

SEGRO PARK IVER

THORNEY BUSINESS PARK,
THORNEY LANE, IVER SL0 9HF

PLANNING STATEMENT



Planning Statement

SEGRO Park, Iver

May 2022

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Appendix 1: Written Pre-application Response from Buckinghamshire Council

Appendix 2: Planning Policy Extracts

Taylor Cherrett / Hannah Knowles / Tim Burden
Taylor.cherrett@turley.co.uk / hannah.knowles@turley.co.uk / Tim.Burden@turley.co.uk

Client

SEGRO Plc

Our reference

SEGS3004

Date

11th May 2022

1. Introduction

Introduction

- 1.1 This Planning Statement is submitted on behalf of SEGRO (Iver 1) Limited ('SEGRO') to Buckinghamshire Council ('BC') in support of a hybrid planning application for the development of a data centre complex on land at Thorney Business Park, Iver.
- 1.2 The project is to be known as **SEGRO Park, Iver**.
- 1.3 The application site comprises of c.18.3ha of land (as defined by the application red line) and in the main comprises previously developed land within an existing employment site.

Application Structure

- 1.4 The proposal is described as follows:

"Hybrid planning application to be delivered in phases and to comprise:

- 1. Demolition of existing buildings and structures and preparatory works; and*
- 2. Detailed planning application for the construction of a commercial building to comprise data centre use. To include ancillary offices, associated plant, equipment and emergency back-up generators and associated fuel storage, landscaping, sustainable drainage systems, parking, a new vehicular access from Thorney Lane South and a new emergency access route to Hollow Hill Lane.*
- 3. Outline planning application (all matters reserved except for access), to be implemented in phases, for the construction of commercial buildings to comprise data centre use (including ancillary office space and associated plant, equipment and back-up generation); car parking, landscaping and pedestrian access."*

- 1.5 This Planning Statement identifies and appraises all the relevant planning policy considerations associated with the proposed development and should be read in conjunction with the other documents and drawings submitted in support of the application, including:

- Application Form and Certificates of Ownership;
- Community Infrastructure Levy Additional Information Form 1;
- Site Location Plan;
- Detailed Planning Application Plans, prepared by Langley Hall Associates (see **Covering Letter** for schedule of plans);
- Parameter Plans, prepared by Langley Hall Associates (see **Covering Letter** for schedule of plans);

- Illustrative Masterplan, prepared by Langley Hall Associates (see **Covering Letter** for schedule of plans) (not for formal approval);
- Landscape Plans, prepared by Viewpoint Associates (see **Covering Letter** for schedule of plans);
- Design and Access Statement, prepared by Langley Hall Associates;
- Planning Statement, prepared by Turley;
- Air Quality Assessment, prepared by Hydrock;no
- Noise Impact Assessment, prepared by Hydrock;
- Preliminary Ecological Appraisal, prepared by Viewpoint;
- Biodiversity and Trees Checklist, prepared by Viewpoint
- Tree Survey and Arboricultural Impact Assessment, prepared by Viewpoint;
- Tree and Ecology Checklist, prepared by Viewpoint;
- Flood Risk Assessment and Drainage Assessment, prepared by Fairhurst and Watermans;
- Landscape and Visual Impact Assessment, prepared by Turley;
- Heritage Statement, prepared by Turley;
- Archaeological DBA, prepared by Oxford Archaeology;
- Transport Assessment, prepared by Hydrock;
- Travel Plan, prepared by Hydrock;
- Energy and Sustainability Statement, prepared by Hydrock;
- BREEAM Pre-assessment, prepared by MBA;
- Economic Benefits Statement, prepared by Turley;
- Health and Wellbeing Statement, prepared by Turley;
- Lighting Impact Assessment, prepared by Hydrock;
- Statement of Community Involvement, prepared by Turley;
- Utilities Assessment, prepared by Hydrock;
- Geo-environmental Assessment, prepared by Delta Simmons; and
- Minerals Assessment, prepared by Hughes Craven.

