore it is not clear if the impact from the Langley Road Widening Scheme is being considered. This would bring the road closer to proposed receptors and may influence the level of glazing and ventilation required for front facing facades. The WRLTH is also due to be submitted this year. Although this scheme is not yet confirmed, consideration should be given to the impact of having residential receptors close to a road which is due to increase in traffic volume.

In regards to intra-project effects, existing residential occupants in the surrounding area are expected to be impacted by both air quality and environmental noise effects during the construction phase of the development. There is reliance on BPM, CEMP and CTMP to mitigate these effects, however as identified in the noise and air quality assessments, significant effects will still occur and more work should be done to mitigate this as far as possible.

Proposed Mitigation

Within the noise assessment, mitigation for the different site uses and phases across the site has been proposed:

- Demolition and Construction:

Within the report, there is mention of mitigation measures to reduce noise on site (reiterated in recommendations section of this review). To control noise generated during the demolition and construction phase, the applicant proposes to submit a CEMP, which outlines BPM to reduce noise on site. There is a lot of reliance on this management plan, however even with the application of a successful CEMP, significant adverse effects are still predicted at all residential receptors, particularly due to on-site activities. Although this is a temporary effect, additional mitigation must be explored through implementation of a noise management strategy as part of the CEMP, including measures such as restricting working hours for noisy activities, with its effect quantified.

- Operational:

Mitigation to control noise from plant associated with the datacentre during the operation of the development has been provided in the report (reiterated in recommendations section of this review). These are accepted from an environmental noise point of view; however, these measures may conflict with visual amenity aspects and may need to be revised if site layout is altered at the detailed design stage. Clarification is also required regarding whether the proposed 5m screening is incorporated into the building heights shown in the parameter plans or if it is additional height.

Residential mitigation is based on the ProPG noise contours, which refer to the LAeq metric. The outline glazing and ventilation specifications indicate that internal noise levels can be achieved once mitigation is applied, however no consideration has been given to LAm_{ax} levels at this stage and must be re-addressed at the detailed design stage of the assessment, to ensure suitable glazing and ventilation is identified. This is also the case for office and retail units. There is particular concern for units close to the rail line and those facing Station Road. Mitigation will need to be confirmed at the detailed design stage once the impact of LAm_{ax} levels is taken into consideration for the proposed future uses.

There are concerns that suitable external amenity space has not been provided for the residential units. Currently, there is no mitigation suggested for external amenity other than using building layout for screening purposes. It is recommended that this is explored to allow external amenity to meet criteria set out within BS8233.

Once mitigation has been applied, it is expected that noise levels will be acceptable for the office and retail elements of the development. Although glazing and ventilation can be implemented to allow internal noise levels to be met for residential units, LAm_{ax} levels have not yet been taken into account. It is likely that very high specification glazing, ventilation and vibration mitigation will need to be implemented if residential units are located close to the rail line, therefore it is recommended that residential units are set back as far as possible from the rail line to avoid this issue.

Relocating the residential units to the south would also allow acceptable external amenity space to be provided.

Conclusions and Recommendations

Without application of mitigation for all proposed site uses, existing residential and proposed future residential receptors will experience a major adverse impact.

7.12 Housing Services Enforcement Team

Noise surveys and assessments to determine the impact of noise on the local environment during

- The construction phase
- Operational stage once the development has been completed

This should include the impact on residents living within the development.

Appropriate noise surveys will need to be carried out and recommended mitigation measures will need to be agreed to protect future occupants of the development from excessive noise.

Where there are plans for hot food takeaways, assessments to determine the appropriate kitchen extraction system must be carried out to protect future occupants and nearby residents from excessive noise and vibration.

Consideration must be given to commercial and domestic waste storage as it is vital that there is clear separation between them to prevent future issues of side waste and poor waste disposal. Detailed plans will need to be drafted for refuse storage.

7.13 Land Contamination Officer

The following documents were reviewed:

- EIA Scoping Opinion Request Report (Ref. no. R1700003527_5), dated October 2019, and prepared by Ramboll UK Limited.
- Geotechnical Desk Study and Preliminary Risk Assessment (Ref. no. 1620002461), dated November 2019, and prepared by Ramboll UK Limited.
- Environmental Statement Report (Ref. no. 1700003527), dated November 2019, and prepared by Ramboll UK Limited.

Comments:

The Scoping Report - Section 8 presented the potentially significant impacts and likely effects scoped-out subjects, including the Ground Conditions. This choice was justified by findings which will be presented in the Geotechnical Desk Study Report and suggests that proposed development should not give rise to significant environmental effects in relation to ground conditions.

- For this purpose, an underlining baseline was determined by assessing several sources including historic information, geology, hydrogeology, etc.
- Potential impacts/effects were identified following a Preliminary Contamination Risk Assessment, and an approach and methodology was proposed. Whilst this subject was scoped out of the EIA, it is anticipated that any identified Potential Pollution Linkages (PPLs) will be dealt with through the planning process and conditions on the Decision Notice. Given the site history and identified PPLs I concur with this decision.

The Preliminary Contamination Risk Assessment identified a number of potential pollutant linkages to human health (site users and construction workers) and the shallow Principal Aquifer.

- It identified the presence of unknown contaminants in the Made Ground throughout the whole site due to historic uses. This, and the remaining uncertainties regarding contamination on site will have to be dealt with during development, and most likely require remediation works to be employed.
- Previous site investigations covered only part of the site, and identified potential sources of contamination, including made ground, disused tanks, etc.
- Based on these initial findings, it is recommended that further intrusive site investigation and assessment is carried out, and if necessary, remedial actions outlined and undertaken to make the site suitable for the proposed use.

Whilst the Environmental Statement Report does not include further details relating to ground conditions, as these were scoped out, a couple of other chapters are relevant to the overall potential impacts on human health. Thus, the following comments are relevant.

- Chapter 5 Demolition and Construction Environmental Management:
 - A detailed Construction Environmental Management Plan (CEMP) is yet to be produced, and submitted for review to the Local Authority, after which it needs to be implemented during the construction works.
 - This chapter briefly outlined the anticipated environmental issues and necessary management controls that would be covered within the CEMP.
 - The Description of Works Section follows all the stages of development and identifies the likely tasks, issues and how to address them. This is considered acceptable at this stage of the process.

7.14 Tree Officer / Arboricultural / Landscape Consultant

Objection - Reason: Unacceptable loss of specially protected trees with moderate quality, a constraint to development, within and around the boundaries of the site. Inadequate scheme of mitigation on or off the site.

The Langley Business Centre was built in the 1970/80s with a good level of soft landscape provided around the office block and along the street frontage. Trees were planted within these areas have established, some have reached a stage and maturity to be consider worthy of retention.

To this end an area Tree Preservation Order was made to help enable the retention of the most important trees. The submitted arboricultural report has valued all the trees on the site in accordance with BS5837: 2012 Trees in relation to design, demolition and construction. The results identify 31 category B trees a constraint to development and 205 category C trees that are low value and should not constrain development. It should be noted, it is highly likely that some of the category C trees also merit retention.

The design of the data centre is a large industrial unit that occupies the majority of the site, with residential units at the front to 'disguise' the data centre. The tree removal plan must include the whole site.

The detailed tree schedule does however identify 296 trees for removal which is nearly $\frac{3}{4}$ of all the trees. The loss of such a large number of trees cannot be mitigated within the site, the loss is catastrophic to the local area.

Trees growing along the boundary of Meadfield Avenue are retained and this approach is supported.

The established trees along Station Road provide the most significant public visual tree amenity and must be retained. It was one of main reasons for making the Tree Preservation Order. The new ILLUSTRATIVE SITE PLAN TREE OVERLAY shows that trees along the frontage as retained, but there is no supporting evidence that this is possible. In addition the PARAMETER PLAN 1 OVERLAY shows the location of a proposed road widening scheme.

If the road widening scheme is progressed, the need for a large area to that will allow trees to establish at the front is vital. To achieve this, the scheme must be set back further into the site to give enough space for these trees to be retained along side new planting.

Due to the scale of the development and associated infrastructure and auxiliary buildings to support the data centre there is no soft landscape retained within the site.

Landscape

The landscape plan seeks to add to the retained trees along the boundary with Meadfield Avenue. There is no plan to scale where the width of this bed can be determined, none of the retained trees, individually are of any great merit. But as a group they provide significant and essential screening between the business centre and residential properties.

Therefore, the new planting must add quality to this while not adversely impacting on the enjoyment of neighbouring gardens and properties.

The DAS has provided some detail on boundary treatment, however the scale and impact is not clear, this would normally be provided within the arboricultural impact assessment that has been omitted from this application.

The management of surface water with green infrastructure as outlined is an approach that is supported. This will help reduce likelihood of flooding either on site or down stream.

Trees are proposed within hard standing area and will required below ground level rooting areas to ensure the successful establishment and growth of the these trees. Details of such systems can be found with the Trees and Design Action Group publication Trees in Hardscape a free download here: www.tdag.org.uk

Mitigation for tree loss

The developer must look to developing a scheme of mitigation for the loss of 296 trees from within the site. A small proportion can be achieved on site. Some could be accommodated in local parks and streets through a S106 agreement. The Slough Borough Council would require approximately £650.00/tree for initial supply, plant and maintain for 3 years until established.

Green and walls roof

Large green wall are proposed on the data centre on the western and southern sides. It is assumed that the income from data centre can support the high annual maintenance costs of such an installation for the duration of the building life. The applicant must provide a clear assurance of this, so that it does not fall away during detailed application stages.

It is unlikely, due to the building design, that a green roof is possible over the extent of the roof. Applicant to confirm, no acknowledgement yet

This will need a 25 year LEMP to ensure the green wall was maintained.

The green walls will provide habitat for small nesting birds.

7.15 Ecology

Given the likely scale of the proposed development, the location of the site and the potential for likely significant environmental effects, the Applicant has chosen to submit an Environmental Statement (ES) alongside the planning application for the Proposed Development. The Report sets out the proposed scope of the EclA and associated Environmental Statement (ES) to support the planning application for a mixed-use development, known as the Langley Business centre.

We consider that sufficient information has been provided in the Environmental Statement Report sufficiently assesses the site and its biodiversity value.

The site is not situated within any statutory designated sites for ecological value, such as Sites of Special Scientific Interest (SSSI), Special Protection Area (SPA), Special Areas of Conservation (SAC) or Ramsar Sites, nor are there any located within a 1km radius of the Site. As stated in the Environmental Statement the area falls within the SSSI Impact Risk Zone (IRZ) of Staines Moor, Wraysbury Gravel Pits SSSI, Hythe End SSSI and Arthur Jacob LNR which form constituent parts of the South West London Waterbodies Ramsar and SPA sites therefore, Natural England should be consulted and the application considered before planning is determined in relation to recreational impacts and increase in recreational pressure. The closest identified non-statutory designated site is the Queen Mother Reservoir Local Wildlife Site (LWS) (0.98km to the south of the Site), which is designated for its amenity and ornithological value. We are satisfied that there are adequate urban barriers separating the proposed development site from the LWS. The PEA concluded that there are no protected or notable habitats within the site and the majority of habitat within the site is comprised of buildings and hardstanding (approximately 90%). In terms of ecological features, the urban nature of the site and the surrounding areas offer minimal opportunities for habitats to become established to support protected species. However, the Grand Union Canal towards the north, as well as boundary vegetation may create a green habitat corridor providing connectivity adjacent to the proposed development site, although this area does not lie within the application boundary. We are satisfied that the ecology assessment within the EIA is adequate and ecology matters can be scoped out based on the findings of the PEA 2019 Report and PRA 2019 Report and that construction and operational impacts will not result in any significant adverse effects on the ecology of the Site and local context.

We welcome the recreational buffering and green linkage provided within the design to further enhance this localised feature of site level importance.

7.16 Transport and Highways Development

This is an updated response following our recent response issued on 18 June 2020. Please refer to that response for full details.

New information was received from the applicant team on 26 June 2020, comprising:

- Junctions 9 model file: “*Site Access Junction.j9*”;
- 20 Excel files of traffic data, including ATCs, queue length surveys and junction counts.

Please note also, that “Parameter Plan 5 - Access Location” in Appendix A of the TA is not accepted and all comments therefore assume this is superseded by the “Amended Parameter Plan 5 (rev.B) June 2020”.

There will be further requirements at the Reserved Matters application, as detailed in the 18 June 2020 response.

Personal injury accident (PIA) data

1. This was not provided in the Scoping Note; nor in the TA.
2. We previously stated that this should be provided in line with National Planning Practice Guidance:
 - The National Planning Practice Guidance, 2014 says that a TA needs to include “*an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the proposed site has been identified as within a high accident area.*”
3. However, this request can be waived at the Outline application stage for these reasons:
 - The site benefits from good sustainable transport;
 - The site is currently occupied and the traffic generation will therefore be a moderate increase but not entirely new traffic movements; and
 - The safety of the design of the access and layout etc will be addressed at Reserved Matters.

Development Proposals – Parking

Our outstanding concerns are as follows:

- As mentioned previously, more disabled spaces are needed. The number of spaces can be considered on merits, taking account of – among other factors – the wider demand assessments requested and the references in Section 8 of Slough Council’s ‘Transport and Highway Guidance Developer’s Guide Part 3’ interim document (November 2008).
- While this was previously noted as an Outline matter, this can now be addressed at Reserved Matters as the overall parking quantity is acceptable. Furthermore, while the creation of larger disabled bays may result in the potential loss of some parking bays, the overall quantity is such that these losses would not be critical.

Traffic Modelling and traffic volumes

- Please also see the various assumptions noted in our 18 June response, to be covered at Reserved Matters.
- Subject to the above, we have reviewed the input data of the models and can comment as follows:
 - Four model runs have been undertaken, as follows:
 - 2023 Future Base + Development (Option 1), AM
 - 2023 Future Base + Development (Option 1), PM

- 2023 Future Base + Development (Option 2), AM
- 2023 Future Base + Development (Option 2), PM
- We have checked the impact of the model changes we requested by making copies of the modelling files and editing these. In our re-run models, we adjusted the major road width and the minor arm visibilities. While these are subject to confirmation in the CAD plans at Reserved Matters, we made the following adjustments to be robust:
 - Major road width: 4 metres (minimum width allowed in Junctions 9);
 - Minor arm visibility to left: 25m; and
 - Minor arm visibility to right: 25m.
- We previously had various potential concerns regarding the determination of traffic volumes used in the TA and modelling. However, in our re-run model of the AM peak, Option 1, we increased all traffic volumes by 20%. The revised results show there is clearly plenty of “room for manoeuvre” in that the traffic impact results remain way below critical. Therefore, we can overlook any potential errors in the traffic volumes.
- As the modelling results, even with the above amendments are still considerably below capacity, we can further confirm that the possible re-introduction of a limited D1 use back into the land use mix, to be restricted specifically to a doctors’ surgery, would be acceptable, provided this is limited to the previously proposed area for D1 in the previous form of the application.

Development trip volumes:

- We had several doubts or questions over the accuracy of the traffic generation methodology.
- However, in the end, I ran a sensitivity test by inflating the modelled volumes in our re-run model of the AM peak, Option 1, by 20%.
- The revised results showed there is clearly plenty of “room for manoeuvre” in that the traffic impact results remain way below critical.
- Therefore, we agreed that we can overlook any potential errors in the traffic volumes.
- Furthermore, as the modelling results, even with the above amendments are still considerably below capacity, we further confirmed that the possible re-introduction of a limited D1 use back into the land use mix, to be restricted specifically to a doctors’ surgery, would be acceptable, provided this is limited to the previously proposed area for D1 in the previous form of the application.

So in brief, we were not sure if the total development trips would be more or less than those for the Business Centre as currently existing and when fully occupied. But for the purposes of modelling the traffic impact, this was not a concern.

Summary – Outstanding Requirements

For the Reserved Matters application, issues to be covered were noted as such in the 18 June response; however, this was not an exhaustive list. As the design and application is progressed, there will be other design issues that need to be addressed as well as potentially details of construction processes etc.

We would also like to re-iterate a few issues to be covered at Reserved Matters, for avoidance of doubt as these were previously considered to be Outline matters (again, this is not an exhaustive list of Reserved Matters issues):

- In considering safety of the design of the access and layout etc, this should include consideration of personal injury accident (PIA) data in line with the National Planning Practice Guidance, 2014 which says that a TA needs to include “*an analysis of the injury accident records on the public*”

highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the proposed site has been identified as within a high accident area.”

- More disabled parking spaces are needed. The number of spaces can be considered on merits, taking account of – among other factors – the wider demand assessments requested and the references in Section 8 of Slough Council’s ‘*Transport and Highway Guidance Developer’s Guide Part 3*’ interim document (November 2008). While the creation of larger disabled bays may result in the potential loss of some parking bays, the overall quantity is such that these losses would not be critical.

7.17 Rights of Way Officer

No comments received.

7.18 Housing

The mix of affordable housing needs to be provided in Section 106 agreement. Any changes to this mix should only be in discussion with the Council, to reflect the need from the Housing Register.

7.19 Economic Development

No comments received.

