

PLANNING COMMITTEE

THE FOLLOWING ALTERATIONS AND AMENDMENTS HAVE BEEN
RECEIVED SINCE THE PLANNING OFFICER'S REPORT WAS
PRESENTED TO MEMBERS

Amendment Sheet

1. Agenda Item 5 - P/00372/022 - 254 High Street, Langley, Slough, SL3 8HA

Paragraph 5.4

- No further representations have been received to the amended plans.

2. Agenda Item 6 - P/08979/003 Former Langley Police Station, Trelawney Avenue, Langley, Slough, SL3 8NF

Change to Recommendation:

Paragraph 1.1 and 24.1 have been amended following the receipt of amended plans, altering the recommendation to:

Having considered the relevant policies 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 Group Manager for:

A) Approval subject to:

- (i) The satisfactory completion of a Section 106 Agreement to secure on-site affordable housing, parks and open space contributions, education contributions, highways works, highway contributions, Traffic Regulation Order on adjacent streets and public realm contributions which are required to mitigate the impact of the development.
- (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 24th January 2025 unless a longer period is agreed by the Planning Manager, or Chair of the Planning Committee.

Amendments to the Committee Report and Conditions:

Paragraph 14.7 of the report has been amended following the receipt of amended plans from:

The indicative plan appears to address the issues raised and is being assessed in detail by Officers and if acceptable a suite of revised plans will be secured to reflect these requirements. An update will be provided on the Amendment Sheet to committee.

To:

The indicative plan appears to address the issues raised. A suite of amended plans and elevations have been provided on 16th July 2024 to show the gated accesses, additional disabled car parking space, change of footprint to the cycle store/plant room entrance, inclusion of a sliding door for the cycle store and change of access to

one of the ground floor accessible units to be located within the undercroft. These drawings confirm the design changes set out as a part of the indicative plan and would form a part of the approved plans should the application be approved.

Condition 2 (Approved Plans) has been amended as follows (changes in bold):

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

- (a) Drawing No. 022304-ELS-01 Revision D, dated 11/07/2024, received 16/07/2024**
- (b) Drawing No. 022304-ELS-02 Revision E, dated 27/06/2024, received 16/07/2024**
- (c) Drawing No. 022304-ELS-03 Revision B, dated 24/06/2024, received 24/06/2024
- (d) Drawing No. 022304-ELS-04, dated 07/09/2024, received 25/04/2024
- (e) Drawing No. 022304-ELS-APT-E1 Revision C, dated 11/07/2024, received 16/07/2024**
- (f) Drawing No. 022304-ELS-APT-E2 Revision C, dated 11/07/2024, received 16/07/2024**
- (g) Drawing No. 022304-ELS-APT-P1 Revision C, dated 11/07/2024, received 11/07/2024**
- (h) Drawing No. 022304-ELS-APT-P2 Revision B, dated 11/07/2024, received 11/07/2024**
- (i) Drawing No. 022304-ELS-APT-P3 Revision A, dated 20/06/2023, received 24/06/2024
- (j) Drawing No. 022304-ELS-APT-P4 Revision A, dated 20/06/2023, received 24/06/2024
- (k) Drawing No. 022304-ELS-APT-SEC01 Revision A, dated 20/06/2023, received 24/06/2024
- (l) Drawing No. 022304-ELS-CS01, dated 06/09/2023, received 25/04/2024
- (m) Drawing No. 022304-ELS-PER01 Revision B, dated 15/07/2024, received 16/07/2024**
- (n) Drawing No. 022304-ELS-SS01 Revision C, dated 16/07/2024, received 16/07/2024**
- (o) Drawing No. 022304-ELS-SS02 Revision D, dated 15/07/2024, received 16/07/2024**
- (p) Drawing No. 022304-ELS-T01-E1, dated 14/11/2024, received 25/04/2024
- (q) Drawing No. 022304-ELS-T02-E1, dated 14/11/2024, received 25/04/2024
- (r) Drawing No. 022304-ELS-T01-P1, dated 06/09/2023, received 25/04/2024
- (s) Drawing No. 022304-ELS-T01-P2, dated 06/09/2023, received 25/04/2024,
- (t) Drawing No. 022304-ELS-T01-P3, dated 06/09/2023, received 25/04/2024
- (u) Drawing No. 8302/ASP5/LSP, dated 19/03/2024, received 25/04/2024,
- (v) Drawing No. Tree condition survey, arboricultural implications assessment and protection recommendations, dated 03/2024, received 25/04/2024
- (w) Drawing No. RP02-23454A-R1 - Air Quality Constraints and Opportunities Appraisal, dated 14/11/2023, received 25/04/2024
- (x) Drawing No. Design & Access Statement, dated 03/2024, received 25/04/2024
- (y) Drawing No. Ecological Report, dated 21/04/2024, received 25/04/2024
- (z) Drawing No. Energy and Sustainability Statement Revision B, dated 21/03/2024, received 25/04/2024
- (aa) Drawing No. Flood Risk Assessment and Drainage Strategy Revision B, dated 03/2024, received 25/04/2024
- (bb) Drawing No. P01-23454A-R2 – Noise Assessment Revision B, dated 19/03/2024, received 25/04/2024
- (cc) Drawing No. Transport Statement, dated 21/03/2024, received 25/04/2024
- (dd) Drawing No. Technical Note: Biodiversity Net Gain, dated 06/2024, received 06/06/2024