- 1.6 This hybrid planning application will be submitted concurrently with a planning application by Thorney Lane LLP (landowners) for the proposed new access from Thorney Lane South including landscaping and drainage details (Planning Portal Reference PP-11211264). See Application Areas Plan (Drg Ref No: 5185-PL-006) for further detail. The proposals should be considered together and determined concurrently.
- 1.7 Whilst the site falls predominantly with the administrative boundary of Buckinghamshire Council, part of the Site falls within the administrative boundary of Slough Borough Council ('SBC') due to the positioning of the proposed emergency access route and drainage outfall. The application will be submitted concurrently to SBC for its consideration and subsequent determination.

Structure of Planning Statement

- 1.8 This Statement is prepared to assist BC in its determination of the application having regard to the requirements of the Development Plan, the National Planning Policy Framework (the Framework) and Planning Practice Guidance (PPG) and other material considerations. It evaluates the proposed development against local and national planning policies and carries out an overall planning balance.
- 1.9 The remainder of the Statement is structured as follows:
- **Section 2:** provides a description of the site and its surroundings, planning designations and relevant planning history;
 - **Section 3:** provides an overview of the pre-application discussions the Applicant has entered in to with Buckinghamshire Council;
 - **Section 4:** provides an overview of the approach to the hybrid application;
 - **Section 5:** details the proposed development in full;
 - **Section 6:** provides a summary of the purposes of data centres and the need for 'data' space;
 - **Section 7:** a summary of the development plan policies, national policies, economic context, against which the development proposals will be assessed;
 - **Section 8:** provides and assessment of compliance with the Development Plan;
 - **Section 9:** provides an overview of the scheme technical compliance with Development Management policies;
 - **Section 10:** provides a draft set of Heads of Terms for any eventual legal agreement;
 - **Section 11:** provides an assessment of the overall planning balance demonstrating that the proposed development will deliver sustainable development; and

- **Section 12:** sets out the overall conclusions as to why planning permission should be granted for the proposed development.

Environmental Impact Assessment

- 1.10 Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (hereafter referred to as the 'EIA Regulations') identifies projects where an EIA is required. The EIA Regulations implement the requirements of the European Community's Directive on Environmental Assessment (85/337/EEC), as amended by the Council Directive No. 97/11/EC and 2011/92/EU. Further guidance is provided in the National Planning Practice Guidance (NPPG).
- 1.11 The size of the Site is above the 0.5ha 'threshold' for an urban development project, as set out in category 10b of Schedule 2 of the EIA Regulations. The need for EIA must therefore be considered.
- 1.12 A screening request has been made alongside this planning application to Buckinghamshire Council and Slough Borough Council which has considered the environmental effects across both the constructions and operational phases of the proposed development, and where necessary mitigation identified to ameliorate likely significant effects.
- 1.13 In summary, the request concludes that the proposed development is not considered to result in likely significant effects and is therefore not EIA development.

The Applicant - SEGRO

- 1.14 SEGRO are a UK Real Estate Investment Trust, listed on the London Stock Exchange and Euronext Paris, and a leading owner, asset manager and developer of modern warehouses and industrial properties. The geographic focus of the Trust is in and around major cities and at key transportation hubs in the UK and across Continental Europe.
- 1.15 SEGRO is Europe's leading shell data centre provider, having built over 30 shell data centres. SEGRO are in a unique position in that it does not compete with data centre customers, and their visibility of key data centre requirements across Europe is unrivalled.
- 1.16 The Responsible SEGRO strategy further recognises the Climate Change Emergency and recognises the role that the company and its developments play in tackling Climate Change. A key focus of this strategy is delivering low carbon developments, all of which will contribute towards its ambitious net-zero target by 2030.

2. Site Description

2.1 This section considers the history, context and description of the Site.

Site History and Description

2.2 A review of historical mapping indicates that the Site was undeveloped prior to the late 1880s, at which point gravel extraction commenced in the western area. The area of gravel extraction expanded throughout the first half of the twentieth century but ceased in the western area by the 1960s, with the area then developed for industrial use.

2.3 The Site is located in the areas of the former Thorney Lane Landfill South, and Iver Landfill. Disposal of construction and demolition waste is understood to have occurred following cessation of the gravel extraction, including earth and surplus spoil from M25 works.

2.4 Thorney Business Park is largely occupied by buildings and yards with a mix of hardstanding, granular materials and asphalt road surfacing. A variety of business are active at the Business Park, including plant hire, transport services, ready mix concrete and aggregate suppliers, scaffolders, fuel and lubricant suppliers and property management services. There are five licensed waste management facilities located on the Site. Two buildings adjacent to the entrance to Thorney Business Park are occupied as residential dwellings (1 & 2 Castle Approach). The site is accessed from Thorney Lane South which with the access road aligning with the northern extent of the existing railway line.