7.20 Lead Local Flood Authority

- At present the proposed scheme only includes a minimal amount of Sustainable Drainage Systems (in the form of a short swale) within the proposals, please indicate how compliance with NPPF and Slough Borough Council requirements will be achieved. It is not clear whether the swale shown within drawing RAM-XX-XX-DR-C-00402 is fully lined. The Geoenvironmental Appraisal (Report C4603/B) included within Appendix 3 of the Drainage Strategy Report indicates the presence of contaminants within the site. Please confirm whether the proposed swale would be fully lined.
- The site is within an EA Source Protection Zone III. The drainage proposals do not include any infiltration proposals, however due to the presence of lead and PAH (polyaromatic hydrocarbons) it is recommended the EA are consulted on the proposals and potential risk of mobilisation of contaminants during the works.
- The Geoenvironmental Appraisal (Report C4603/B) included within Appendix 3 of the Drainage Strategy Report identified groundwater at depths between 3.30mbgl and 4.80mbgl. Please confirm that any proposed development will be above the observed groundwater levels or indicate how groundwater flood risk will be dealt with.
- The levels shown within the topographic survey provided are illegible, please provide a topographic survey where levels have a legible font size/resolution.
- Please provide levels of the existing Thames Water sewer invert levels within drawing RAM-XX-XX-DR-C-00100.
- Identification of and information on areas that may have been affected by failures in the existing drainage regime.
- Information evidencing that the correct level of water treatment exists in the system in accordance with the Ciria SuDS Manual C753, please provide a Simple Index assessment as outlined in C753 Table 26.1

- If not using infiltration for drainage - Existing and proposed run-off volume calculations completed according to a suitable method such as IH124 or FEH. Calculations must show that, where reasonably practical, runoff volume should not exceed the greenfield runoff volume for the same event. This must be shown for a 1 in 100 year, 6 hour rainfall event.
- Evidence that enough storage/attenuation has been provided without increasing the runoff rate or volume. This must be shown for a 1 in 100 year plus climate change event – Please demonstrate that greenfield runoff volume will not be exceeded. • Exceedance flows are considered in the event of the pipe being non-operational. Evidence that Exceedance flows and runoff in excess of design criteria have been considered - calculations and plans should be provided to show where above ground flooding might occur and where this would pool and flow.
- Evidence that Urban Creep has been considered in the application (or if it is not applicable justification on why it is not applicable) and that a 10% increase in impermeable area has been used in calculations to account for this.
- Foul Water Drainage Proposals. • The Thames Water capacity check was carried out in August 2016. Confirmation will be required that the Thames Water foul sewer would still have capacity for the proposed flows at present.

7.21 Emergency Planning Team

No comments received.

PART B: PLANNING APPRAISAL

8.0 Policy Background

8.1 National Planning Policy Framework 2019 and National Planning Practice Guidance:

- Chapter 2: Achieving Sustainable Development
- Chapter 4: Decision making
- Chapter 5: Delivering a sufficient supply of homes
- Chapter 6: Building a Strong Competitive Economy
- Chapter 7: Ensuring the vitality of town centres
- Chapter 8: Promoting healthy and safe communities
- Chapter 9: Promoting sustainable transport
- Chapter 10: Supporting high quality communications
- Chapter 11: Making effective use of land
- Chapter 12: Achieving well-designed places
- Chapter 14: Meeting the challenge of climate change, flooding and coastal change
- Chapter 15: Conserving and enhancing the natural environment
- Chapter 16: Conserving and enhancing the historic environment

Paragraph 11 of the NPPF states that decisions should apply the presumption in favour of sustainable development which, for decision-taking, 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; 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.

8.2 The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008

Core Policy 1 - Spatial Vision and Strategic Objectives for Slough
 Core Policy 4 - Type of housing
 Core Policy 5 - Employment
 Core Policy 6 - Retail, Leisure and Community Facilities
 Core Policy 7 - Transport
 Core Policy 8 - Sustainability and the Environment
 Core Policy 9 - Natural and Built Environment
 Core Policy 10 - Infrastructure
 Core Policy 11 - Social Cohesiveness
 Core Policy 12 - Community safety

8.3 The Adopted Local Plan for Slough 2004 (Saved Policies)

Policy H11 - Change of Use to Residential
 Policy H14 - Amenity space
 Policy EMP2 - Criteria for Business Developments
 Policy EMP10 - Langley Business Park and Langley Business Centre
 Policy S1 - Retail Hierarchy
 Policy EN1 - Standard of Design
 Policy EN3 - Landscaping
 Policy EN5 - Design and Crime Prevention
 Policy EN17 - Locally Listed Buildings
 Policy T2 - Parking Restraint
 Policy T7 - Rights of Way
 Policy T8 - Cycling Network and Facilities
 Policy T9 - Bus Network and Facilities

8.4 Slough Local Development Framework Site Allocations (November 2010)

Part of the site is allocated under site reference SSA23 in the Slough Local Development Framework Site Allocation Development Plan Document for retail (new supermarket). This provides for:

- Provision for a supermarket with no more than 2,500 sq m trading floorspace with limit on sale of convenience goods to no more than 25% of floorspace;
- Car parking provision close to the Station Road frontage with ability to use the facility for linked trips;
- Enhance the quality and attractiveness of the footway between the supermarket site and the Harrow Market;
- Design and layout to be attractive and accessible to pedestrians and cyclists;
- Provision for the traffic and transport improvements along Station Road and affected junctions and road;
- The development could incorporate an element of residential, financial and professional services, restaurants, cafes, drinking establishments or takeaways, at a scale and of a design which

enhances the vitality and viability of the District Shopping Centre as a whole.

The Site Allocation document notes that the site is within the Langley Business Centre Existing Business Area but that until the site is developed for a supermarket it was not intended to alter the boundary of the Existing Business Area; the relevant policies in the Local Plan and Core Strategy remain in force for the site. The Site Allocation was not considered to be contrary to Core Policy 5 as the proposed supermarket would have continued to provide employment on the site.

8.5 Other Relevant Documents/Guidance

- Slough Borough Council Developer's Guide Parts 1-4:
 - Part 1: Planning application procedure and decision making
 - Part 2: Developer contributions and affordable housing
 - Part 3: Transport and highway guidance
 - Part 3: Update to Table 3 charges for highways agreements and licences
 - Part 4: General development guidance
- Proposals Map 2010
- SBC Slough Low Emission Strategy (LES) 2018 – 2025 Technical Report

8.6 Planning and Compulsory Purchase Act 2004

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 (NPPF) was published upon July 2019. Planning Officers have considered the proposed development against the revised NPPF which has been used together with other material planning considerations to assess this planning application.

The NPPF states that decision-makers at every level should seek to approve applications for sustainable development where possible and planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

8.7 Emerging Preferred Spatial Strategy for the Local Plan for Slough

One of the principles of the Emerging Preferred Spatial Strategy is to deliver major comprehensive redevelopment within the “Centre of Slough”. The emerging Spatial Strategy has then been developed using some basic guiding principles which include locating development in the most accessible location, regenerating previously developed land, minimising the impact upon the environment and ensuring that development is both sustainable and deliverable.

It is important that key sites within the town centre or on the edge are developed in a comprehensive manner and that all of the necessary linkages and infrastructure are provided. The *Local Plan Spatial Strategy Key Components* report was considered by the Planning Committee at the extraordinary meeting of 26th August. The three key themes for the Spatial Strategy which are derived from the Local Plan Vision and analysis of the most important issues that are facing Slough. These are:

- To make Slough a place where people want to “work rest, play and stay”, by making sure that people who have prospered in Slough have the opportunity to “stay” in the Borough
- By making sure that we have “inclusive growth” in Slough by ensuring that more of the wealth that is generated in Slough stays in Slough, by enabling residents to participate in more of the well paid employment opportunities in the town and providing more facilities in the Borough for people to use and enjoy.
- Making Slough a place where residents can meet all of their needs and be able to “live locally” in their own community, which will help to develop local communities and reduce the need for people to travel.

8.9 Equality Act

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

9.0 **Planning Assessment**

9.1 The planning considerations for this proposal are:

- Principle of development
- Mix of uses proposed
- Acceptability of outline application with all matters reserved

- Environmental Impact Assessment
 - Socio-economics
 - Air quality
 - Noise and vibration
 - Daylight, sunlight and overshadowing
 - Townscape and visual effects
 - Cumulative effects
- Issues not subject to EIA
 - Impact on the character and appearance of the area
 - Impact on amenity of neighbouring occupiers
 - Wind conditions / microclimate
 - Highways / Transport and parking
 - Sustainable Design and construction
 - Surface water drainage
 - Archaeology
 - Safe and Accessible Environment
 - Fire Strategy
 - Infrastructure/S106 requirements

10.0 Principle of development

10.1 Mix of uses proposed

- 10.1.1 The site is a protected employment area, where most B Class uses are supported in principle (Class B1(c) offices are not supported in Langley Business Centre).
- 10.1.2 The proposed use of the larger part of the site as a data centre is a *sui generis* use, which does not fall into any B class use. However, due to the scale and character of the buildings that accommodate data centres, it is acknowledged that in character terms, such uses are best located within established business / employment areas. The issue of loss of employment is considered later in this report; however in principle no objection is raised on the grounds of this proposed use being inappropriate in this location.
- 10.1.3 With regards to the road frontage Plot A, Policy S1 requires a demonstration that additional retail uses outside town or district centres is required as part of any application. While this is not provided in the application, it is noted that an element of A class uses is provided for in the Site Allocations DPD (2010), which includes part of the site within the SSA23 site allocation. The current proposals clearly do not include the key retail use envisaged there (a supermarket), but other key aspects of the site allocation policy are picked up in the proposal for Plot A, namely, the intention to
- *Enhance the quality and attractiveness of the footway between the supermarket site and the Harrow Market;*
 - *Design and layout to be attractive and accessible to pedestrians and cyclists; and*

- *...an element of residential, financial and professional services, restaurants, cafes, drinking establishments or takeaways, at a scale and of a design which enhances the vitality and viability of the District Shopping Centre as a whole.*

10.1.4 The site was considered within the *Proposed Strategic Housing Sites* by the Planning Committee in February 2018. While the Local Plan is at an early stage of development and this report can be given only very limited weight, the document set out the key site requirements for a possible residential allocation at the Langley Business Centre, as follows:-

- *Mixed use scheme of primarily residential development plus retail and office development with public open space and ancillary facilities.*
- *Provide a wide range of homes and tenures to attract a wide range of households.*
- *Affordable housing to be policy compliant. Affordable housing to include some family homes.*
- *Street based development wanted.*
- *Low rise family housing along the southern and eastern perimeters adjacent to existing residential areas.*
- *Medium rise apartments on the rest of the site with barrier blocks alongside the railway line that can help to reduce noise from the railway to the rest of the site.*
- *There may be scope for a taller landmark building on the north west corner of the site.*
- *Open space and green infrastructure to be in accordance with Council's policy.*
- *Station Road to have an active frontage with a range of small scale retail and leisure uses.*
- *The quality of the pedestrian route to the Harrow Market to be improved along with other environmental improvements.*
- *Highway access to be on Station Road and any necessary off site improvements to the highway network will have to be provided.*
- *Improve access to the railway station along Station Road and the path from Mead Avenue. Take account of new footbridge to be installed and incorporated, subject to Network Rail's approval, better direct access to platforms from south.*
- *High quality design including public realm; use building materials that last.*
- *Long term maintenance / management of public realm to be secured.*
- *Development to be in accordance with the Council's planning policies and guidance including Section 106 planning obligation infrastructure etc. and any necessary air quality mitigation.*

10.1.5 This approach was unanimously agreed at committee. However, the site owner has subsequently chosen not to progress a scheme of this type, and as noted above the document can be given only very limited weight. It is however significant in this application that the aspirations in the report

for active street-frontage development and in addition an element of residential use have been taken forward in the proposals for Plot A.

- 10.1.6 In addition to assessing the acceptability of the principle of the proposed uses in terms of local policy, the proposals must be assessed against the National Planning Policy Framework. Paragraph 8 sets out that the planning system should balance economic, social and environmental objectives, and paragraph 38 that:

...Local planning authorities should approach decisions on proposed development in a positive and creative way.....and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area.

Taking into account that the 2010 Site Allocations DPD and the direction of travel in the preliminary stages of the emerging Local Plan, have accepted that the Business Centre would result in significant changes from a purely employment uses at the site to a range of mixed uses, it is considered that for the most part, the mix of uses proposed here can be accepted in principle, subject however to balancing and meeting the three objectives noted above in NPPF paragraph 8.

- 10.1.7 It is however considered that, while hot food takeaways were envisaged as a possible land use in the 2010 site allocations document, that health concerns that have emerged with takeaway food in the decade since that DPD was adopted together with the proximity of any A class uses at Plot A to residential use within the Plot, that Class A5 use would not be appropriate in this location. This is excluded in the A classes uses set out in condition 33.
- 10.1.8 Notwithstanding that, changes in use classes order which have very recently been adopted under The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 require, as noted in the Recommendation at 1.1 of this report, a consideration of how the introduction of the new Class E should be treated within the description of this application. Further comment on this will be provided in the Amendment Sheet.

10.2 Acceptability of outline application with all matters reserved

- 10.2.1 The application is in outline form, with all detailed matters - access, appearance, landscaping, layout and scale reserved for consideration in subsequent applications. Due to concerns with the ability of the site to accommodate the quantum of development proposed and as noted in Section 2 of this report, following registration and validation of the application officers wrote to the applicants to notify them that, prior to determining the application it would be necessary to provide in full and as part of this application, the reserved matters of scale, layout and access. This was largely consistent with pre-application advice, which advised that a full application or a hybrid application that included full details of the Plot A development should be made. It is noted that the application includes an illustrative scheme of one possible means of developing the site, which is intended to show that a quality development can be provided within the applications parameter plan approach. An amended illustrative scheme has also been submitted which presents a case that the reduced floorspace provided in the amended application

description can also be provided. It is accepted that this approach is of considerable assistance in demonstrating that the application can be considered in outline only, and the Highways Officer has commented that the amended access plan (Parameter Plan 5) is acceptable. Some issues remain which will need to be resolved before the application can be positively determined. These are discussed in this section of this report.

11.0 Environmental Impact Assessment

11.1 As noted in Section 4 of this report, the following topics were subject to Environmental Impact Assessment:

- Socio-economics,
- Air quality,
- Noise and vibration,
- Daylight, sunlight and overshadowing,
- Townscape and visual effects

Assessment of effects in these topic areas is accompanied by an assessment of cumulative effects. The ES concludes that there are no cumulative effects, for the reasons set out in the Section 11.7 below.

11.2 Socio-economics

11.2.1 Chapter 6 in the Environmental Statement considers socio-economic effects of the development, and is supported by a separate Economic Impact Report. Further information was also submitted following a request made under EIA Regulation 25, in the form of an EIA Addendum, where Appendix 2 comprises a "Socio-economic Effects Clarification Statement". This comprises a letter from Barton Willmore that sets out the changes from the findings in Chapter 6 that result from the amended application description and reduced floor area for the data centre.

11.2.2 Chapter 6 considers socio-economic impacts in the following areas:

- Employment generation and economic output
- Increase in local population
- Increase in housing provision
- Reduction in local expenditure
- Primary healthcare
 - GP provision
 - Dental provision
- Education
 - early years
 - primary

11.2.3 A summary of the findings of the ES is set out in the following table, and these impacts are considered in further detail below:

Receptor	Effect	Residual Significance
Demolition and construction phase		
Employment generation / Economic output	Temporary, moderate beneficial	Moderate beneficial
Completed development (operational phase)		
Increase in local population	Minor adverse	Minor adverse

Increase in housing provision	Negligible	Negligible
Reduction in local expenditure	Minor adverse	Minor adverse
Employment generation/Economic output	Permanent, major beneficial	Major positive
Primary healthcare – GP provision	Negligible	Negligible
Primary healthcare – Dental provision	Minor adverse	Minor adverse
Education (all ages)	Negligible	Negligible

Employment generation and economic output

11.2.4 The submitted documentation notes that the application site is an identified Employment Site within the Borough. It sets out that demolition and construction would result in the temporary loss of existing on-site employment but that the development would generate a significant number of new jobs during the demolition, construction and operational phases of the development. The predominant employment use as a data centre and secondary employment by A class uses in the road frontage development would result in a net loss of jobs from the employment site as compared with the levels of employment that would be provided if the site was fully occupied. It is noted however that there is a significant level of vacancies at the site at present, although the application does not provide any information on the current level of vacancies

The ES states that there are an estimated 343 direct jobs currently provided at the Business Centre, although if fully occupied the site has the potential to support 754 jobs on-site. Set against this, 58 jobs are anticipated during demolition and 448 direct full-time equivalent (FTE) jobs would be provided on site during construction phase.

11.2.5 For the operational phase, anticipated on-site employment is 59 in the A class floorspace to be provided on Plot A and up to 300 in the data centre (150 full-time and 150 part-time fro the data centre. For both Plots these figures are subject to the reserved matters stage being forward the maximum floorspace in the application description).

11.2.6 The ES cites significant indirect employment benefits in the form of off-site jobs that will be created or stimulated by the development. This additional job-creation potential is given as an additional 435 off-site jobs during the construction phase and 5577 that would be indirectly created by the data centre during the operational phase. The ES considers therefore that the proposed development would have a permanent, major beneficial effect (significant) on employment and economic output at the national level which is considered significant but for which mitigation is not required.

11.2.7 While the national benefits of the data centre use are known and appreciated, in assessing this benefit the Council's EIA Regulation 25 further information request asked for clarification on the on-site employment figures, including whether they are realistic for the small A class units proposed for Plot A and for the Plot B data centre, which is understood to be a typically low employment-density use. It was also noted in the Regulation 25 request that commercial film making at the

site has been provided for at the site, in line with temporary prior approvals and permissions which extend back over the last five years, and it was questioned if this could represent a viable alternative use with greater local employment benefits than the data centre. These questions were not addressed in the Regulation 25 response. It is also noted that off-site and indirect employment for existing and potential uses is not considered in the ES. For the purposes of assessing the benefits of the proposals in terms of employment generation and economic output, a comparison of potential and projected employment figures is therefore considered to be the appropriate basis for the following assessment of employment effects:.