- (ee) Drawing No. The Statutory Biodiversity Metric Auditing and accounting for biodiversity Tool, dated n/a, received 06/06/2024
- (ff) Drawing No. Daylight & Sunlight Report (revised), dated 04/07/2024, received 04/07/2024
- (gg) Drawing No. 022304-ELS-SAN01 (revised), dated 11/07/2024, received 11/07/2024

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

Condition 17 Indicative Plans has been amended to (changes in bold):

Prior to the commencement of the development, details as set out within indicative drawing no. **022304-ELS-SAN01 (revised) received on 11/07/2024**, shall be submitted to and approved in writing by the Local Planning Authority setting out the following:

- Gated accesses for the entrances off Trelawney Avenue and High Street Langley
- Postal letter box details
- Signage for priority vehicular access/zebra crossing for access entering from Trelawney Avenue
- **Footpath details within the undercroft**

REASON: To ensure that the site is developed in accordance with the submitted application and to ensure that the proposed development has an acceptable impact on highway and pedestrian safety accordance with Core Policies 7, 8 and 12 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008 and to reflect the guidance contained in the National Planning Policy Framework 2023.

Other matters:

A site meeting was undertaken on 12th July 2024 at the site with Cllr Muvvala in attendance alongside Officers from SBC: Neetal Rajput (Group Manager - Planning), Imran Agha (Highways Development Lead) and Daniel Ray (Director of Planning Services & Chief Planning Officer) at 8.30am to observe the traffic within the area and discuss concerns raised by Cllr Muvvala about the proposed development.

3. Agenda Item 7 - P/00072/139 - Land at the Former Akzonobel Decorative Paints, Wexham Road, Slough, SL2 5DS

Paragraph 6.1

- SBC Transport & Highway comments:

Introduction and Summary

This document provides Slough Borough Council's consultation response regarding Highways and Transport for planning application No. P/00072/139 at the Former AkzoNobel Site.

SBC Transport Officers have no objection to the proposed development and are satisfied with access arrangements for vehicles and pedestrians, the number of car parking spaces, delivery and servicing arrangements and that the trip generation will not have a severe impact on the road network.

Building C is proposed to be developed to provide 25,100sq.m GEA of data centre use with associated access roads, servicing and car parking. The first phase (Buildings A and B) is currently under construction and will deliver 42,237.7sq.m GEA of data centre use. This was secured under an RMA approved in October 2021 (P/00072/108) which was then varied through a Section 73 application.

Access to Phase 1 is to be taken through a new upgraded junction with Wexham Road (Secured under the Outline Consent).

A TS has been provided by i-Transport to assist in discharging Conditions 20 and 21 of the Outline Consent (Planning Ref: P/00072/096). The conditions relate to EV Charging and to Deliveries and Servicing for the previously approved development.

The wider transport/traffic issues have been dealt with at Outline Planning Applications stage including trip generation and the vehicle access arrangements for the site.

Vehicle Access

The vehicle access to the wider site would be provided via an upgraded priority junction with Wexham Road (Shown on Drawing ITB15068-GA-001 Rev-E). The junction has been designed to accommodate buses and articulated HGVs.

Emergency Vehicle Access

The outline planning permission secured an emergency vehicle access route from the A412 Uxbridge Road for emergency vehicles to use the shared footway/cycleway if required (with bollards introduced to prevent access by general traffic).

Pedestrian and Cycle Access

The site is to be served by a new 3.5m wide pedestrian/cycle access to connect the site to the A412 Uxbridge Road. This would provide a traffic free access route into the development and a new connection between the A412 Uxbridge Road and Wexham Road.

Financial Contributions

Financial contributions were secured through the outline consent Section 106 to deliver improvements to off-site walking and cycling infrastructure.