2.5 Whilst the site predominantly lies within the administrative boundary of Buckinghamshire Council a small area of the site sits within the jurisdiction of Slough Borough Council.

2.6 SEGRO acquired an interest in the Site in December 2021.

Site location and surroundings

2.7 Thorney Business Park is located the south of Iver Heath, circa. 3.7 miles to the north west of Heathrow airport and 18 miles from central London.

2.8 An aerial panorama of the Site and surrounding area is provided at Figure 2.1 below:

Figure 2.1: Site in Surrounding Context

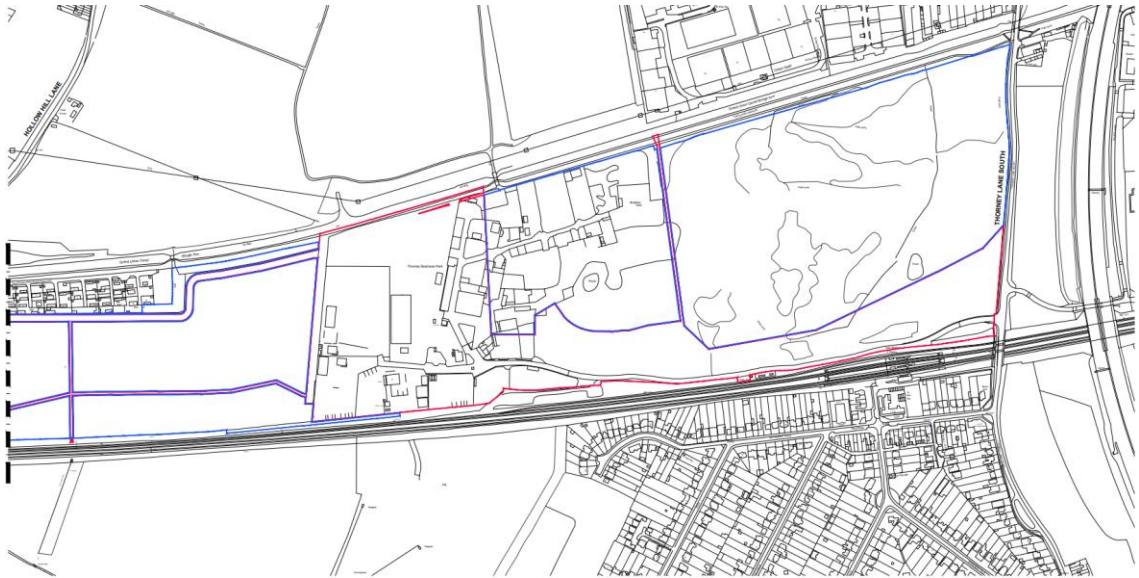


2.9 The site as a whole comprises of 18.3ha (as defined by the red line), with 16ha comprising of the Thorney Business Park (as defined by the extent of brownfield land), with 7.9ha comprises the data centre redevelopment site. The existing access to the site runs to alongside the northern boundary of the railway line served from Thorney Lane South. Topographically, the site is predominantly flat. The site is defined by:

- The remainder of Thorney Business Park along its eastern boundary, and beyond that countryside and the M25;
- The Great Western Rail Line along the southern boundary;
- The Grand Union Canal along the northern boundary, and beyond that to the north-east the Ridgeway Trading Estate. The towpath along the Slough Arm of the Grand Union Canal runs parallel with the northern boundary of the Site. The surface level of the path is generally about 3.0m lower than ground levels nearby in Thorney Business Park. Ridgeway Trading Estate adjoins the northern side of the Canal. Road access to the Estate is from Thorney Lane. Agricultural fields around the Estate extend north to Iver and west to Mansion Lane, Iver Golf Links and Shreding Green; and
- Well-established tree and hedgerow belt to the western boundary with an open agricultural field lies between Thorney Business Park and Hollow Hill Lane, with the Mansion Lane traveller site alongside.