- 11.2.8 During the demolition and construction phase of the development, and taking into account that the time taken for construction as opposed to demolition will take up the greater part of this phase, up to 448 jobs will be created on-site, as against potential maximum employment of 754 jobs. It is noted that currently an estimated 343 people are currently employed at the site, this represents a temporary increase of up to 105 jobs. (If the site was fully occupied, there would be a corresponding loss of 306 jobs during this phase of development).
- 11.2.9 During the operational phase of the development, on the basis of the projected employment figures in the ES, there would be up to 359 jobs at the site, of which 150 would be part-time within the data centre. While nominally slightly more than the estimated current employment figure, this would appear to be a loss of full-time equivalent positions as compared to estimated existing employment, and a loss of at least 295 jobs against the potential employment at the site (although this would be likely to be significantly greater in terms of FTEs).
- 11.2.10 For this reason, while the principle of the proposed change of uses at the site is supported (Section 10.1 above), in coming to a decision on the overall acceptability of the proposals, this loss of employment must be weighed against the other benefits of the scheme.

Population

- 11.2.11 The maximum impact on local population would result from the development providing the maximum 60 residential units in the application description, which is estimated by the applicant on the basis of average occupancy figures to result in an overall population increase of approximately 163 people. The ES assesses this aspect of the proposed development as a minor adverse effect (not significant) on population at the local level, for which mitigation measures are not required. This conclusion is further discussed below in regards to the other aspects of the socio-economic assessment.

Housing provision

- 11.2.12 Chapter 6 in the ES set out a case for impact of housing on the basis of the flexibility of the application description as originally made (i.e. including offices, and allowing for flexibility in the delivery of any housing such that little or no housing could have been provided). The maximum units that would be provided has not changed in the amended application description, and the findings that the proposed development would have a negligible effect on housing (not significant) at the local level is agreed in terms of any negative impacts that would arise from the proposal. However, the amended application description now provides for all

housing at the site to come forward as affordable housing. This is subject to the adopted tenure mix as set out in the SBC Developer's Guide Part 2 *Developer contributions and affordable housing (Section 106)*, and is seen as a positive aspect of the scheme.

Reduction / changes in local expenditure

- 11.2.13 The ES notes that the proposed development has the potential to contribute to spending at the local and borough levels by new residents and employees. The "worst-case" scenario in ES Chapter 6 notes that potential spending by residents is greater than from employees, and assumed that no homes would be delivered by the proposed development. This has changed in the amended description now being considered. The assessment noted that the potential spending in the Borough would be lower than the "spend" by employees where the existing premises were full occupied. Due to the discounting of any spending by new residents), the ES finds that the proposed development would have a minor adverse effect (not significant) on local expenditure and that no mitigation measures are required.
- 11.2.14 The change in application description essentially means that this assessment is not as optimistic as now warranted by the changed application description. While it cannot be assumed that all new residents at the site will be new to the Borough, the additional residential accommodation at the site is likely to generate increased demand at the site which will be likely to balance out any loss in local spending by employees at the site.

Primary healthcare

- 11.2.15 The additional local population of up to 163 new residents is assumed in the ES to be new to the local area and that it would therefore create additional demand for healthcare services in the area. The effects on pressure from new residents on GP and dental practices in the area were therefore taken into account.
- 11.2.16 Three GP surgeries were identified within proximity of the application site, which currently have sufficient spare capacity to allow all 163 residents of the proposed development to register within a local GP meaning that the proposed development would have a negligible effect (not significant) on existing GP provision at the local level which is not considered significant and for which mitigation is not required. Three dental practices were also identified that offer both NHS and private treatments. However, none of these three dental practices are accepting new NHS patients although two are accepting new private patients. As this existing capacity is limited to private treatment, it is considered that the proposed development would have a minor adverse effect on dental provision in the area. This is not considered significant and mitigation is therefore not required.
- 11.2.17 As noted in the previous discussion on changes in local expenditure, it is considered that the change in application description essentially means that this assessment is less optimistic than is now warranted by the changed application description. As the housing to be provided will all be in affordable, across the full range of tenures, a proportion of the new residents will be nominated by the Council's Housing Department, so will not be new to the Borough. Any residents who are already registered with an NHS dentist is therefore likely to be able to retain this registration, so that the minor adverse effect identified in the ES is much less likely to

occur.

Education provision

- 11.2.18 The maximum 60 homes that would be provided are estimated in the ES to generate a need for an additional 12 early years education places, eight primary school places and two secondary school places. A review of availability of pupil places at each level concludes that there are sufficient available places to accommodate this, and it was found that the development would have a negligible effect on educational provision in the area.
- 11.2.19 Notwithstanding the above assessment in the ES, the provision of new flats will require financial contributions to be made towards provision of school places in line with the SBC Developer's Guide Part 2 *Developer contributions and affordable housing (Section 106)*. In addition, the assessment does not look at availability of post-16 places at Langley College. While there are no specific financial contributions set out in the Developer's Guide, it is understood that the applicant has been in discussion with Langley College regarding possible work placements in the development, and this could potentially be during both the construction and operational phases. Clarification on this aspect of the proposal has been sought, and this will also be provided for in a section 106 agreement.

Conclusion to Socio-economic assessment

- 11.2.20 The EIA Addendum notes that the amended development description would result in minor changes to the socio-economic outcomes but considers that the findings of the 2019 ES remain unchanged. As noted above, there are some areas such as Housing and Primary healthcare where outcomes are expected to be slightly better than set out in the ES, although assumptions about employment figures are considered to be overly positive and it is there important that the employment effects of the development are properly taken into account in assessing the overall planning balance in the determination of the application.

11.3 Air quality

- 11.3.1 Chapter 7 in the Environmental Statement considers air quality effects of and within the development, both at Construction Impacts and Operational phases. In addition, Chapter 5 in the ES deals with Demolition and Construction Environmental Management. Chapter 7 assesses the suitability of the site for the proposed development and whether any significant air quality impacts are expected as a result of the construction and operation of the proposed development.
- 11.3.2 The closest Air Quality Management Area is the South Bucks AQMA which is located approximately 300 m north and east of the application site. The Council's Air Quality Officer's comments, which are noted at Section 7.10 in this report, also state that Slough BC are considering implementing an AQMA in this area, due to high NO₂ levels.
- 11.3.3 Paragraph 170 of the NPPF 2019 states that planning policies and decisions should contribute to and enhance the natural and local environment by (amongst other things):

"...preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by,

unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality..."

- 11.3.4 Strategic Objective J of the Core Strategy seeks to
“To reduce areas subject to risk of flooding and pollution and control the location of development in order to protect people and their property from the effects of pollution and flooding”,
while Core Policy 8 requires that
“Development shall not:
a) *Give rise to unacceptable levels of pollution including air pollution, dust, odour, artificial lighting or noise;*
b) *Cause contamination or a deterioration in land, soil or water quality; and*
c) *Be located on polluted land, areas affected by air pollution or in noisy environments unless the development incorporates appropriate mitigation measures to limit the adverse effects on occupiers and other appropriate receptors.”*
- 11.3.5 The Council’s Air Quality Officer has provided detailed comments on the potential impacts in this area, which set out impacts at the demolition / construction and operational phases of the development. While the June 2020 amendments to the scheme will not result in any changes during the demolition / construction phase, it is noted however that the range of potential impacts during the operational phase of the development may differ from those for those under which the applicants AQ modelling work would have been carried out for the purposes of the Air Quality Assessment. This would result both from the differing travel patterns for Plot A, where possible office and D1 uses have been removed from the mix of possible land uses, and from the reduction in the maximum area of data centre development proposed for Plot B.
- 11.3.6 Chapter 7 in the EIA sets out a future baseline which consists of air quality projected without the development going ahead. This sets out that
Air quality at background and roadside locations is expected to improve in future years due to the gradual renewal of the vehicle fleet with less polluting and more efficient models. National policies such as the intention to ban new combustion engine private vehicle sales by 2040 will hasten and enforce this process.
Roadside air quality will remain largely static or gradually improve with time, as the impacts of National policies and the natural fleet renewal process proceeds.
The proposed development would be expected to be operational by 2023. Based on the above, the future baseline air quality at this date in the absence of the proposed development would be expected to be broadly similar or slightly improved when compared with the existing situation.
- 11.3.7 With regards to air quality impacts, the Environmental Statement Addendum dated 14th July 2020 states that:
No additional car parking spaces are proposed as part of the June 2020 amended proposed development and the location and specification of the energy centre and stack heights would remain unchanged. While the maximum heights have changed on Plot A as presented in Table 2, this is not considered to have a material change to the conclusions of the November 2019 ES.

There would be no change to the Energy strategy of the November 2019 ES.

Accordingly, the conclusions of the November 2019 ES remain valid for the June 2020 amended proposed development.

11.3.8 Chapter 7 in the ES summarises air quality effects as follows:

Receptor	Effect	Residual Significance
Demolition and construction phase		
Existing Off-site Human Health and Amenity	Dust Soiling and PM10 due to demolition and construction works	Minor adverse
Existing Off-site Human Health	NO2, PM10 and PM2.5 due to vehicle emissions	Moderate adverse
Completed development (operational phase)		
Existing Off-site Human Health	Dust Soiling and PM10 due to demolition and construction works	Minor adverse
Future On-site Human Health and Amenity	NO2, PM10 and PM2.5 due to vehicle emissions	Negligible

11.3.9 The detailed comments provided by the Council's specialist officer note a number of areas that required clarification in the Air Quality Assessment. However, the overall position in the consultation response is that the development can be made acceptable by a combination of

- conditions requiring further detail to be provided at reserved matters stage, and
- mitigation to be provided by a section 106 agreement.

11.3.10 It is noted that, as assessed in the ES, the largest effects are during the demolition and construction phases. With regards to the operational phases, at the time of writing this report clarification was being sought as to whether the application would result in a decrease in total transport movements associated with the development, as compared to the Business Centre as currently existing and when fully occupied. While this will be dependent on the quantum of development that comes forward at reserved matters stage, any decreases in traffic movements will impact directly on the scope of mitigation that can be sought via the s106 agreement. Any updates on this will be provided in the amendment sheet, which will be issued on the day of the Planning Committee meeting.

11.3.11 The EIA Regulations 2017 also provide additional powers under Regulations 9(3) and 25 so that, where a further application is made in respect to conditions of any planning permission, planning authorities may require further information on any matter forming part of the Environmental Statement, to ensure that a proper assessment of significant effects of the development on the environment is carried out. This then requires the applicant and the planning authority to follow EIA protocol in the consideration and determination of matters required by condition. In this case, this will allow for a “belt and braces” approach to ensuring no significant adverse air quality impacts will result from the development.

11.4 Noise and vibration

11.4.1 Chapter 8 in the Environmental Statement considers noise and vibration effects of and within the development both at Construction Impacts and Operational phases. In addition, Chapter 5 in the ES deals with Demolition and Construction Environmental Management. The principal noise sources affecting the site are road and rail traffic with the highest noise levels experienced within the northern part of the site.

11.4.2 As noted above in relation to air quality issues, paragraph 170 of the NPPF 2019 states that planning decisions should prevent new and existing development from unacceptable levels of noise pollution.

11.4.3 The ES summarises the range of environmental noise effects as follows (the reference to ‘all receptors’ below refers to all potentially affected residential and non-residential properties, both existing and within the development:

Receptor	Effect	Additional mitigation required	Residual Significance
Demolition and construction phase			
All receptors	Demolition and Construction Noise	Best Practicable Means (BPM) measures would be considered and tailored to demolition and construction activities, where reasonably practical.	Major adverse
All receptors	Demolition and Construction Traffic Noise	n/a	Negligible
All receptors	Demolition and Construction Vibration	n/a	
Completed development (operational phase)			
New residential receptors	Internal amenity noise levels	Design of glazing and ventilation strategies	Negligible
New residential	External	Proposed	Negligible

receptors	amenity noise levels	development layout, screening, access to Langley Memorial Ground	
New office and retail spaces	Internal ambient noise levels	Design of glazing and ventilation strategies	Negligible
New on-site receptors further than 100 m from the railway line	Vibration	n/a	Negligible
New on-site receptors within 100 m from the railway line	Vibration	Detailed vibration assessment to determine mitigation measures.	Negligible
All receptors	Changes in Traffic Noise	n/a	Negligible
All receptors	Noise from Fixed plant installations	Suitable design and selection of plant/mitigation measures, including:	Negligible

11.4.4 Environmental Quality comments set out in Section 7.11 of this report have outlined noise impacts at both Construction Impacts and Operational phases of the development. Demolition and construction plant noise require careful mitigation, and although noise effects due to construction traffic and vibration effects are not predicted to be significant, clarification is being sought on whether all construction-related vehicles have been included in the assessment.

11.4.5 For the Operational phase (i.e. the completed development), the specialist officer's advice is that mitigation (additional insulation) would be required for residential properties particularly where they are within 100m of rail and road traffic noise sources. Vibration would also be an issue for any residential units that are to be within 100m of the rail line. External amenity is unlikely to meet criteria within the relevant British Standard, BS8233 and is considered a major adverse effect. The specialist officer has recommended that alternative site layouts should be explored to relocate the residential units further from the rail line towards the south to reduce risk of exceeding internal noise limits and vibration thresholds and to allow residents to have suitable external amenity space or alternatively, that good acoustic design principles can be applied so buildings can be orientated to screen noise from rail and road traffic sources.

11.4.6 While it is appreciated that a larger separation from railway noise sources could be provided to improve amenity of residents, it is noted from the specialist officer's comments that acoustic principles can provide this internally. For any external amenity spaces in closer proximity to this noise source, acoustic screening or shielding has been

successful on other sites and would be required here at the detailed design stage. The proposed location of the energy centre as provided for in Parameter Plan 6 at the northern end of Plot A would ensure that there is some separation between the residential component and railway line, and shared outdoor amenity space could be considered further south on the plot, at reserved matters / detailed design stage. This is indicated on the illustrative scheme drawing (although it must be stressed that this is just that, an illustrative scheme which is intended to illustrate that a development with the floorspace proposed can be successfully provided on the site).

11.4.7 It is expected that noise impacts for the demolition and construction phase will be subject to detailed conditions requirements, and that for the operational phase they will be subject to additional detailed assessment as part of the relevant reserved matters application(s). As noted above, EIA Regulations 9(3) and 25 provide that for further applications including those made in respect of conditions, planning authorities may require further information on matter a forming part of the Environmental Statement to ensure that a proper assessment of significant effects of the development on the environment is carried out. In this case, noise impacts will be of particular importance to both neighbouring residents and new residents at the site, and will allow for a robust approach to ensure that no significant noise impacts will result impinge upon their future amenities. In particular, the flexibility sought in the location of the substation as shown on Parameter Plan 6 will require particularly close scrutiny in order to ensure that noise effects are sufficiently taken into account when ensuring sufficient separation and acoustic screening from nearby receptors.

11.4.8 Noise impacts from A class uses have been largely overshadowed within the application by the much larger scale of the potential impacts from the data centre and Energy Centre. Comments from the Housing Enforcement Team and local residents allude to this impact, and it is considered that any restaurant or takeaway uses at Plot A should be provided for a detailed design stage to avoid later retrofitting with external flues and ventilation equipment. Due to their proximity to both existing and future residents, it is also considered that opening hours for all A class uses should be controlled to avoid opening at unsociable hours, and a condition to provide for this is recommended accordingly.

11.5 Daylight, sunlight and overshadowing

11.5.1 Chapter 9 in the ES contains an assessment of the effects of Daylight, Sunlight, Overshadowing and Solar Glare. Following submission of a revised Parameter Plan 3 (Building Heights, rev. B, received 12 June 2020) it was noted that height increases and decreases along Station Road that are included in this revised plan would require corresponding additional consideration and amendment to the Daylight, Sunlight, Overshadowing and Solar Glare Assessment (DSOSGA). This was received on 14th July, and was subject to additional neighbour consultation as outlined in Section 6 in this report.

11.5.2 The NPPF mentions daylight and sunlight only at paragraph 123; this states that if there is an existing or anticipated shortage of land for meeting identified housing needs that "...when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site...". The NPPF is silent on

the approach that should be taken if there is not an existing or anticipated shortage of land for meeting identified housing needs, although does seek to ensure that proposals provide a well designed environment.

11.5.3 There are no mandatory standards for daylight or sunlight to dwellings, but a number of publications provide guidance. The guidance documents give advice on minimum recommended average daylight factors (ADF) in habitable rooms in dwellings and give recommendations for sunlight to interiors, based on the percentage of annual probable sunlight hours (APSH).