Trip Generation

SBC Transport Officers are satisfied that the vehicle trip generation of the datacentre would not have a severe impact on the capacity of the surrounding road network compared to the consented use of upto 1,000 dwellings and B2/B8 use (including datacentre use).

202 vehicle trips during the AM Peak Hour and 222 vehicle trips during the PM Peak Hour were forecast to be generated by the consented development (Planning No: P/00072/096). The application included extensive traffic modelling which concluded the trips would not have a noticeable impact on the operation of the surrounding highway network.

Car Parking

SBC Transport Officers have no objection to the proposed development due to the number of car parking spaces proposed. There is not expected to be an overspill of parked vehicles onto the surrounding roads.

There are no Slough Parking Standards for Data Centres and therefore the number of parking spaces has been provided in accordance with the level of parking for Buildings A and B.

i-Transport outline that 30 car parking spaces are proposed for Building C. Buildings A and B will provide a total of 95 car parking spaces for 1,524sq.m of office space, equivalent to a ratio of 1 space per 16sq.m of office floorspace. Therefore, building C proposes 1 parking space per 15.4sqm (463sq.m office/30 car parking spaces).

The 30 spaces proposed for 1,524sq.m (1 space per 15.4sq.m) would exceed the Slough Standards for Office Space which require 1 car parking space per 40sq.m of office space.

Blue Badge

Two Blue Badge Car Parking spaces are proposed which would comprise 5% of the total car parking provision proposed on site. This is compliant with National Guidance and likely use.

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

showed that 4.6% of the UK population (2.57 million people) hold a valid blue badge.

Electric Vehicle Parking

SBC Transport Officers are satisfied with the number of EV Charging Points proposed.

The TS states that 6 spaces (20%) of the car parking spaces will be fitted with Active Electric Vehicle Charging Points, as required by Condition 20 of the outline planning consent.

The 6 proposed exceeds the number required by the Slough Low Emissions Strategy (2018 – 2025) which requires provision of EV Charging Points for 10% of car parking spaces at employment facilities.

The National Planning Policy Framework Paragraph 112 requires applications for development to: 'Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible, and convenient locations'.

Cycle Parking

SBC Transport Officers are satisfied with the proposed number of cycle parking spaces for the proposed data centre. 12 cycle parking spaces are proposed for Building C (This provides 1 cycle space per 38sq.m for 463sq.m of office space).

The 12 cycle parking spaces are provided at the same ratio as for the consented Buildings A and B. Buildings A and B were consented with 40 cycle parking spaces for 1,524sq.m of office space.

There is no Slough Cycle Parking Standard for Datacentres; however the number of cycle spaces provided exceeds the Slough Standards for offices when applied to the office space. The Slough Parking Standards require 1 cycle parking space per 125sq.m of office space.

Travel Plan

A Travel Plan has been submitted in support of the application which sets a target to reduce car trips by 10% by Year 5 compared to the mode share recorded during the baseline year.

Deliveries, Servicing and Refuse Collection

SBC Transport Officers have no objection to the delivery and servicing strategy for the proposed data centre use at Building C. Typical daily deliveries and servicing trips for the site will include refuse and recycling vehicles, couriers, maintenance vehicles, deliveries of equipment and suppliers and postal deliveries.

There are also occasional movements associated with replacing bulk plant equipment. This would be completed using 17m/22m low-loader HGVs or 400T mobile cranes to transport the equipment.

Swept path analysis has been submitted which demonstrates that the circulation route (anticlockwise around the building) can be utilised by 16.5m articulated HGV vehicles, 17m/22m low loaders and a 400T Crane.

The TS outlines that the large vehicles circulating the building will be managed by a qualified banksman and that large vehicle movements will be booked in advance and scheduled outside of peak traffic times.

Swept path analysis has also been provided which demonstrates that a fire tender can ingress/egress the emergency site access from Uxbridge Road.

Delivery and Servicing Management Plan (DSMP)

The TS sets out that the applicant will submit a Delivery and Servicing Management Plan to SBC prior to occupation of the development. This will provide details of all deliveries/servicing and management measures.

Paragraph 6.14

- Canal and River Trust (CRT) are satisfied with the additional information received in respect to the treatment and impact of the development on the canal side canal side and changes to the Local Environment Management Plan (LEMP) and have no further comments on these matters.

Paragraph 17.2

- Replace first sentence with following - *“The proposed development would replace a vacant former industrial site with a new commercial and employment generating facility, comprising high-quality contemporary buildings and landscaping.”*

Delete Informative 10

- S.278 agreement not applicable to the delivery of the Reserved Matters application.