2.10 An extract of the Site Location Plan (Drg No: 5185-PL-003) is provided below:

Figure 2.2: Extract of Site Location Plan [Not to Scale]



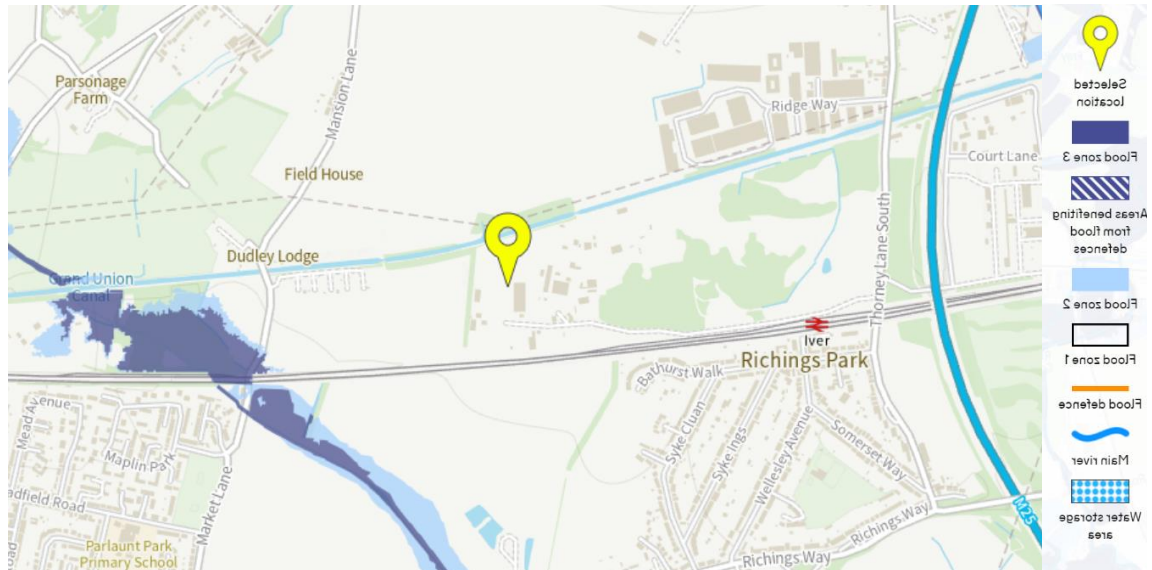
- 2.11 The immediate surrounding area is predominately open land in the form of agricultural fields/ undeveloped land with the site positioned as a self-contained employment area. Whilst the site does not benefit from a range of uses within close proximity to the site, the characteristics of this area is currently heavily influenced by the existing uses on-site and the railway line abutting its southern boundary.
- 2.12 Iver Railway Station is located to the south east of the Site. A replacement station has recently been constructed as part of Crossrail (the Elizabeth Line). Beyond the railway line is the residential area of Richings Park, and Langley Quarry to the west.
- 2.13 Local sources of noise are the existing operations at the Thorney Business Park, the Ridgeway Trading Estate to the north, the Mainline railway to the south together with road traffic from the M25.

Site Designations

- 2.14 For the purposes of the adopted Development Plan, the existing employment area at Thorney Business Park does not fall within the Green Belt. The existing access from Thorney Lane South is within the Green Belt.
- 2.15 With regard to the area of the site within the area of Slough Borough, the site falls within the Green Belt for the purposes of its Development Plan.
- 2.16 There are no formal landscape designations (such as Areas of Outstanding Natural Beauty or National Parks) close to the Site. The nearest formal landscape designations are located 13km (Chilterns AONB) and 30km (Surrey Hills AONB) respectively.
- 2.17 There are no identified statutory ecological designations within the Site or surrounding areas. The closest statutory ecological designated site is Wraysbury Reservoir; a SSSI located 4.2km south of the Site. Tree cover is also very sparse across the Site, with the exception of the sites boundaries.

- 2.18 The Site is located within South Bucks District Council’s AQMA No.2, declared in 2018 for annual mean NO₂. It is delineated by the Iver Parish boundary.
- 2.19 Further the entirety of the Site is located in a low probability flood risk zone (Flood Zone 1) as shown by Figure 2.3 below.