11.5.4 Chapter 9 sets out that the completed development would result in a number of negligible to minor adverse effects on surrounding receptors, which are summarised as follows:

Receptor	Effect	Additional mitigation required	Residual Significance
Demolition and construction phase			
Surrounding Properties	Reduction in daylight and sunlight	n/a	Negligible - minor adverse
Offsite existing amenity areas	Overshadowing	n/a	Negligible
Road and rail users	Reflected solar glare	n/a	Negligible
Completed development (operational phase)			
50 & 52 Station Road, 104-109, 112-117 & 199-124 Scholars Walk	Reduction in daylight, no noticeable change to sunlight	n/a	Minor adverse
48 Station Road	No noticeable change to daylight, reduction to sunlight	n/a	Minor adverse
9 Station Road	Reduction in daylight, no noticeable change to sunlight	n/a	Minor adverse
26 and 28 Meadfield Avenue	Reduction in daylight, not relevant for sunlight	n/a	Minor adverse
54, 56, 58, 60 Station Road and 1-6, 8-12, 14, 16-21 & 23-28 Scholars Walk	No noticeable change to daylight and sunlight levels	n/a	Negligible
Offsite existing amenity areas	No noticeable impact to overshadowing	n/a	Negligible
Road and rail users	Reflected solar glare	Use of non-reflective	Negligible - minor

		materials for the external facades	adverse
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- 11.5.5 An additional modelling study has been undertaken to assess the impacts of these changes, and is presented in the EIA Addendum Appendix 2. The additional study concludes that the changes to the maximum extents building envelope within Plot A will not have a material effect on the findings within the November 2019 ES for daylight, sunlight overshadowing or solar glare, which found that the development is of a scale and height that would not be harmful in sunlight and daylight terms towards adjoining or adjacent developments.
- 11.5.6 The application notes that potential adverse effects associated with daylight, sunlight and overshadowing during demolition and construction would gradually increase in magnitude as the massing of the proposed development is erected. Although the effects would be noticeable, such effects would be less than that of the completed development.
- 11.5.7 Potential solar glare effects were also included in the Chapter 9 assessment, and could result at the point at which the proposed development's cladding is fixed. The adverse effects associated with solar glare would therefore be negligible until the development is nearing completion. It will be particularly important to ensure that the choice of materials for the building facades are non-reflective, to ensure that any such effects are minimised. This will be particularly important in the case of drivers on both the adjacent road and the railway. While the latter is north-east facing, solar glare could potentially result from reflective materials during earlier part of the morning and during the longer months of the year, when the sun rises in the north-east. Use of green walls for the data centre, and brick or other non-reflective materials for vertical surfaces in the road frontage blocks, would assist in this respect. These can be secured by condition.
- 11.6 Townscape and visual effects
- 11.6.1 A Townscape and Visual Impact Assessment (TVIA) was submitted as Volume 2 in the ES, and was amended to reflect the changes in maximum building height envelope as provided for in the amended Parameter Plan 3. Additional views were also sought in the Council's EIA Regulation 25 further information request. The additional views requested were sought in order to provide closer views of the site, particularly along Station Road from the north and south and an additional closer view along Alderbury Road, and also from the north adjacent to the locally listed Langley Railway Station. The applicant has responded to advise that the additional views are not required within the scope of TVIA methodology, but has nevertheless provided the majority of the views. The additional views showing the site as background to Langley Station were not provided, citing difficulties obtaining permission from TfL to access the land. (It is noted that Network Rail is likely to be the correct body to provide this landowner permission.)
- 11.6.2 The ES explains that a townscape assessment is the systematic description and analysis of the features within the townscape which make up the character of localities and create a particular sense of place. A visual assessment considers impacts of development proposals on visual receptors - viewers of and within the townscape,

with typical locations for visual receptors including homes and businesses, public buildings, transport routes, Public Rights of Way and other public open spaces. The significance of effect thresholds for townscape and visual effects is then determined by considering the sensitivity of the receptor alongside the magnitude of effects that would be experienced from a development proposal.

11.6.3 The assessment of townscape effects is based on a bespoke characterisation of townscape character areas, which identified eight Townscape Character Areas (TCAs) within the surrounding area. These are:

- TCA 1: Business Park and East Berkshire College
- TCA 2: Semidetached Residential
- TCA 3: Heathrow World Distribution Centre
- TCA 4: High Street and Kedermister Park Residential
- TCA 6: Langley New Town
- TCA 7: Transitional Lowland
- TCA 8: Lower Valley Floor

A Townscape Character Area Plan that shows these areas will be provided in the Planning Committee PowerPoint presentation. This can also be viewed on-line page 35 in Volume 2 of the Environmental Statement, along with individual plans of the eight TCAs.

11.6.4 The assessment of visual effects was based on a Zone of Theoretical Visibility (ZTV) plan, which models the full range of potential viewpoints within an area up to and well in excess of 2.5km of the site, taking into account obstructions which would essentially screen out views of the site from many points and localities with the assessed area. Ten viewpoints were then selected as visual receptors in the assessment. These provide potentially wide views of the proposed building envelope, albeit that these views are restricted by objects such as buildings and trees which are located between the viewpoints and the application site. The building envelope in these views represented include the maximum heights and widths as shown in Parameter Plan 3, so in all likelihood visually overstate the extent of the volumes of built form, and are therefore a “worst case” scenario as viewed in any given direction. The views chosen TVIA provide a reasonably representative range of the more distant viewpoints from around the site, but do not illustrate the potential bulk of buildings in views from closer to the site’s vicinity of the site. The viewpoints and their proximity to the application site are:

	Distance from site
1. View NW from Meadfield Ave	75m
2. View W from Mead Ave at the junction with Harvey Road	180m
3. View N from Langley High Street	630m
4. View from NW from Parlaunt Road/ North Park Road	1110m
5. View SE from Station Road	120m
6. View E from Alderbury Road	610m
7. View SE from public footpath WEX/13/2	610m
8. View NE from Langley Memorial Ground	370m
9. View NW from Eden Close Green	1420m

	Space	
10.	View SW from Mansion Lane	1170m

- 11.6.5 For the purposes of EIA, the Townscape Character Areas are the receptors of townscape effects, while the sample viewpoints are the receptors in the consideration of visual effects.
- 11.6.6 The TVIA process recognises that new development will, over time, meld into its surroundings to a greater or lesser degree as landscaping within and outside the development site matures. This is reflected in the assessment of both townscape and visual effects are considered for the operational phase, which are projected for the completion of the development (Year 1) with the residual effects for the operational phase projected to Year 15 following completion of the development.
- 11.6.7 *The magnitude of townscape effects during construction would be greatest for the two closest TCAs, where the effects are assessed as 'medium' for TCA1 and 'large' for TCA2. Significance of effects during the construction phase was assessed as **minor adverse** for TCA1 and **moderate adverse** for TCA2. For the operational phase (Year 1) , both of these TCAs will experience **minor adverse** visual effects, with residual effects at Year 15 described as **negligible adverse** for TCA1 and **minor adverse** for TCA2. Townscape effects on the other TCAs will be low overall.*
- 11.6.8 *The magnitude of visual effects during the demolition and construction phase was assessed as 'large' at Viewpoints 1 and 2, 'medium' from Viewpoints 4, 5, 6 and 8, and small from the remaining viewpoints. Significance of effects during the construction phase was assessed as **moderate adverse** for Viewpoints 1, 2 and 6 while for the operational phase (at Year 1) this would be experienced as **minor adverse** at Viewpoint 1 and **moderate adverse** at Viewpoints 2 and 6. At year 15 these effects will have diminished to **negligible beneficial** at Viewpoint 1 and **minor adverse** at Viewpoints 2 and 6. Visual effects are of a lesser order at the Viewpoints, with some (3 and 10) assessed as **minor beneficial** by Year 15.*
- 11.6.8 The TVIA also notes the following designated heritage assets:
- The St. Mary's Church conservation area, approximately 700m to the west of the application site;
 - The St Bernard's School conservation area, approximately 2km to the west;
 - The Grade II listed Langley Hall, approximately 200m south-west;
 - The Grade II Langley War Memorial, approximately 350m to the south;
 - Two Registered Park and Gardens; Langley Park, which is located approximately 1.4 km to the north-west of the application site, and Ditton Park approximately 1.6 km to the south-west; and
 - a scheduled monument approximately 2.5km to the east, described as 'Two Concentric Ditches / Crop Marks'.

No specific analysis of effects was included for these heritage assets. However, it is considered that the TVIA successfully demonstrates that the development would have no significant effects on any of the above assets. The locally listed Langley Railway Station, adjacent to the site, was however not considered in the analysis.

11.6_ In the absence of the detailed matters of layout and scale within this application, the additional closer views provided by the applicant in response are of some value in assessing the potential visual impacts of scale, particularly in more public viewpoints of the site from the north and west, including the Station Road frontage. Considered alongside Parameter Plan 3, it is noted that the increased heights along the Station Road frontage, particularly along the northern part of this frontage, could result in pronounced visual impacts. This is considered further in the discussion on appearance in Section 12 below.

11.7 Cumulative impacts

11.7.1 As noted earlier in this report, there are two types of cumulative effects:

- Intra-project effects can occur through the interaction of different environmental effects. Considered together, these may have a greater effect than when considered in isolation within the same project; and
- Inter-project effects, which can occur where incremental changes caused by other development occurs in combination with the proposed development, resulting cumulative effects resulting in a greater adverse effect from one or more impact.

11.7.2 There are potential intra-project cumulative effect interactions with existing residential occupants in the surrounding area during the demolition and construction phase of the development. These result from construction noise and vibration, loss of daylight / sunlight amenity, and air quality effects that could include increased dust levels and PM₁₀ emissions from demolition and construction works and increased PM₁₀ and NO₂ concentrations from vehicle emissions. These would be managed by on-site measures including the Construction Environment Management Plan (CEMP) and Construction Traffic Management Plan (CTMP). Given that the construction programme would be temporary and relatively short in timespan, and the adoption of the CEMP and CTMP mitigation frameworks, the combined intra-project effects would be result in a temporary, **Negligible - Moderate Adverse** effect.

11.7.3 For the completed development there are minor individual effects for existing residents as a result of an increase in population and reductions in daylight and sunlight levels. However, it is not considered that this would interact to result in combined or cumulative effects.

11.7.4 In considering cumulative effects alongside those from other development proposals, the criteria used to identify other projects have similar criteria to those used to identify EIA Schedule 2 'Urban development projects', and which in addition are

- within 1 km of the site boundary, or
- spatially linked to the application site by the local road network, or
- Visible in protected and important views to and from the application site.

11.7.5 The assessment undertaken did not identify any cumulative schemes within these criteria, and cumulative or inter-project effects are therefore not expected to result from the development. As noted in Section 4 of this report, if outline planning permission is granted the reserved matters application or applications will be 'subsequent applications' in EIA terms and as such these may require further environmental assessment. Subject to the timing of both the reserved matters applications and of any

other projects which may fall into the 'cumulative' category at that time, further assessment of cumulative impacts may therefore be required as part of the reserved matters application(s) for this development.

12.0 Issues outside the EIA

12.1 A number of key issues while significant in terms of the potential impacts of the proposal on the surrounding area are not matters for or in the Environmental Impact Assessment, and are addressed in separate technical reports and in the Design and Access Statement. These include issues that were considered for their environmental significance during the scoping assessment, but which were scoped out.

13.0 Impact on the character and appearance of the area

13.1 The National Planning Policy Framework 2019 paragraphs 124 – 131 encourage new buildings to be of a high quality design that should be compatible with their site and surroundings. This is reflected in Core Policy 8 of the Core Strategy, and Local Plan Policies EN1 and EN2.

13.2 The application states that the detailed design of the proposals would proceed in accordance with a Design Coding approach. The Design and Access Statement (DAS) includes Design Guidelines although given that the application is in outline these are necessarily at an early stage of development. The DAS also includes an illustrative landscape scheme which shows ambitious landscaping plans that incorporate biodiversity improvements, along with the replacement of the large number of trees which would be removed from within the site. The illustrative landscape scheme also includes guidelines for the development of footpath enhancements within the land provided for this purpose in Parameter Plan 4.

13.3 The illustrative proposal is helpful in showing the extent of what could be achieved within the proposed development parameters, although it is noted that the maximum floorspace proposal for Plot A would only be achieved either by building additional residential floorspace in the location proposed for the Energy Centre (and instead of it), or alternatively it may be possible to provide additional floors within the road frontage blocks as shown in the illustrative scheme, by building these blocks to the full height of the lift overruns shown in this scheme. This may then allow the full floorspace provided for in the application description for Plot A to be provided, in conjunction with the provision of the Energy Centre.

13.4 While the illustrative scheme is helpful in showing a scheme that could come forward under the outline application description, it is therefore not considered that this is fully indicative of the type of development that could come forward under a scheme that is designed to the maximise the development opportunities provided by the maximum building heights in Parameter Plan 3.

13.5 Due to concerns with building bulk on Station Road and the northern boundary of the site, where excessive bulk could impact on the setting of the locally listed Langley Railway Station and the ability to deliver northern footpath improvements in compliance with Secure by Design standards, an Urban Design Framework was requested in the Council's Regulation 25 further information request. This has not been provided at this stage. It is considered that this matter requires further detailed

consideration to be undertaken. This that this can however be provided for by the following:

- a condition, which is recommended to provide for the submission and approval of the proposed Design Code ahead of the reserved matters being submitted and determined, and
- a financial contribution is recommended within the section 106 agreement to provide independent urban design advice through Design South East or another urban design practitioner on the Design Code when it is submitted.

13.6 It is noted also that the application has not yet been subject to an external design appraisal on behalf of the Council.

13.7 Particular attention will be required within the Code to ensure that:

- (i) As the most public face of the development, the Plot A development should reinforce the qualities of existing buildings and townscape to provide an appropriate streetscape in this part of Station Road, as provided for in the relevant objectives in the Site allocations DPD and the emerging Local Plan and noted paragraphs 10.1.3 and 10.1.4 above. it will also need to consider amenity provisions and effects on amenity for residents.
- (ii) On the northern side of the site, the Code must:
 - provide a suitable setting for the locally listed Langley Station. in line with Saved policy EN17, which requires special consideration to be given to the retention, enhancement and appropriate refurbishment of locally listed buildings and their settings.
 - Provide the proposed public footpath enhancements to Secure by Design standards.
- (iii) For the western and southern sides of the development, the Code will:
 - Ensure retention of the majority of existing planting within Open Space Zone and provide substantial replacement planting for any of the existing trees that are lost.
 - Pay particular attention to the south-facing elevations of buildings located in the south-western corner of the site, which is within Plot A.
 - Provide appropriate elevational treatment for the data centre on these elevations.

13.8 Subject to the above requirements being achieved, it is considered that the outstanding issues related to design scale and layout can be successfully resolved.

14.0 Impact on amenity of neighbouring occupiers

14.1 The National Planning Policy Framework encourages new developments to be of a high quality design that should provide a high quality of amenity for all existing and future occupiers of land and buildings. This is reflected in Core Policy 8 of the Core Strategy and Local Plan Policy EN1.

14.2 A significant number of residential properties share boundaries with the

application site, and others are in relatively close proximity. The closest dwelling to the site and the proposed development is 9 Station Road which has a side and rear extension that abuts its side boundary. Those at 2 - 30 Meadfield Avenue (evens), 27 – 65 Meadfield Road and 3 – 67 Mead Avenue (odds) all share their rear boundaries with the site, and 1 Mead Avenue is also separated from the site boundary by less than 5 metres. On the opposite side of Station Road, properties at Scholars Walk and 48 – 60 Station Road (even numbers) are located at distances of 20 to 30m from the western road frontage to the site.

14.3 These properties will experience varying degrees of impact both during the demolition / construction and operational phases of the development. Environmental impacts on the development including socio-economic impacts, air quality, noise and vibration, daylight and sunlight, and townscape / visual impacts have been considered in detail in the ES and are discussed in Section 11 of this report. The majority of these impacts will be controlled by conditions, although the townscape impacts will be permanent and some loss of daylight, whilst not considered to be environmentally significant, will also result from the development. It is considered that the Design Coding approach can be used to ensure that the outlook for properties opposite the site on Station Road will be enhanced by high quality buildings and landscaping, together with retention of the more significant trees in this part of the site.

14.4 For the properties that share boundaries with the site, it is noted that 9 Station Road and 26 / 28 Meadfield Avenue are likely to be the most affected by proximity to new buildings. The potential building envelope in Parameter Plan 3 provides a minimum 5m set back from these residential boundaries. The design and siting any building in the southern part of Plot A will need to be managed to ensure that any additional impacts on these properties remains within acceptable limits. The other properties at Meadfield Avenue and those in Meadfield Road and Mead Avenue will back onto the Data Centre, which will be set a minimum of 30m back from these adjacent residential boundaries. As noted in a letter from one of these residents, the applicant has proposed bunding inside their boundary. This would be within the area defined as the Open Space Zone within Parameter Plan 2. It is understood that an internal security fence and landscape screening could be provided on any bunds, and that dense planting in this area could also be incorporated into the ecological improvements for the site. While it would be important to ensure that any demolition materials to be used within this bunding is properly tested to ensure that it contains no contamination, this would provide both acoustic screening and additional visual screening for residents in these properties, and any long-term impacts on their amenities are likely to be very limited, and balanced by the improvements in outlook that would result from improved landscaping within the Open Space Zone.

14.5 In order to manage any issues arising particularly during demolition and / construction, a complaints process and register will be provided for by a condition.

15.0 Sustainable design and construction

15.1 The NPPF 2019 seeks to promote high levels of sustainability, and to avoid increased vulnerability to climate change through planning of green infrastructure and reducing greenhouse gas emissions.

- 15.2 Paragraph 153 in the NPPF sets out that:
- In determining planning applications, local planning authorities should expect new development to:*
- a) *comply with any development plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and*
 - b) *take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.*
- 15.3 While directed towards plan-making, NPPF paragraph 151 seeks an increase in the use and supply of renewable and low carbon energy and heat, through
- b) *...identifying suitable areas for renewable and low carbon energy sources, and supporting infrastructure, where this would help secure their development; and*
 - c) *identify opportunities for development to draw its energy supply from decentralised, renewable or low carbon energy supply systems and for collocating potential heat customers and suppliers.*
- 15.4 Core Strategy Policy 8(1) requires all development to include measures to:
- a) *Minimise the consumption and unnecessary use of energy, particularly from non renewable sources;*
 - b) *Recycle waste;*
 - c) *Generate energy from renewable resources where feasible*
 - d) *Reduce water consumption; and*
 - e) *Incorporate sustainable design and construction techniques, including the use of recycled and energy efficient building materials.*
- 15.5 This approach is updated in 2017, in Council's Developers Guide Part 2 *Developer Contributions and Affordable Housing (Section 106)*. This requires that non-residential development of 1,000 sq metres and above should achieve the following energy standards:
- 1 *Design and construct to achieve a BREEAM rating of Very Good or excellent. Commercial Development of 10,000 sqm or more will be expected to achieve a BREEAM rating of excellent....Submission of proof of compliance will be required at the design and completion stage.*
 - 2 *Low or Zero Carbon energy - include energy generation capacity from low or zero carbon sources either on site or in the vicinity of the site. For off site provision the energy generated should be linked to the development i.e. district heating or combined heat and power. An appropriate amount is 10 % of the developments carbon emissions as defined by the Building Emission Rate (Building Regs Part L).*
- 15.5 Separate Energy and Sustainability Statements were submitted with the application. As the Energy Centre is an important component of the proposals for Plot A, the following discussion looks first at energy efficiency and then at the Energy Centre itself and how it fits into the overall energy strategy for the site, and then at other sustainability features and issues within the development.
- Energy efficiency*
- 15.6 The overall approach to Energy and minimising CO2 emissions is set out in the Sustainability Statement, as follows:

- *Adoption of an energy hierarchy based on the 'Be Lean, Be Clean, Be Green' principles;*
- *Operational energy will be minimised by limiting solar and conductive gains through façade optimisation for the Data Centre;*
- *Passive design measures, such as maximising daylight and natural ventilation, will be considered, if feasible for the residential and commercial spaces;*
- *Specification of energy efficient building fabric in line with current requirements stipulated by Building Regulations Part L 2013;*
- *Through the provision of space and infrastructure the Data Centre will be designed to allow the potential for heat from the data halls to be collected and reused in a district heating network via an energy centre, rather than being rejected to atmosphere. This provides the potential for the waste heat to be supplied to planned residential developments in the Northern Extension, together with the nearby hospital & college;*
- *Photovoltaics and air source heat pumps will be further investigated as a potential renewable energy source for the residential and commercial areas;*
- *Air handling units with low specific fan powers shall be selected to reduce the energy required to supply air to all rooms that require mechanical ventilation;*
- *Heat recovery shall be used for all supply and extract systems with a summer by-pass to ensure that energy is recovered from exhausted / expelled sources where possible;*
- *High efficiency LED lighting will be specified across the development and lighting systems shall be controlled by occupancy and daylighting sensors where suitable;*
- *High efficiency gas fired boilers, air source heat pumps or heat interface units (HIU) fed from a district heating main will be considered to meet the heating and hot water requirements for the non-residential and residential areas along the Station Road frontage;*
- *Computer Room Air Conditioning (CRAC) units with heat rejected through chillers, hybrid dry air coolers and a district heating connection via plate heat exchangers will be considered to provide cooling to the Data Centre;*
- *An automatic metering system will be provided for the Data Centre, allowing monitoring of all loads and power usage;*
- *Energy meters and sub-meters will be provided for the residential and non-residential units to monitor operational energy usage.*

15.7 The Statement also sets out that *during construction, the Main Contractor will be required to monitor, meter and report upon monthly energy use from site activities and from site transport against set targets. The Main Contractor will promote best site practices to minimise energy use as far as practicable.*

15.8 Following a consideration of the range of low/zero carbon technologies available for the development, the Energy Statement states that the following on-site low-carbon energy supply options will be investigated in the detailed design of the buildings to inform the subsequent Reserved Matters Applications:

- Photovoltaics
- Air source heat pumps
- Cooling via heat rejection into District Heating network

The Energy Centre

- 15.9 The proposed Energy Centre is a key feature of the potential sustainability of the scheme, in that it would allow heat recovery and reuse of a significant energy resource that would otherwise be lost to the atmosphere. However, the possible sites for end use that are identified in the application are understood to have had recent low-carbon energy provision installed, in the case of Wexham Park Hospital, or not confirmed for inclusion in the relevant Local Plan. (In the case of the proposed Northern Extension, this is the proposed South Buckinghamshire Local Plan or any other replacement statutory planning document for the new Buckinghamshire Council.) Discussions on this topic have therefore centred around whether the Energy Centre would be able to provide waste heat to a future District Heating Network (DHN) to deliver heat to other sites in the Borough.
- 15.10 The Energy Statement stresses that the selection of the cooling system will be crucial to the future efficiency of this aspect of the scheme, and sets out that
- “ The Data Centre has been designed to allow heat from the data halls to be collected and reused in a district heating network via an energy centre (by others), rather than being rejected to atmosphere. This significantly reduces the energy requirements, both to provide cooling to the data centre and heating required by the local properties that will be connected to the planned district heating scheme.... If delivered, this would significantly decrease the environmental impact of the Data Centre.”*
- 15.11 The Energy Statement also sets out that the European Code of Conduct for Data Centre Energy shall be used in minimising the energy consumption and associated carbon emissions of the proposed scheme. The Code is described in the Statement as a voluntary initiative which is intended provide guidance that will assist in limiting the further impacts of development-related environmental, economic and energy supply security and consumption within the data centre sector.
- 15.12 While current Council guidance requires non-residential development on the scale proposed to reach BREEAM ‘excellent’ standard, the Energy Statement sets out that data centres also measure their energy efficiency in Power Usage Effectiveness (PUE). The ideal value is 1 PUE although the average PUE value can be much higher - around 2.0 according to the European Code of Conduct for Data Centre Energy website. Reference to that website shows that current industry best-practice, using examples from France, the Netherlands and the UK, can give a PUE of between 1.04 and 1.25. The UK example, which is in Lincoln, has a target PUE of 1.1, with heat recovery and reuse being a contributor to this high level of energy efficiency.
- 15.13 At this stage the applicant’s offer regarding the Energy Centre are twofold:
- (i) to provide the heat from the Data Centre to the Energy Centre at zero cost, and
 - (ii) to sell the land to Slough Borough Council at a nominal sum, so that the Council would then take on the responsibility for building and running the Energy Centre (or alternatively could enter into an agreement with a third party provider to do so).

- 15.14 Very early investigations have been carried out during the course of this application that seek to establish whether a District Heating Network would be feasible in this part of the Borough, which have been generally positive; however it must be stressed that this work is at a very early stage and substantial further work is required to confirm this feasibility.
- 15.15 On the basis of the information provided with the application, it is unclear as to how energy efficient the data centre would be without the energy centre. This would need to be considered as part of the overall design strategy for the data centre at reserved matters stage. In line with policy and guidance on low carbon energy at both national and local level, it is considered that in order to be acceptable the data centre would need to achieve an exemplary level of energy efficiency, include a PUE that matches the industry best-practice as well as the more generally applied BREEAM 'excellent' standard for all non-residential commercial developments. As part of the overall non-residential offer in the development, this BREEAM standard will also apply to the commercial development on Plot A. This can be secured by condition. In regards to the applicant's offer to sell the land to the Council to build and operate the Energy Centre at a nominal sum, this cannot be relied upon at this outline stage to ensure that the development will reach the required standard. It is therefore recommended that, unless it can be demonstrated at reserved matters stage that the development can meet the required standards without the Energy Centre, that the relevant condition provide for an alternative scheme that makes acceptable compensatory provision in the form of or towards the proposed Energy Centre and / or district heating network as part of the overall package of sustainability, energy efficiency and low carbon measures to be provided. This can also be provided for in the section 106 agreement by making provision for financial contributions for (i) the design and construction of the energy centre, and (ii) to ascertain the feasibility of the energy centre providing distributed heat outside the site, albeit that the trigger for any such financial contributions would be the detailed design and fit-out of the Data Centre and that it cannot demonstrate compliance with the required standard.
- 15.16 The applicant's proposal to sell the land for the Energy Centre to the Council would be time limited. While five years has been suggested as an appropriate period for this, if the agreement is to proceed on this basis it is considered that a longer period of up to 10 years should be included in the agreement. This is because the applicant's proposal would be likely to see a delay in the delivery of the Energy Centre as it would also be necessary for the section 106 agreement to provide sufficient time for district heating networks to be properly planned and for the Energy Centre to be built.
- 15.17 The Energy Statement also proposes the use of air source heat pumps for the road frontage development on Plot A, and photovoltaics on the Plot B Data Centre. There are draw-backs to both proposals. While it is noted that the Plot A development could come on stream before the Energy Centre is constructed, it is advisable for any development that could benefit from connection to a district heating network (DHN) at a later date, should provide a communal heat network that allows a single point of connection. This is in order to facilitate later connection to DHN by avoiding a more costly retrofit that would be required for this connection if a non-centralised system is used.
- 15.18 The Data Centre proposals allow for use of much of the roofspace for plant

including back-up generators, although siting on the northern side of the site adjacent to the railway line in the detailed design of the site could possibly remove this need. If roofspace is to be used primarily for back-up generators and associated plant this would limit the renewable generation capacity within this part of the development.

Other sustainability considerations

- 15.19 The submitted Sustainability Statement sets out the proposed development's performance against policy, industry best practice and standards across its full lifecycle. This covers the design, construction and operation of the Proposed Development and includes eight thematic areas:
- Energy and CO2 emissions
 - Water
 - Materials
 - Waste
 - Pollution
 - Health and Wellbeing
 - Ecology
 - Transport

The Sustainability Statement is intended to provide verification that the design of the proposed development is in accordance with the sustainability objectives of relevant planning policy at all levels and is a 'good practice' example for sustainable design.

- 15.20 Conditions are recommended to ensure that the potential for sustainable development as set out in the Statement is maximised.

16. Flood Risk and Surface water drainage

- 16.1 A Flood Risk Assessment is included in the Technical Appendices to the ES, along with a separate Drainage Strategy. The site lies within Flood Zone 1 where there is a less than 0.1% (1 in 1000) chance of tidal/fluvial flooding, and is also at very low risk surface water flooding.
- 16.2 A Ministerial Statement from December 2014 confirms the Governments commitment to protecting people from flood risk. This statement was as a result of an independent review into the causes of the 2007 flood which concluded that sustainable drainage systems (SuDS) were an effective way to reduce the risk of "flash flooding". Such flooding occurs then rainwater rapidly flows into the public sewerage and drainage system which then causes overloading and back up of water to the surface.
- 16.3 Both Core Strategy Policy 8 and paragraphs 155 and 163 of the NPPF 2019 require development to be directed away from areas at highest risk off flooding and to ensure flood risk is not increased elsewhere. Paragraph 165 of the NPPF states that major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. The Government has set out minimum standards for the operation of SuDS and expects there to be controls in place for ongoing maintenance over the lifetime of the development.
- 16.4 The Drainage Strategy sets out that proposed development will use Sustainable Drainage Systems (SuDS) with the following features:
- Surface water will be stored within below ground attenuation tanks with gradual release to a surface water sewer.
 - Swales, rills, rain garden(s), rainwater harvesting and permeable paving will be will considered.

- Petrol interceptors will be provided within the car parking areas.
- The water demand for landscape irrigation will be minimised through good practice design and specification. Measures to be considered include irrigation using recovered water from rainwater collection.

- 16.5 The Council's drainage consultant has requested further information on the drainage scheme, and it is considered that these issues must be resolved before planning permission can be granted.
- 17.0 Ecology
- 17.1 Paragraph 17 of the NPPF 2019 states that when determining planning applications, if significant harm to biodiversity cannot be avoided or adequately mitigated or as a last resort compensated for then planning permission should be refused. It also states that opportunities to incorporate biodiversity improvements in and around the developments should be encouraged, especially where this can secure measurable net gains for biodiversity.
- 17.2 An Ecological Impact Assessment is included as Appendix 2.3 of the EIA Technical Appendices, which includes details of a Phase 1 habitat survey. This identifies that habitats within the site are limited, although the belts of trees within and around the site boundaries offer opportunities for bird nesting and invertebrates. Creation of the new habitats that are proposed, if properly managed, will develop species diversity over time and the Council's consultant ecologist has advised that the scheme may lead to a 'performance' exceeding the mandated credit target (which would become 'environmental net gain'). The proposed enhancements (EclA 2019) should be incorporated within a Habitat Ecology Management Plan, and carried forward into the future scheme management for the next 5 years through suitably worded conditions that provides for appropriate enhancements.
- 17.3 The closest identified non-statutory designated site is the Queen Mother Reservoir Local Wildlife Site (LWS), which is designated for its amenity and ornithological value, is located 0.98km to the south of the site. The site is not within any statutory designated sites for ecological value such as Sites of Special Scientific Interest (SSSI), Special Protection Area (SPA), Special Areas of Conservation (SAC) or Ramsar Sites, nor are there any located within a 1km radius of the Site. As stated in the Environmental Statement the area falls within the SSSI Impact Risk Zone (IRZ) of Staines Moor, Wraysbury Gravel Pits SSSI, Hyth End SSSI and Arthur Jacob LNR. Natural England has been consulted with particular regard to the closest designated sites and has provided a response with no objection raised.
- 17.4 All birds and their nests are protected from harm and destruction under the Wildlife and Countryside Act 1981 (as amended). A condition to ensure that clearance is undertaken outside of the bird-nesting season (March to September inclusive for most British bird species), is recommended. If the clearance works are to be undertaken from March to September then an ecologist should undertake a check for nesting birds immediately prior to any vegetation being removed.
- 17.5 The proposal is considered acceptable in ecology terms subject to conditions which would also require the provision of the enhancements proposed within the Ecological Impact Assessment. Another condition

will require that, if commencement is delayed it may be necessary to carry out additional surveys before demolition commences, and for any additional mitigation required as result of the survey(s) to be provided.

18.0 Housing supply

18.1 The extant Core Strategy covers the 20 year plan period between 2006 and 2026. Core Policy 3 sets out that a minimum of 6,250 new dwellings will be provided in Slough over the plan period, which equates to an average of 313 dwellings per annum. Core Policy 3 states that proposals for new development should not result in the net loss of any existing housing.

18.2 Slough Borough Council is in the process of preparing a new Local Plan for Slough which covers the 20 year plan period between 2016 and 2036. The Council's Housing Delivery Action Plan (July 2019) confirms that the objectively assessed housing need for the plan period is 893 dwellings per annum (dated April 2019). Last year's figures show 500 completions. The emerging targets are for the delivery of near 20,000 new homes over the plan period in order to ensure this strategic target is achieved and exceeded to allow for additional population increases over the lifetime of the Local Plan

18.3 Following the application of the updated Housing Delivery Test set out in the National Planning Policy Framework 2019, the Local Planning Authority can not demonstrate a Five Year Land Supply. The proposal would make a welcome contribution to the supply of housing.

18.4 The National Planning Policy Framework seeks to deliver a variety of homes to meet the needs of different groups in the community. This is largely reflected in local planning policy in Core Strategy Strategic Objective D and Core Policy 4. The Emerging Local Plan for Slough 2016-2036 seeks a wide range of homes to attract a wide range of households for this site.

18.5 The Local Housing Needs Assessment for RBWM, Slough & South Bucks (October 2019) suggests in Table 39 the following percentage mixes within Slough (rounded for each unit size and tenure):

	1 bed	2 bed	3 bed	4 bed	Totals by tenure
Market	5	19	57	20	100
Affordable Home Ownership	33	32	26	10	100
Affordable Home Rented	44	27	25	4	100

18.6 The housing to be provided is intended to be 100% affordable. In accordance with the Council's policy requirements in regards to mix, and in line with current housing need, it is expected that the flats will be

predominantly larger units.

- 18.7 In accordance with the emerging local plan five percent provision of wheelchair accessible units (to Part M4 (3) of the Building Regulations) would be sought, and this would be secured by a condition.
- 18.8 It is considered that the proposals would assist in meeting the broad housing mix requirements set by The Emerging Local Plan for Slough 2016-2036 and in the provision of 100% affordable housing onsite, substantial positive weight is given in the planning balance.
- 19.0 Affordable housing
- 19.1 The NPPF 2019 at paragraph 62 requires that *planning policies should specify the type of affordable housing required, and that in most cases this need should be met on-site.*
- 19.2 Core Policy 4 provides for residential developments for 15 or more dwellings to have between 30% and 40% of the dwellings as social rented units, along other forms of affordable housing, with the affordable housing should to be secured by a section 106 planning obligation. The Council's updated Developer Guide Part 2, (September 2017) requires developments of 25 to 69 units to make a 30% on-site provision of affordable housing (split between Slough Affordable / Social Rent, Slough Living Rent Intermediate). However, in this case the uplift in land values associated with the creation of a data centre has provided scope for residential development with up to 100% affordable housing on the site. This is a clear benefit of the scheme, which is considered to be strongly weighted in the planning balance.
- 19.3 The Council's section 106 guidance Part 2 *Developer Contributions and Affordable Housing* (Section 106) notes the high levels of housing need for disabled residents across all tenures. A requirement is set for 5% of homes on all developments of 25 or more dwellings to be wheelchair accessible, and in order to ensure that an acceptable proportion of the flats in this development are built to disabled access standards a condition is recommended to ensure that a minimum of two flats in the development are provided to Part M4(3) standard (wheelchair user dwellings).
- 20.0 The amenities of the development for future occupiers
- 20.1 At reserved matters stage, all flats will be required to demonstrate adequate ventilation, sunlight and daylight access and to comply with the internal minimum floor area standards set out in the Council's SBC Developers Guide Part 4 supplement (November 2018) *Space standards for residential development*, including storage space.
- 20.2 Provision will be sought for a Local Area of Play within the site, and a financial contribution will be sought for off-site amenity space, as provide for in the Developer Guide Part 2 Section 106 Guidance at the rate of £300 per flat, where no on-site provision is made.
- 21.0 Safe and Accessible Environment
- 21.1 Paragraph 91 of the NPPF 2019 states that planning policies and

decisions should aim to achieve healthy, inclusive and safe places which:

- Promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other
- Are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion - for example through the use of clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas.

21.2 These objectives are consistent with Core Strategy Policies 8 and 12, and Local Plan Policy EN5.

21.3 While no comments have been provided by the Crime Prevention and Design Advisor at this stage, the proposals will be required to meet Secure by Design accreditation, in accordance with the recommended condition. Potential safety issues have been identified with the existing footpath adjacent to the northern boundary, and the footpath enhancements in the northern part of the site are expected to be particularly beneficial in combination with this requirement. Provision of CCTV for this and other publically accessible parts of the development will also assist in meeting this accreditation, and will be secured in the section 106 agreement.

21.4 The application can therefore be made acceptable in terms of avoidance of crime and providing a safe and accessible environment.