Figure 2.3: Extract of Flood Mapping



- 2.20 With regards to heritage, there are no Listed Buildings on the Site or directly adjacent to it. The surrounding Listed Buildings scoped within the Heritage Assessment include:

- Iver Court Farmhouse (Grade II listed building);
- Stable Range at Thorney Farm (Grade II listed building);
- Old Timbers (Grade II listed building);
- Sutton Court Farmhouse (Grade II listed building);
- Moat House (Grade II listed building);
- Barn to the North of Moat House (Grade II listed building); and
- Iver Grove (Grade II* listed building).

- 2.21 The Site is also not located within or adjacent to a Conservation Area.

Planning History and Extant Use

- 2.22 The main planning history to the site relates to Thorney Business Park (which includes the former Bison Concrete Works). The site has a long and complicated planning history, much of which predates the online planning system. The site has been subject to various extensions, adaptations and renovations since its formation. Given that there are limited planning applications relevant to the application, and in the interest of brevity, these are not repeated here.

- 2.23 Of relevance, is reference to the extant use of the site contained within officer report to permission 10/01197/CLUED. It considered the use of the site as an entirety, and noted in the conclusions that:

*“As such, based on the evidence submitted within the application and that held by the Council and on the balance of probabilities, the established use of unit 27 falls within the wider use of this part of Thorney business park which could be deemed to be a **mixed B1-88 use class**. As such there has been no material change of use.”* [our emphasis]

- 2.24 The site is therefore considered to comprise a lawful mixed B1-B8 Use, and as we discuss below, is included within a designated employment area.

3. Pre-application Engagement

- 3.1 This section outlines the process of consultation and engagement which has been undertaken prior to submission of the application proposals.
- 3.2 The Framework states at paragraph 39 that in decision making, early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community.
- 3.3 Prior to this application submission, a comprehensive approach has been taken to engagement with stakeholders. A summary of key stages of engagement is set out below for ease.

Buckinghamshire Council – Planning

- 3.4 The Applicant has entered in to proactive and productive discussions with the local planning authority. Meetings have been held on the following dates and covered the following matters:
- **1st July 2021** - An introduction to SEGRO and the aspirations for the redevelopment of the Site. Agreement that the principle of data centre use was acceptable and progression to formal pre-application discussions.
 - **16th August 2021** – Formal pre-application meeting to agree principle of development, provide a scheme overview, discuss initial constraints and opportunities and agree next steps. Following this meeting, formal written pre-application advice was received from the Council. This is provided at **Appendix 2**.
 - **23rd February 2022** – Follow-up pre-application meeting to provide an update on progress with site purchase, to agree the planning application formation (i.e. hybrid application and parallel application for data centre and access proposals), discussions on initial concept design and principles and update on highway and drainage discussions.
 - **24th March 2022** – Follow-up pre-application meeting to present design proposals for the data centre, presentation of access road proposal and update on stakeholder engagement with local members, Canal and Rivers Trust and the local community.
 - **13th April 2022** – Follow-up pre-application meeting to present the initial findings of the Landscape and Visual Impact Assessment and a planning ‘wrap-up’ prior to submission of the planning application.
- 3.5 Minutes of the above meetings are available upon request.

Buckinghamshire Council – Highways and Drainage

- 3.6 The Applicant, alongside the Thorney Lane LLP, has entered in to proactive and productive discussions with the local highways and drainage authority. The Applicant and Thorney Lane LLP have also entered into a Planning Performance Agreement (PPA) with the Authority in respect of these work streams.
- 3.7 Meetings have been held on a fortnightly basis during the formation of the planning application and focused on Transport Scoping, access design and drainage design.

Slough Borough Council (SBC)

- 3.8 The Applicant has entered into pre-application discussions with the highways department at SBC. A meeting was held with SBC on 13/04/2022. This is specifically in relation to the emergency access proposal.

Canal and Rivers Trust

- 3.9 A meeting was held with the Canal and Rivers Trust (CRT) on the 16th March 2022. The purpose of the meeting was to specifically discuss the interface of the proposals with the Grand Union Canal on the northern boundary of the site.
- 3.10 The CRT were supportive of the proposals and agreed to include their land holding within the Applicant red line.