22.0 Fire Strategy

22.1 The NPPF 2019 does not have any policies relating to fire safety; this is normally considered under Building Control rather than planning. However, a fire strategy is recommended by condition.

23.0 Highways/transport and parking

23.1 Paragraph 108 states that in assessing planning applications it should be ensured that:

- a) Appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of development and its location;
- b) Safe and suitable access to the site can be achieved for all users; and
- c) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

23.2 Paragraph 109 of the NPPF states that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Paragraph 110 states that development should give priority first to pedestrian and cycle movements and second to facilitating access to high quality public transport and appropriate facilities that encourage public transport use. It also states applications for development should create places that are safe, secure and attractive, minimising conflicts between pedestrians, cyclists and vehicles and allow the efficient delivery of goods and access by service and emergency vehicles. Development should also be

designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

- 23.3 Core Policy 7 requires new development to be located in the most accessible locations and reduce the need for travel, and Policy H11 provides for change of use of existing commercial properties to residential use subject to a number of criteria including that
b) any parking provision meet the aims of the integrated transport strategy.
- 23.4 The Transport and Highways officer has provided detailed comments which are set out at Section 7.16 above. The main points are set out below.
- 23.5 The site's proximity to Langley Rail Station provides convenient access to rail services for future residents and employees at the site. Bus services are accessible from stops on Station Road and Harrow Market, and the proximity to this District Centre will also provide future residents and employees to be able to access to key amenities on foot.
- 23.6 The development will have a single point of access for residents, employees and users of the retail units alike, in the form of a simple priority junction which will be proposed in place of the current junction on Station Road and in approximately the same location. It is intended that a separate lane will be provided in each direction, entry and exit, with tactile paving and dropped kerbs to either side of the junction and a central refuge island for pedestrians. It is envisaged that, in addition, there will be a single point of entry within the site, from the access road within Plot A to the data centre which as discussed elsewhere in this report will located be in a secure compound.
- 23.7 Subject to this limitation being set on site permeability, the remainder of the internal layout is intended to be as permeable as possible to pedestrians and cyclists, in order to encourage sustainable travel, although it is recognised that suitable footways will be provided. Separate accesses will be provided within the site for the secure rear car park and for the Data Centre.
- 23.8 When considering an appropriate level of car parking to provide, reference has been made to the Council's Transport and Highway Guidance Developer's Guide Part 3 and the site's location adjacent to Langley Rail Station, residential car parking is proposed on the basis of 1 car parking space per 1 bed flat, 1 – 2 spaces per 2 bed flat and 2 car parking spaces for 3 bed units. This will be provided within a secure car park to prevent unauthorised access.
- 23.9 The application notes that data centres typically have a low employment density when compared to other commercial land uses, and that the Council's car parking standards will therefore overestimate the number of car parking spaces required by the future occupiers of the Data Centre. It is therefore proposed that car parking will be provided with 1 space per 2 Full Time Equivalent (FTE) staff members.
- 23.10 As submitted, it is the application's intention that the A class uses to be provided on Plot A will not be provided with visitor parking, with the exception of two disabled parking spaces. It is intended that these spaces will be provided along the site access road and will be accessible

to all visitors of the site. It is noted that this location is unlikely to be ideal for wheelchair users and many other disabled drivers and passengers, and this aspect of the scheme will be revisited at reserved matters stage. Three spaces are proposed for employees, and will also be provided within the secure car parking area which will be used primarily by residents. It is also proposed that a car club space will be provided along the access road. The extent of this provision has been queried with Highways Officers, and their response will be included in the Amendment Sheet to be issued prior to the Planning Committee meeting.

- 23.11 The application sets out that high quality, secure cycle parking will be provided for each land use in the development, including lockable stores for residents and employees and visitor cycle parking spaces within the public realm along the street frontage. Visitor parking spaces will be covered where possible to protect bicycles from the elements.
- 23.12 It is proposed that two loading bays will be provided along the Station Road frontage, to be provided off the main carriageway as shared-surface facilities within the Station Road public realm. This is intended to ensure that the entirety of the public realm can be used when the loading bay is not occupied, to improve the pedestrian environment. Further advice is being sought from Highways Officers on this point, and this feature may only be possible if it can be provided in conjunction with the Council's road widening proposal on Station Road. It is expected that the acceptability of this feature will be determined at reserved matters stage.
- 23.13 The application includes separate Travel Plans and Delivery and Servicing Management Plans for the Plot A / Station Road frontage development and the Data Centre to be secured prior to occupation. Subject to any changes required by Highways Officers, the Travel Plans will be secured by a Section 106 Agreement while the Delivery and Servicing Management Plans can be secured by conditions.
- 23.14 A car park management plan, detailed service delivery plan and a construction management plan will need to be secured as conditions.
- 23.15 The site is impacted by road widening proposals which are being considered by the Highways and Infrastructure Team. The proposals has been provided for in the building envelope plans for Plot A (in Parameter Plan 3), which have been amended during the course of the application to increase the set-back from the Station Road frontage. Land for the road widening will be secured by the Section 106 agreement.
- 23.16 Recognising that HGV traffic movements to and from the site will decrease very significantly if the application is approved and implemented, Highways officers have advised that additional mitigation for highway impacts will be limited to securing and monitoring the Travel Plans for the site.
- 24.0 Impact on Heritage Assets including Archaeology
- 24.1 Section 66(1) of the Planning (Listed Building and Conservation Areas) Act 1990 provides that in considering whether to grant permission for development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special

architectural or historic interest which it possesses. As a consequence the desirability of preservation must be given considerable importance and weight in the decision making process.

24.2 Paragraph 190 of the NPPF 2019 states that Local planning authorities should 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.

24.3 Paragraph 199 of the NPPF which states that local planning authorities should "...require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible".

24.4 Berkshire Archaeology has commented that there are potential archaeological implications associated with development in this area due to adjacent spot finds of Iron Age and Roman material, with potential interest in the wider area. A desk based archaeological assessment should therefore be undertaken in order to identify areas of land that had been impacted least by past development, in order to direct an archaeological trial trench evaluation. However, given the past development impacts it is likely that any archaeological material that has survived is unlikely to merit preservation *in situ*. Therefore archaeological mitigation can be undertaken following the grant of any development proposals, in line with an approved Written Scheme of Investigation.

24.5 There are no statutorily listed buildings within the Site. The Townscape and Visual Analysis notes the following designated heritage assets which in the surrounding areas:

- The St. Mary's Church conservation area, approximately 700m to the west of the application site;
- The St Bernard's School conservation area, approximately 2km to the west;
- The Grade II listed Langley Hall, approximately 200m south-west;
- The Grade II Langley War Memorial, approximately 350m to the south;
- Two Registered Park and Gardens; Langley Park, which is located approximately 1.4 km to the north-west of the application site, and Ditton Park approximately 1.6 km to the south-west; and
- a scheduled monument approximately 2.5km to the east, described as 'Two Concentric Ditches / Crop Marks'.

24.6 Impacts on the locally listed Langley Railway Station, which is approximately 50m from the site boundary, have not been considered in the application. As noted in the discussion above on appearance and character of the area, the setting of this building will need to be considered as in developing the proposed Design Coding approach to the detailed design of buildings, and as part of the reserved matters of scale, layout and appearance.

25.0 Health Impact Assessment

25.1 An assessment was provided, which identifies local health challenges including high rates of childhood obesity, differences in life expectancy between the most deprived and least deprived areas of Slough, and higher rates of cardiovascular disease and smoking with lower rates of physical activity than the rest of England.

25.2 Potential health effects of the development were identified as follows:

A. Demolition and construction:

- Managing any existing ground contamination associated with construction
- Noise, dust and vibration impacts associated with construction
- Flood risk change

B. Completed Data Centre and supporting infrastructure:

- Managing cooling water, including chemicals used in cleaning
- Electro-magnetic fields (EMF) including of the data centre and substation
- Air quality and noise associated with occasional use of backup generators
- Lighting and visual impact of buildings and planting
- Economic benefits (economic circumstances being a key determinant of health)

C. Completed development, other land uses:

- Health effects of housing and urban design in relation to the mixed-use development (e.g. issues of diet, physical activity and green space).

25.3 Means of managing these potential health impacts is integral to the consideration of how impacts can be mitigated for in those topic areas included within the environmental impact assessment, and for most issues has in addition been taken into consideration for the above issues for those that are outside the EIA.

25.4 However, there are two proposed land uses that require further consideration before permission can be granted:

- Inclusion of A5 (hot food takeaways) in the mix of land uses:

The amended application description allows for all land Class A uses to be provided within the non-residential land uses at Plot A. It is considered that this is not appropriate in close proximity to residential use, and has therefore been excluded as a permitted use by condition 33 as recommended below.

- Primary healthcare:

The provision of primary healthcare was included in the range of uses proposed in the application as submitted, but in narrowing the range of non-residential uses on Plot A in the amended application this was removed. There would be no objection in principle to primary healthcare facilities being located within Plot A. In line with the discussion at Section 8.7 above regarding the changes to the Use Classes Order that provides for a new Class E land use, it is considered that this land use should be provided for under any amended application description.

26.0 Infrastructure requirements/Section 106

26.1 Core Policy 10 of the Core Strategy states that development will only be allowed where there is sufficient existing, planned or committed infrastructure. All new infrastructure must be sustainable. Where existing infrastructure is insufficient to serve the needs of new development, the developer will be required to supply all reasonable and necessary on-site and off-site infrastructure improvements. The following Section 106 contributions have been sought

Item	Contribution
On-site:	<ul style="list-style-type: none"> - Affordable housing, - Car Club parking and charging space, - public access for improved footpath adjacent to northern boundary, - the Energy Centre site, - any additional provision required towards Energy Centre / other sustainability initiatives in the Langley area, in the event that the data centre is unable to meet the required sustainability criteria, - land to be provided for road widening proposed along the Station Road frontage, - long term maintenance / management plan for ecological improvements and any residual public realm not included in road widening proposals, - CCTV to be provided in and/or adjacent to the public parts of the site including the proposed northern footpath enhancements, and replacement planting for protected trees to be removed as part of the development.
Financial contributions:	<ul style="list-style-type: none"> - Urban design consultancy support for review of and input into the Design Code for the development, - any balance replacement tree planting that cannot be provided on-site, - public realm improvements, - public open space and education provision - any sustainable transport improvements including electrical vehicle infrastructure required to mitigate air quality impacts at reserved matters stage, - provision and monitoring of Travel Plan, and - other Section 278 highways and access works.

26.2 The sums to be sought for the majority of the financial contributions noted above will be determined at reserved matters stage. The financial contribution sought for urban design support will be determined on the basis of a quote from Design South East (yet to be obtained) and / or quotes from other registered urban design practitioners.

27.0 Equalities Considerations

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

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

27.2 This report identifies the need to ensure the new development provides new residential and A class units which are suitable for individuals, with respect to access and use. The Design and Access Statement identifies design measures that will be incorporated to make the development safer and more secure, therefore considerate of all individuals with protected characteristics. Conditions have been recommended to ensure the floorspace within the development and external areas are laid out to be easily accessible to all protected groups.

27.3 The proposals will make provision for wheelchair accessible car parking spaces, level accesses and thresholds to the buildings and communal terraces.

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

27.5 In conclusion, it is considered that the needs of individuals with protected characteristics have been fully considered by the local planning authority exercising its public duty of care, in accordance with the 2010 Equality Act.

28.0 Planning Conclusion

28.1 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.

- 28.2 Notwithstanding the above, officers have considered whether there are any other material circumstances that need to be taken into account, notwithstanding the development plan provisions.
- 28.3 The application has been evaluated against the Development Plan and the NPPF and the Authority has assessed the application against the core planning principles of the NPPF and whether the proposals deliver “sustainable development.”
- 28.4 The report identifies that the proposal complies the relevant saved policies in the Local Plan and Core Strategy, but identifies where there are some minor conflicts with the Development Plan, although these do not ultimately result in non-compliance with policy.
- 28.5 The development would make a positive contribution to the supply of infrastructure for the data economy and support office floorspace within the proposed Data Centre. There will be economic benefits in terms of the employment generated by the A class uses and the construction of the development itself and benefits associated with the resultant increase in population to which moderate weight should be attached. There will also be social benefits too arising from the provision of new commercial and A Class uses and provision of improved high quality public realm (moderate positive).
- 28.6 The development would also make positive contributions to the Borough’s stock of housing in general and more specifically to affordable housing, and would towards the establishment of a heat distribution network. Very significant weight (major positive) is given in the planning balance to these contributions. Any provision of primary healthcare facilities within the non-residential component of Plot A, while not included in the current application description, would also be weighted significant weight if this was to be included in any revised application description to provide for the changes to the use classes order as noted at paragraph 8.7 and elsewhere in this report.

PART C: RECOMMENDATION

- 25.1 Having considered the relevant policies of the Development Plan set out below, the representations received from consultees and the community along with all relevant material considerations, it is recommended the application be delegated to the Planning Manager for:
- A. Approval subject to:
- (i) the satisfactory completion of a Section 106 Agreement to secure the on-site and off-site provisions listed in Section 1 of this report;
 - (ii) finalising conditions and any other minor changes; OR
- B. Refuse the application if the completion of the Section 106 Agreement is not finalised by 31 December 2020 unless a longer period is agreed by the Planning Manager in consultation with the Chair of the Planning Committee.

PART D: DRAFT CONDITIONS

1. Compliance with reserved matters

With the exception of enabling works, no development shall commence until approval has been obtained in writing from the Local Planning Authority of the details of the layout, scale, external appearance, landscaping and access (the reserved matters), and the development shall not be carried out other than in accordance with the approved details.

Reason: To prevent the accumulation of planning permissions, to enable the Council to review the suitability of the development in the light of any altered circumstances and to comply with the provisions of Section 92(2) of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. Timing for Reserved Matters

An application or applications for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of 3 years from the date of this permission.

Reason: To prevent the accumulation of planning permissions: to enable the Council to review the suitability of the development in the light of altered circumstances and to comply with the provisions of Section 92(2) of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

3. Timing limits for commencement

The development hereby permitted shall be begun either before the expiration of 5 years from the date of this permission, or before the expiration of 3 years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

Reason: To prevent the accumulation of planning permissions: to enable the Council to review the suitability of the development in the light of altered circumstances and to comply with the provisions of Section 92(2) of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

4. Approved plans and documents

The development / application relates to the following site:

a) Site Location Plan 002 rev. a; dated NOV19, received 9 December 2019

5. Limits set by approved Parameter Plans

The development hereby permitted shall not exceed the approved parameter plans comprising:

- a) Drawing no. 011 'Parameter Plan 1 - Plot Allocation' dated NOV19, received 9 December 2019;
- b) Drawing no. 012 rev. a 'Parameter Plan 2 - Open Space' dated NOV19, received 9 December 2019;
- c) Drawing no. 013_3 rev. B 'Parameter Plan 3 - Maximum Heights' dated 12.06.2020, received 12 June 2020;
- d) Drawing no. 014 Parameter Plan 4 - Footpath Enhancements; dated NOV19, received 9 December 2019;
- e) Drawing no. 015 rev. B 'Parameter Plan 5 - Access Location' dated 12.06.2020, received 12 June 2020;
- f) Drawing no. 016 rev. b 'Parameter Plan 6 - Sub Station and Energy Centre Locations' dated NOV19, received 9 December 2019.

REASON To ensure that the site is developed in accordance with the principles of 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.

6. Design Code

Prior to the submission of the first reserved matters application for the residential development a detailed Design Code shall be submitted to and approved by the Local Planning Authority. The detailed Design Code shall include the following:

- a. principles for determining the quality, colour and texture of external materials and facing finishes for roofing and walls of buildings and structures including opportunities for using recycled construction materials
- b. principles of built-form strategies to include density and massing, street grain and permeability, street enclosure and active frontages, type and form of buildings including relationship to plot and landmarks and vistas and to consider residential amenity
- c. principles of hard and soft landscaping including the retention of important trees and hedgerows and also including boundary treatments and refuse storage
- d. principles for determining the design of structures (including street lighting, lighting and boundary treatments for commercial premises, street furniture and play equipment)
- e. principles for determining the design of the public realm, areas of public open space, areas for play (including LEAPs, NEAPs, and MUGAs), and any areas such as community gardens, allotments or other.
- f. principles for determining the design and layout of the sports provision as appropriate
- g. principles for conservation of flora and fauna interests and encouragement of biodiversity
- h. principles of a hierarchy of spaces

- i. principles for the alignment, width and surface materials (quality, colour and texture) proposed for all footways, cycleways, roads and vehicular accesses to and within the site and individual buildings
- j. principles for on-street and off-street residential and commercial vehicular parking and / or loading areas that take into account road widening proposals on Station Road
- k. principles of cycle parking and storage
- l. integration of strategic utility requirements, landscaping and highway design
- m. details of integration of Secure by Design principles into the Design Code
- n. details of how the Code takes into account the creation of a setting for the locally listed Langley Station

The details to be submitted in the reserved matters application shall be in accordance with the principles established in the approved Design Code.

REASON: To ensure that the Design Code provides sufficient guidance for the development of the site in accordance with good design principles and in a way that will be complimentary and appropriate to its surrounding, as set out in Policies 7, 8 and 11 of the Core Strategy 2008, saved Policies EN1, EN3, EN5, EN17 and T7 of The Adopted Local Plan for Slough 2004, to meet the objectives of the Slough Integrated Transport Strategy, and National Planning Policy Framework 2019 Chapters 8, 9, 12, 14, 15 and 16.

7. Archaeology

No demolition or construction works shall take commence until a programme of archaeological work including a Written Scheme of Investigation has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

- (i) An assessment of significance and research questions;
- (ii) The programme and methodology of site investigation and recording;
- (iii) The programme for post investigation assessment;
- (iv) Provision to be made for analysis of the site investigation and recording;
- (v) Provision to be made for publication and dissemination of the analysis and records of the site investigation;
- (vi) Provision to be made for archive deposition of the analysis and records of the site investigation; and
- (vii) Nomination of a competent person / persons or /organisation to undertake the works set out within the Written Scheme of Investigation.

The demolition or construction phase of the development shall be carried out in accordance with the approved Written Scheme of Investigation, and the development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the approved Written Scheme of Investigation and the provisions required for analysis, publication and dissemination of results and archive deposition has been secured.

REASON: The site lies in an area of archaeological potential, particularly for, but not limited to, Prehistoric and Roman remains. The potential impacts of the development can be mitigated through a programme of archaeological work, in accordance with Core Policy 9 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document policies, and the requirements of the National Planning Policy Framework.

8. Construction Traffic Management Plan

Prior to the commencement of any works of demolition or construction, a Construction Traffic Management Plan (CTMP) shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Local Highway Authority. The CTMP shall include: Construction traffic routes; provisions for loading and off-loading, parking, turning provision, visitors and construction vehicles (to a minimum Euro 6/VI Standard);, measures to be made on site; measures to prevent mud or other waste materials from being deposited on the highway; and a programme for demolition and construction. The CTMP shall be fully implemented in accordance with the approved details and retained throughout the construction phase of the development.

REASON In the interest of minimising danger and inconvenience to local and strategic highway users and in the interests of air quality and to ensure minimal disruption is caused neighbouring businesses and residents in accordance with policies 7 and 8 of the Core Strategy 2008, and the requirements of the National Planning Policy Framework 2019.

9. No development shall commence until a Construction and Environmental Management Plan (CEMP) to control the environmental effects of construction work has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

- (i) location and operation of cranes,
- (ii) control of noise,
- (iii) control of dust, smell and other effluvia,
- (iv) control of surface water run off, and
- (v) site security arrangements including hoardings.

The development shall be carried out in accordance with the approved scheme or otherwise, as agreed by the Local Planning Authority.

REASON: In the interests of the amenities of the area in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance set out in the NPPF 2019.

10. Tree Protection

Prior to the commencement of any works associated with the development, a scheme for the protection of the retained trees, in accordance with BS 5837:2012, including a tree protection plan(s) (TPP) and an arboricultural method statement (AMS) shall be submitted to and approved in writing by the Local Planning Authority.

Specific issues to be dealt with in the TPP and AMS:

- (i) Location and installation of services/ utilities/ drainage.
- (ii) Methods of demolition within the root protection area (RPA as defined in BS 5837: 2012) of the retained trees.
- (iii) Details of construction within the root protection areas (RPAs) and / or that may otherwise impact on the retained trees.
- (iv) A full specification for the installation of boundary treatment works.
- (v) A full specification for the construction of any roads, parking areas and driveways, including details of the no-dig specification and extent of the areas of the roads, parking areas and driveways to be constructed using a no-dig specification. Details shall include relevant sections through them.
- (vi) Detailed levels and cross-sections to show that the raised levels of surfacing, where the installation of no-dig surfacing within Root Protection Areas is proposed, demonstrating that they can be accommodated where they meet with any adjacent building damp proof courses.
- (vii) A specification for protective fencing to safeguard trees during both demolition and construction phases and a plan indicating the alignment of the protective fencing.
- (viii) A specification for scaffolding and ground protection within tree protection zones.
- (ix) Tree protection during construction indicated on a TPP and construction and construction activities clearly identified as prohibited in this area.
- (x) Details of site access, temporary parking, on site welfare facilities, loading, unloading and storage of equipment, materials, fuels and waste as well concrete mixing and use of fires
- (xi) Boundary treatments within the RPAs
- (xii) Methodology and detailed assessment of root pruning
- (xiii) Arboricultural supervision and inspection by a suitably qualified tree specialist
- (xiv) Reporting of inspection and supervision
- (xv) Methods to improve the rooting environment for retained and proposed trees and landscaping.

The development thereafter shall be implemented in strict accordance with the approved details.

Please see informative for the relevant British Standards.

REASON To ensure the satisfactory retention of trees to be maintained in the interest of visual amenity and to meet the objectives of Policies EN1 and EN3 of The Adopted Local Plan for Slough 2004, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the requirements of the National Planning

11. Ecological mitigation, compensation and enhancements

Alongside the Reserved Matter Application for Layout, specific details of the ecological mitigation, compensation and enhancements shall be submitted to and approved by the local planning authority. The submitted details shall include ecological mitigation, compensation and enhancements for the Reserved Matter applied for and an in principle demonstration of how remaining ecological mitigation, compensation and enhancements as set out in the above documents can be achieved for the remaining redevelopment of the site.

The development hereby approved shall be carried out in accordance with the approved details for the individual part applied for and retained at all times in the future.

REASON: In the interest of mitigating ecological impact of the development and in the interest of enhancing the biodiversity of the site in accordance with the Core Policy 9 of the Core Strategy and the requirements of the National Planning Policy Framework.

12. Removal of trees and vegetation

Removal of trees and vegetation other vegetation shall be undertaken outside of the bird-nesting season (March to September inclusive for most British bird species), unless details of any clearance works under the supervision of a suitably qualified ecologist have first been submitted to and approved in writing by the Local Planning Authority. Vegetation clearance shall then be carried out only in accordance with the approved details.

REASON: In the interest of mitigating ecological impact of the development and in the interest of enhancing the biodiversity of the site in accordance with the Core Policy 9 of the Core Strategy National Planning Policy Framework and the Wildlife and Countryside Act 1981 (as amended).

13. Phase 2 Intrusive Investigation Method Statement

Should the findings of the Phase 1 Desk Study approved pursuant to the Phase 1 Desk Study condition identify the potential for contamination, development works shall not commence until an Intrusive Investigation Method Statement (IIMS) has been submitted to and approved in writing by the Local Planning Authority. The IIMS shall be prepared in accordance with current guidance, standards and approved Codes of Practice including, but not limited to, BS5930, BS10175, CIRIA C665 & C552 and BS8576. The IIMS shall include, as a minimum, a position statement on the available and previously completed site investigation information, a rationale for the further site investigation required, including details of locations of such investigations, details of the methodologies, sampling and monitoring proposed.

REASON: To ensure that the type, nature and extent of contamination present, and the risks to receptors are adequately characterised, and to inform any remediation strategy proposal and in accordance with Policy 8 of the Core Strategy 2008

14. Phase 3 Quantitative Risk Assessment and Site-Specific Remediation Strategy

Development works shall not commence until a Quantitative Risk Assessment (QRA) has been prepared for the site, based on the findings of the intrusive investigation. The risk assessment shall be prepared in accordance with the Land Contamination: Risk Management (LCRM) and Contaminated Land Exposure Assessment (CLEA) framework, and other relevant current guidance. This must first be submitted to and approved in writing by the Local Planning Authority and shall as a minimum, contain, but not limited to, details of any additional site investigation undertaken with a full review and update of the preliminary Conceptual Site Model (CSM) (prepared as part of the Phase 1 Desk Study), details of the assessment criteria selected for the risk assessment, their derivation and justification for use in the assessment, the findings of the assessment and recommendations for further works. Should the risk assessment identify the need for remediation, then details of the proposed remediation strategy shall be submitted in writing to and approved by the Local Planning Authority. The Site Specific Remediation Strategy (SSRS) shall include, as a minimum, but not limited to, details of the precise location of the remediation works and/or monitoring proposed, including earth movements, licensing and regulatory liaison, health, safety and environmental controls, and any validation requirements.

REASON: To ensure that potential risks from land contamination are adequately assessed and remediation works are adequately carried out, to safeguard the environment and to ensure that the development is suitable for the proposed use and in accordance with Policy 8 of the Core Strategy 2008.

15. Remediation Validation

No development within or adjacent to any area(s) subject to remediation works carried out pursuant to the Phase 3 Quantitative Risk Assessment and Site Specific Remediation Strategy condition shall be occupied until a full Validation Report for the purposes of human health protection has been submitted to and approved in writing by the Local Planning Authority. The report shall include details of the implementation of the remedial strategy and any contingency plan works approved pursuant to the Site-Specific Remediation Strategy condition above. In the event that gas and/or vapour protection measures are specified by the remedial strategy, the report shall include written confirmation from a Building Control Regulator that all such measures have been implemented.

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

16. Noise assessment

Alongside the reserved matters application(s) for layout and appearance, a detailed Noise Assessment And Mitigation Design

Report shall be prepared. The assessment will include consideration of noise from the existing railway line to the north and the commercial operations to the north, and other potential noise impacts from road, rail and air traffic, on the sensitive internal and external elements of the proposed residential development. The assessment shall be made in accordance BS4142:2014+A1:2019 and with reference to BS8233:2014. Confirmation of the findings of the assessment shall be submitted to, and agreed in writing by, the Local Planning Authority and shall be adhered to thereafter.

The assessment will include a noise mitigation scheme which will demonstrate how the design, orientation, internal layouts and additional mitigation measures will minimise adverse noise impacts and provide an acceptable level of amenity for existing and future residents. The scheme will include detailed specifications for any acoustic enclosures, screening, glazing, ventilation and cooling that are identified as necessary to protect the future residents and for the operation of the Data Centre. In the event that windows will need to be closed to provide acceptable internal noise levels, an Overheating Assessment will also need to be submitted and approved by the Local Planning Authority.

The measures set out in the approved Noise Assessment and Mitigation Design Report and any accompanying Overheating Assessment and Mitigation Design Report will be fully implemented in the construction of the residential development and retained in good working order at all times in the future.

REASON: To ensure occupants of both existing residents and future residential occupiers within the development are not exposed to unacceptable noise levels. In accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the National Planning Policy Framework.

17. Building sustainability and energy efficiency - residential

Alongside the reserved matters application(s) for layout and appearance, details of the proposed sustainability, energy efficiency and low carbon measures to achieve at least 15% lower than Building Regulations Target Emission Rate (TER) in terms of carbon emissions and incorporating energy generation from low or zero carbon sources and including provision for connection with a future District Heating Network (DHN) shall be submitted to and approved in writing, and the approved measures shall be implemented in full prior to the first occupation of the residential component development on Plot A.

REASON: In the interest of sustainable development in particular minimising heat loss and reducing carbon emissions, and in accordance with Policy 8 of the Core Strategy (2006-2026), and National Planning Policy Framework 2019 Chapter 14 and the

guidance contained in the Council's Developer's Guide Part 2 (updated 2017).

18. Building sustainability and energy efficiency - non-residential

Alongside the reserved matters application(s) for layout and appearance, details of the proposed sustainability, energy efficiency and low carbon measures to be incorporated within the non-residential part of the the development shall be submitted to and approved in writing, and the approved measures shall be implemented in full prior to the first occupation of the non-residential components of the development on each Plot. For the Data Centre the details to be submitted will include internal layout and choice of cooling system, and the submitted energy efficiency and low carbon measures shall demonstrate that the Data Centre will achieve BREEAM 'excellent' standard and in addition that it will be designed and built to a standard that is exemplary within the data centre sector including a high PUE, unless an alternative scheme that makes acceptable compensatory provision in the form of or towards the proposed Energy Centre and / or district heating network is agreed as part of the overall package of sustainability, energy efficiency and low carbon measures to be provided in and / or in association with the Data Centre. The development shall then be retained and maintained in accordance with the approved details for the lifetime of the development.

REASON: In the interest of sustainable development in particular minimising heat loss and reducing carbon emissions, and in accordance with Policy 8 of the Core Strategy (2006-2026), and National Planning Policy Framework 2019 Chapter 14 and the guidance contained in the Council's Developer's Guide Part 2 (updated 2017).

19. Designing out crime

Alongside the reserved matters application(s) for layout and appearance, details of measures to comply with Secured by Design standards for Plot A and for development within the northern part of the site as provided for in Parameter Plan 2 (Open Space Zone C-C) and Parameter Plan 4 (Footpath Enhancements) shall be submitted and approved in writing by the Local Planning Authority, prior to commencement of any construction of the buildings in the development. The development within the relevant residential part and footpath within Parameter Plan shall be carried out in accordance with the approved Secured by Design Application, and shall not be occupied or used until the Council acknowledged in writing that it has received written confirmation of compliance. The approved security measures shall be maintained and retained thereafter.

REASON: In order to minimise opportunities for crime and anti-social behaviour in accordance with Policy EN5 of The Adopted Local Plan for Slough 2004 and Core Policies 8 and 12 of the adopted Core

Strategy 2006-2026 and the requirements of the National Planning Policy Framework (2019).

20. Piling Environment Agency

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

REASON To ensure that the proposed foundation does not harm groundwater resources in line with paragraph 170 of the National Planning Policy Framework and Position Statement N6 of 'The Environment Agency's approach to groundwater protection'.

21. Surface Water Drainage (to be confirmed by the LPA / LLFA drainage consultant)

Alongside the reserved matters submission for layout, a detailed surface water drainage scheme for the site, based on the principles set within the approved Drainage Strategy shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Lead Local Flood Authority. The approved details shall be implemented, managed and maintained in accordance with the approved details at for the lifetime of the development.

REASON: To prevent the risk of flooding in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document policies, and the requirements of the National Planning Policy Framework.

22. Interference with Telecommunication Signals

Prior to the occupation the development, a report and any mitigation in relation to interference with any existing or approved and extant telecommunication signals shall be carried out by a competent person and shall have been submitted to and approved in writing by the Local Planning Authority. Any agreed details for mitigation shall be fully implemented before that individual part the development is commenced.

REASON: To reduce the potential for interference with existing and proposed telecommunications signals, in with Local Plan Policy EN6, and the requirements of the National Planning Policy Framework

23. Details and Samples of materials

Prior to any above ground works commencing on either Plot, details of the external materials including paint colours, cladding, any stonework, brickwork (including patterns/ detailing) down pipes, gutters, edging details to flat roofs, balustrades, balconies, glazed facades, and framing, including the details of bond, colour, mortar mix and mortar colour on all external facades and roofs of the buildings, details of green walls and of any green roofs, all set out clearly to

coordinate the materials and details to and between each part of the building(s), shall be submitted to and approved in writing by the Local Planning Authority. Samples shall be displayed on site for inspection prior to works as part of the submissions to be approved, and no part of the development applied for shall be used or occupied prior to the implementation of the approved details. The development of each relevant Plot thereof shall be carried out strictly in accordance with the approved details.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, Policy EN1 of The Adopted Local Plan for Slough 2004 (saved polices), and the requirements of the National Planning Policy Framework 2019.

24. Street Furniture

Prior to any above ground works details of the locations of the benches, litter bins, way-finding signage and any other street furniture shall be submitted to and approved in writing by the local planning authority, prior to occupation of the relevant block. The street furniture listed above shall be designed and sited to be fully inclusive and accessible for all users and will not provide any obstruction to disabled persons or people of impaired mobility and/or sight. The development within the relevant part of the site applied for shall be carried out in accordance with the approved details prior to the occupation of that part of the development and shall be permanently retained and maintained thereafter.

Reason: To ensure the satisfactory provision of facilities, in accordance Policies EN1 and EN3 of The Adopted Local Plan for Slough 2004 and to ensure that surface water discharge from the site is satisfactory and shall not prejudice the existing sewerage systems in accordance with Policies 8 and 9 of the adopted Core Strategy 2006 - 2026 and the National Planning Policy Framework (2019).

25. Boundary Treatment

Prior to any above ground works details of the proposed boundary treatment including position, external appearance, height and materials of all boundary walls, fences and gates including security fences and gates, shall be submitted to and approved by the Local Planning Authority. The development shall not be occupied until the approved boundary treatment has been implemented on site, and the approved details shall be maintained and retained for the lifetime of the development.

REASON: In the interests of the visual amenity of the area and to reduce opportunities for crime and anti-social behaviour in accordance with Policies EN1 and EN3 of The Adopted Local Plan for

Slough 2004, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the requirements of the National Planning Policy Framework (2019).

26. Landscaping Details

Prior to any above ground works, a detailed landscaping scheme for that individual part of the development shall be submitted to and approved in writing by the Local Planning Authority. This shall include details of treatment of all parts on the site not covered by buildings shall be submitted to and approved in writing by the Local Planning Authority in consultation with their landscape specialist. The site shall be landscaped strictly in accordance with the approved details in the first planting season after completion or first occupation of the development, whichever is the sooner. Details shall include:

- (i) a scaled plan showing all existing vegetation and landscape features to be retained and trees and plants to be planted;
- (ii) location, type and materials to be used for hard landscaping including specifications, where applicable for:
 - a) permeable paving
 - b) tree pit design
 - c) underground modular systems
 - d) Sustainable urban drainage integration
 - e) use within tree Root Protection Areas (RPAs);
- (iii) location, type and materials to be used for hard landscaping including specifications, where applicable;
- (iv) a schedule detailing sizes and numbers/densities of all proposed trees/plants and to include species which attract Bumble Bees;
- (v) specifications for operations associated with plant establishment and maintenance that are compliant with best practice; and
- (vi) types and dimensions of all boundary treatments.

There shall be no excavation or raising or lowering of levels within the prescribed root protection area of retained trees unless agreed in writing by the Local Planning Authority. Unless required by a separate landscape management condition, all soft landscaping shall have a written five year maintenance programme following planting.

REASON In the interests of the visual amenity of the area and accordance with Policy EN3 of The Adopted Local Plan for Slough 2004 and to ensure that surface water discharge from the site is satisfactory and shall not prejudice the existing sewerage systems in accordance with Policies 8 and 9 of the adopted Core Strategy 2006 - 2026 and the National Planning Policy Framework (2019).

27. Landscaping retention and replacement

Any tree which forms part of the approved landscaping scheme which fails to become established, becomes seriously damaged or diseased, dies or for any reason is removed shall be replaced no later than the next planting season by a tree of the same species, and of a size and maturity to be approved by the Local Planning Authority, unless further specific permission has been given by the Local Planning Authority for other suitable replacement planting.