Local Members and Public Engagement

- 3.11 The application is accompanied by a Statement of Community Engagement which provides a detailed account of the consultation undertaken. However, in summary the following has been completed:
- Meeting with Iver Parish Council – 4th November 2021;
 - Site meeting with Iver Ward Members – 25th March 2022;
 - Community Newsletter circulated to circa 600 local businesses and residents on 28th March 2022;
 - ‘Door Knock’ with Gypsy and Traveller Community off Hollow Hill Lane on 4th April 2022;
 - Meeting with Richings Park Residents Association – 26th April 2022; and
 - Meeting with Colne Valley Regional Park – 10th May 2022.

4. Formation of Planning Application

Description of Development

4.1 The formal description of development is as follows:

“Hybrid planning application to be delivered in phases and to comprise:

- 1. Demolition of existing buildings and structures and preparatory works;*
- 2. Detailed planning application for the construction of a commercial building to comprise data centre use. To include ancillary offices, associated plant, equipment and emergency back-up generators and associated fuel storage, landscaping, sustainable drainage systems, parking, a new vehicular access from Thorney Lane South and a new emergency access route to Hollow Hill Lane; and*
- 3. Outline planning application (all matters reserved except for access), to be implemented in phases, for the construction of commercial buildings to comprise data centre use (including ancillary office space and associated plant, equipment and back-up generation); car parking, landscaping and pedestrian access.”*

Scope of Planning Application

4.2 As noted in the description above, the application is submitted in hybrid form, meaning that the application includes a detailed planning application and an outline planning application, the details of which are described below.

Full Planning Application

4.3 In summary, the detailed element of the full planning application will include:

- 1 x data centre building (inclusive of ancillary office and structures, (such as substation buildings and plant gantries) and internal access details to serve the building;
- An emergency access route from the Site extending westwards parallel to the southern edge of the Grand Union Canal to Hollow Hill Lane;
- Associated engineering works and parking; and
- All structural landscaping on the perimeters of the site and landscaping proposals associated with the data centre building.

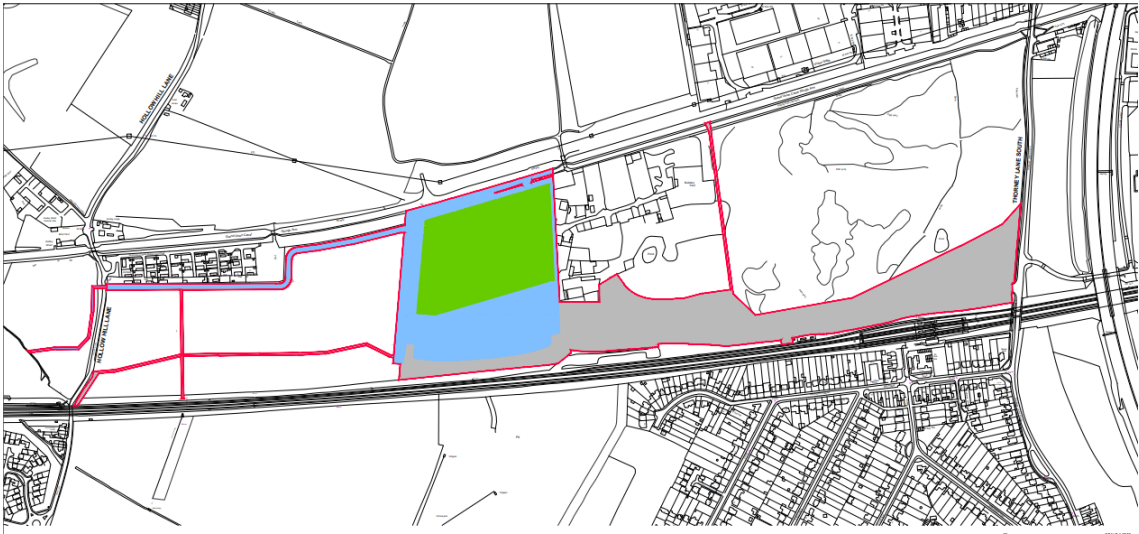
Outline Planning Application





4.4 The outline application is supported by a series of Parameter Plans which provide the framework and set the principles for which reserved matters applications will be brought forward.

4.5 The Parameter Plans identify the development zone which identifies the use and extent of built development including maximum heights of the proposed buildings.