REASON In the interests of the visual amenity of the area and of neighbouring properties and to ensure replacement trees are planted / replanted in accordance with Policy EN3 of The Adopted Local Plan for Slough 2004, Core Policies 8 and 9 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the NPPF 2019.

28. Lighting Scheme

No development above ground floor level shall commence until a scheme has been submitted to and approved in writing by the Local Planning Authority for external site lighting including details of:

- (i) The lighting units, shielding, and mounting
- (ii) Hours of use
- (iii) Method of control (e.g. PIR, timer)
- (iv) Vertical and horizontal illuminance levels including on the permitted residential buildings and land and the on existing neighbouring residential buildings land.
- (v) The scheme shall demonstrate there would be no in unacceptable increase in light on neighbouring habitable windows over the ambient background lighting.
- (vi) Coordination and compliance with the relevant conditions relating to designing out crime and ecology.

The development within the relevant part of the site applied for shall be carried out in accordance with the approved details prior to the occupation of that part of the development and shall be permanently retained and maintained thereafter.

REASON In the interests of safeguarding the amenities of neighbouring properties in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy EN5 of The Adopted Local Plan for Slough 2004 (saved polices), and the requirements of the National Planning Policy Framework 2019.

29. Air Quality associated with Data Centre end use

No development above ground floor level in the Data Centre until an Air Quality assessment demonstrating that ambient concentrations of applicable pollutants during the operation of the proposed facility would not result in significant impact at relevant sensitive receptors, shall be submitted and approved by the Local Authority alongside the first Reserved Matters applications.

REASON: to protect sensitive receptors from pollution in accordance with Policy 8 of the adopted Core Strategy 2006 - 2026 and the National Planning Policy Framework (2019).

30. Wheelchair User Dwellings

A minimum of 5% of the total residential units within the development

shall be provided as Wheelchair Adaptable Homes and shall be provided to Building Regulation requirement M4 (3) as Wheelchair User Dwellings. The detailed plans of these dwellings shall be submitted to and approved in writing by the local planning authority. Alongside the reserved matters submissions for the residential development hereby approved details of the. The Wheelchair Adaptable Homes shall be shown on the submitted plans and shall be implemented in accordance with the approved plans.

Reason: To ensure that the development provides for the changing circumstances of occupiers and responds to the needs of people with disabilities, in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policies 3, 4 and 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2019).

31. Delivery and Servicing Plan

Prior to first occupation of any use on either Plot, a site servicing strategy or Delivery and Servicing Plan (DSP) for the relevant Plot, including vehicle tracking, for the relevant Development Plot shall be submitted to and approved in writing by the Council. The DSP shall detail the management of deliveries, emergency access, collection of waste and recyclables, times and frequencies of deliveries and collections/ silent reversing methods/ location of loading bays and vehicle movement in respect of the relevant phase or block. The approved measures shall be implemented and thereafter retained for the lifetime of the residential or commercial uses in the Plot.

REASON: In order to ensure that satisfactory provision is made for refuse storage and collection and to ensure that the amenity of occupiers of the development site and surrounding premises is not adversely affected by noise, in accordance with Policies 7 and 10 of the adopted Core Strategy 2006-2026, the National Planning Policy Framework 2019 and the guidance contained in the Council's Developer's Guide Part 3 (2008).

32. Approved non residential land uses within Plot A

Notwithstanding the information in the approved plans and subject to the provisions within the relevant conditions set out in this planning permission, the following specified land uses are permitted within the specified floorspace:

- Class A1 (Shops)
- Class A2 (Financial and professional services)
- Class A3 (Food and Drink)
- Class A4 (Public houses, wine bars or other drinking establishments)

The maximum permitted floorspace for the above uses the Class A1 (Shops) and Class A3 (Food and Drink) are allowed are limited to a

maximum of 1000 square meters floorspace for each unit.

REASON: To ensure no major retail uses are provided on the site that would affect the viability of the District Centre, in accordance with Core Policies 1 and 5 and 6 of the Slough Local Development Framework Core Strategy 2006-2026, and the National Planning Policy Framework (2019).

33. Opening hours for non-residential land uses within Plot A

The non-residential premises within Plot A they shall not be opened for business on Christmas Day and New Years Day, and shall not be opened for business outside the hours of 8 a.m. and 8 p.m. on Sundays and Good Friday and the hours of 7 a.m. and 8 p.m. on all other days. Notwithstanding arrangements to be approved in the DSP, no deliveries may be made earlier than half an hour before the earliest morning opening time as provided for in this condition, and no later than 7.30 p.m. in the evening, Monday to Saturdays only and excluding Sundays, Good Friday, Christmas Day and New Years Day.

REASON: To protect the amenities of residents, in accordance with Policy 8 of the Core Strategy 2008, the guidance contained in the Council's Developer's Guide Part 3 (2008) and the National Planning Policy Framework (2019).

34. Quantum of Car Parking (to be agreed with Highways Manager)

The private residential car parking provision for the development shall be at a ratio between 0.5 and 1 space per dwelling excluding car club spaces and public car parking spaces, with 5% of all spaces to be designed to wheelchair accessible standards.

The parking spaces shall be fully completed prior to first occupation of the relevant residential blocks, and permanently retained thereafter.

REASON: To control the level of car-based traffic within the surrounding road network and encourage alternative sustainable modes of travel in accordance with Policy T2 of the Adopted Local Plan (2004), Policies 7 and 8 of the Core Strategy 2008, the guidance contained in the Council's Developer's Guide Part 3 (2008) and the National Planning Policy Framework (2019).

35. Quantum of Cycle Parking

The private residential cycle parking provision for the development shall be at a ratio of no less than 1 cycle parking space per dwelling excluding any public or visitor cycle parking.

The cycle parking spaces shall be fully completed prior to first occupation of the relevant residential blocks, and permanently retained thereafter.

REASON To ensure that there is adequate cycle parking available at

the site in accordance with Policy T8 of The Adopted Local Plan for Slough 2004, to meet the objectives of the Slough Integrated Transport Strategy, Core Policy 7 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2019).

36. Telecommunications Equipment

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking or re-enacting that Order with or without modification), no aerials, antennae, satellite dishes or related telecommunications equipment shall be erected on any part of the development hereby permitted, without written approval from the Local Planning Authority.

REASON: To ensure that the visual impact of telecommunication equipment can be considered in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2019).

INFORMATIVES:

1. The Applicant will need to ensure that demolition and construction works are undertaken in accordance with the licensable mitigation strategy undertaken using a Bat Low Impact Class Licence (LICL), with the site being registered by an ecological consultant who is registered to use the LICL. This LICL is to be agreed in advance of works with Natural England.
2. The Health and Safety Executive has assessed the application in relation to the Hazard Zone and commented that provided the workplace developments marked on the Parameter Plan that fall within the Inner Consultation HSE zone have less than 3 occupied storeys and, providing for less than 100 occupants in each building, then HSE would not advise on safety grounds, against this proposal.

As the application is at outline stage and the particular layout of the business part is yet to be confirmed, and given the Hazard Zone encroaches into a relatively small part of the site, it would not be reasonable to apply a restrictive condition at this stage because there potentially may not be any buildings positioned within the Hazard Zone. The Health and Safety Executive will be re-consulted at the Reserved Matters Stage, where if appropriate a restrictive condition can be applied.

3. With regard to the Environment Agency requiring further details for pilling, the Principal Aquifer at the surface in the Taplow Gravel Formation is significantly contaminated. It is proposed that residual contamination will be left contained within a permeable reactive barrier

installed around the site. The potential for connecting this contamination with the Principal Aquifer in The Chalk below the site is increased by the use of piling and this should be acknowledged in a revised conceptual model for this site. A Piling Risk Assessment should be submitted for this development to address the risk of connecting two aquifers. This report should also address the need for piles to terminate within the clay - present at the top of the Lambeth Group.

To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants. This is in line with paragraph 170 of the National Planning Policy Framework. The Thames River Basin Management Plan requires the restoration and enhancement of water bodies to prevent deterioration and promote recovery of water bodies. Without this condition, the impact will cause deterioration of a quality element of the Lower Thames Gravels groundwater body.).

4. With regard to the Landscaping Condition, the following British Standards should be referred to:
 - a) BS: 3882:2015 Specification for topsoil
 - b) BS: 3936-1:1992 Nursery Stock - Part 1: Specification for trees and shrubs
 - c) BS: 3998:2010 Tree work – Recommendations
 - d) BS: 4428:1989 Code of practice for general landscaping operations (excluding hard surfaces)
 - e) BS: 4043:1989 Recommendations for Transplanting root-balled trees
 - f) BS: 5837 (2012) Trees in relation to demolition, design and construction – Recommendations
 - g) BS: 7370-4:1993 Grounds maintenance part 4. Recommendations for maintenance of soft landscape (other than amenity turf).
 - h) BS: 8545:2014 Trees: from nursery to independence in the landscape – Recommendations
 - i) BS: 8601:2013 Specification for subsoil and requirements for use maintenance that are compliant with best practice; and
 - j) Tree and shrub species selected for landscaping/replacement planting provide long term resilience to pest, diseases and climate change. The diverse range of species and variety will help prevent rapid spread of any disease. In addition to this, all trees, shrubs and herbaceous plants must adhere to basic bio-security measures to prevent accidental release of pest and diseases and must follow the guidelines below. “An overarching recommendation is to follow BS 8545: Trees: From Nursery to independence in the Landscape. Recommendations and that in the interest of Bio-security, trees should not be imported directly from European suppliers and planted straight into the field, but spend a full growing season in a British nursery to ensure plant health and non-infection by foreign pests or disease. This is the

appropriate measure to address the introduction of diseases such as Oak Processionary Moth and Chalara of Ash. All trees to be planted must have been held in quarantine.”

5. With regard to the Tree Protection Condition, The following British Standards should be referred to:
 - a) BS: 3998:2010 Tree work – Recommendations
 - b) BS: 5837 (2012) Trees in relation to demolition, design and construction - Recommendations
6. With regard to the condition requiring Thames Water wastewater network upgrades, the developer can request information to support the discharge of this condition by visiting the Thames Water website at thameswater.co.uk/preplanning. Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (telephone 0203 577 9998) prior to the planning application approval.
7. With regard to the condition requiring Thames Water supply network upgrades the developer can request information to support the discharge of this condition by visiting the Thames Water website at thameswater.co.uk/preplanning. Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (telephone 0203 577 9998) prior to the planning application approval.
8. Cadent have identified operational gas apparatus within the application site boundary. This may include a legal interest (easements or wayleaves) in the land which restricts activity in proximity to Cadent assets in private land. The Applicant must ensure that proposed works do not infringe on Cadent’s legal rights and any details of such restrictions should be obtained from the landowner in the first instance. If buildings or structures are proposed directly above the gas apparatus then development should only take place following a diversion of this apparatus. The Applicant should contact Cadent’s Plant Protection Team at the earliest opportunity to discuss proposed diversions of apparatus to avoid any unnecessary delays. If any construction traffic is likely to cross a Cadent pipeline then the Applicant must contact Cadent’s Plant Protection Team to see if any protection measures are required. All developers are required to contact Cadent’s Plant Protection Team for approval before carrying out any works on site and ensuring requirements are adhered to.
9. Network Rail advise as follows:

DRAINAGE

Soakaways / attenuation ponds / septic tanks etc, as a means of storm/surface water disposal must not be constructed near/within 5 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property/infrastructure. Network Rail's drainage system(s) are not to be compromised by any work(s).

SITE LAYOUT

It is recommended that all buildings be situated at least 2 metres from the boundary fence, to allow construction and any future maintenance work to be carried out without involving entry onto Network Rail's infrastructure. Where trees exist on Network Rail land the design of foundations close to the boundary must take into account the effects of root penetration in accordance with the Building Research Establishment's guidelines.

FOUNDATIONS

Network Rail offers no right of support to the development. Where foundation works penetrate Network Rail's support zone or ground displacement techniques are used the works will require specific approval and careful monitoring by Network Rail. There should be no additional loading placed on the cutting and no deep continuous excavations parallel to the boundary without prior approval.

10. In view of the nature and scale of the development and the low likelihood of the potential archaeology, should it exist, meriting preservation in situ, field evaluation through trial trenching would represent an appropriate initial phase of work in order to determine the archaeological potential and levels of previous truncation and the need for any further phases of work. Berkshire Archaeology would be pleased to discuss the approach with the applicant, or their archaeological consultant should permission be granted. If the applicant can demonstrate previous widespread impact on below ground deposits which specifically affects the archaeological potential, then this advice can be reviewed. Please contact at Berkshire Record Office, 9 Coley Avenue, Reading RG1 6AF; Telephone 0118 937 5976; E-Mail: info@berkshirearchaeology.org.uk

APPENDIX A

PL 002 rev.B Existing Site Plan showing ownership boundary

Addresses notified by letter, 12-14 February 2020

Neighbours Consulted :	58, Station Road, Langley, Slough, SL3 8BT, 42, Barton Road, Slough, SL3 8DF, 85, Alderbury Road, Slough, SL3 8DL, 50, Mead Avenue, Slough, SL3 8HT, 54, Mead Avenue, Slough, SL3 8HT, 65, Mead Avenue, Slough, SL3 8HS, 63, Mead Avenue, Slough, SL3 8HS, 79, Mead Avenue, Slough, SL3 8HS, 77, Mead Avenue, Slough, SL3 8HS, 75, Mead Avenue, Slough, SL3 8HS, 73, Mead Avenue, Slough, SL3 8HS, 1, Harvey Road, Slough, SL3 8HZ, 3, Harvey Road, Slough, SL3 8HZ, Classico Marble Ltd, Station Approach, Unit 3, Station Road, Langley, Slough, SL3 6DB, Station Yard, Station Road, Langley, Slough, SL3 6ED, Station Approach, Station Road, Langley, 1, New Road, Slough, SL3 8JJ, 20, Mead Close, Slough, SL3 8HX, 2, Mead Walk, Slough, SL3 8HU, 43, Scholars Walk, Slough, SL3 8LY, 68, Meadfield Road, Slough, SL3 8HR, 74, Mead Avenue, Slough, SL3 8HT, Cuppateanos, 3, Meadfield Road, Slough, SL3 8HL, 27, Meadfield Avenue, Slough, SL3 8HP, 30, Barton Road, Slough, SL3 8DF, 11, Harvey Road, Slough, SL3 8HZ, 41, Meadfield Road, Slough, SL3 8HR, 22, Meadfield Avenue, Slough, SL3 8HP, 22A, Meadfield Road, Slough, SL3 8HW, 60, Mead Avenue, Slough, SL3 8HT, 46, Scholars Walk, Slough, SL3 8LY, 82, Scholars Walk, Slough, SL3 8LZ, 30, Meadfield Road, Slough, SL3 8HW, 66, Meadfield Road, Slough, SL3 8HR, 91, Scholars Walk, Slough, SL3 8LZ, 45, Scholars Walk, Slough, SL3 8LY, 6, Mead Close, Slough, SL3 8HX, 4, Mead Close, Slough, SL3 8HX, 17, Harvey Road, Slough, SL3 8HZ, 21, Harvey Road, Slough, SL3 8HZ, 23, Harvey Road, Slough, SL3 8HZ, 19, Harvey Road, Slough, SL3 8HZ, 41, Harvey Road, Slough, SL3 8HZ, 37, Harvey Road, Slough, SL3 8HZ, 45, Harvey Road, Slough, SL3 8HZ, 43, Harvey Road, Slough, SL3 8HZ, 39, Harvey Road, Slough, SL3 8HZ, 25, Harvey Road, Slough, SL3 8HZ, 27, Harvey Road, Slough, SL3 8HZ, 31, Harvey Road, Slough, SL3 8HZ, 33, Harvey Road, Slough, SL3 8HZ, 47, Harvey Road, Slough, SL3 8HZ, 29, Harvey Road, Slough, SL3 8HZ, 35, Harvey Road, Slough, SL3 8HZ, 5, Mead Close, Slough, SL3 8HX, 102, Willoughby Road, Slough, SL3 8JG, 89, Alderbury Road, Slough, SL3 8DL, 11, Mead Walk, Slough, SL3 8HU, 94, Willoughby Road, Slough, SL3 8JG, 1B, Meadfield Road, Slough, SL3 8HL, 3, Mead Avenue, Slough, SL3 8HS, 12A, Harrow Market, Slough, SL3 8HJ, 10A, Harrow Market, Slough, SL3 8HJ, 13, Harrow Market, Slough, SL3 8HJ, 13A, Harrow Market, Slough, SL3 8HJ, 7, Meadfield Road, Slough, SL3 8HL, Flat 1, 20, Meadfield Road, Slough, SL3 8HL, Flat 2, 20, Meadfield Road, Slough, SL3 8HL, 20, Meadfield Road, Slough, SL3 8HL, 18, Meadfield Road, Slough, SL3 8HL, 14A, Meadfield Road, Slough, SL3 8HL, 14B, Meadfield Road, Slough, SL3 8HL, 12, Meadfield Road, Slough, SL3 8HL, 10, Meadfield Road, Slough, SL3 8HL, 5, Meadfield Road, Slough, SL3 8HL, 5A, Meadfield Road, Slough, SL3 8HL, Managers Accommodation, 290, High Street, Langley, Slough, SL3 8HF, Harrow Hall, 290, High Street, Langley, Slough, SL3 8HF, 25, Meadfield Road, Slough, SL3 8HW, 47, Scholars Walk, Slough, SL3 8LY, 85, Scholars Walk, Slough, SL3 8LZ, 42, Scholars Walk, Slough, SL3 8LY, 83, Scholars Walk, Slough, SL3 8LZ, 92, Scholars Walk, Slough, SL3 8LZ, 87, Scholars Walk, Slough, SL3 8LZ, 88, Scholars Walk,
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