- 4.6 The Parameter Plans for approval are:
- Parameter plan 1 - Development Zone;
 - Parameter plan 2 - Building Zones;
 - Parameter plan 3 - Building Height Zones - site plan;
 - Parameter plan 4 - Building Height Zones – section; and
 - Parameter plan 5 – Levels.
- 4.7 The Parameter Plans have been prepared in accordance with the technical assessments submitted in support of this application. The Parameter Plans should be read in conjunction with the submitted Design and Access Statement.
- 4.8 An Illustrative Masterplan (Drg No: 5185-PL-013 Rev -) has also been prepared for which formal approval is not sought. The illustrative layout demonstrates one way in which the proposals can be appropriately accommodated within the Site in line with the parameter plans.
- Planning Application Submissions**
- 4.9 As noted in Section 1, the hybrid planning application will be submitted concurrently with a full planning application by Thorney Lane LLP (landowners) for the proposed new access from Thorney Lane South including landscaping and drainage details.
- 4.10 The planning applications will need to be considered and determined together. The red line of this hybrid planning application encompasses the proposals for the access application to ensure consistency.
- 4.11 The technical assessments have been coordinated between the planning applications and should be reviewed together.
- 4.12 An Application Areas Plan (Drg No: 5185-PL-006- Rev -) has been prepared for clarity, an extract of which is provided below:

Figure 4.1: Extract of Application Areas Plan [Not to Scale]



- KEY TO SITE AREAS:
-  Application boundary
18.3ha
 -  Detailed planning application
4.8ha
Detailed planning application for Data Centre 1 and structural landscaping on site 1
Emergency access road from Hollow Hill Lane
Stormwater drainage to outfall into existing watercourse
 -  Outline planning application
4.4ha
 -  Access Road Planning Application - Planning Portal
Reference PP-11211264

5. The Proposed Development

- 5.1 This Section sets out the key land use and design principles of the development and covers both the full and outline elements of the scheme which should be read in accordance with the supporting technical material.
- 5.2 The supporting Design and Access Statement (DAS) has been prepared by Langley Associates. The DAS provides a clear and coherent design framework to guide Officers through how the layout and detailed design of the scheme has evolved.
- 5.3 Consideration has been given to the detailed elements of Data Centre 1 ('DC1'), with parameters identified in relation to up to 65,000 sqm of additional Data Centre floorspace which is to be considered in outline form. The parameters will guide a future reserved matters application on the site.

Land Use

- 5.4 It is acknowledged that the 'Use' of a data centre is often, interchangeably, identified as Use Class B8 or 'sui generis'.
- 5.5 Data Centres' primary function is to provide a facility that stores and distributes electronic data.
- 5.6 Within Appeal APP/Y0435/X/09/2103771, the Inspector outlined that the primary purpose of the data centre is the storage of electronic data¹ and that by definition 'storage', in the context of B8 uses. The Inspector further focusses on Class B8 not being explicitly involving the use of physical goods, thus when interpreted literally data storage, is nonetheless storage.
- 5.7 As a result, the proposals applied for are considered to comprise a Use Class B8 use.
- 5.8 Appreciating the local sensitivities around such a Use Class and the desire to see reduced HGV movements both through adopted Local Plan policy and the emerging Neighbourhood Plan, the Applicant is willing to commit to the imposition of a restrictive planning condition which would prevent the Use of the site for anything other than data centres.
- 5.9 We would suggest the following wording:

"Notwithstanding the Town and Country Planning (Use Classes) Order (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification, the development shall not be used for any purpose other than as a data centre (Use Class B8).

¹ Paragraph 4 of APP/Y0435/X/09/2013771

REASON To ensure that the provisions of the proposed development are secured to the data centre use to prevent detrimental impacts to the local highway network”

Quantum

- 5.10 The proposed development will see the demolition of all structures within the red line of the planning application.
- 5.11 The application proposes the following quantum of development:
- Detailed Planning Application for DC 1 – 27,304 sqm GEA; and
 - Outline Planning Application development zone – up to 65,000 sqm GEA.
- 5.12 The proposals also include a primary substation and generator gantries (open air and surrounded by a louvred screen) for the data centre(s). These are not included within the floorspace figures quoted above or within the application plans.
- 5.13 The proposals benefit from immediate access to power served by the existing Iver Substation, to ensure the early phase delivery of the development (DC 1). The wider scheme has secured power from the Iver Substation upgrade. Evidence of this can be provided upon request, with further details set out within the accompanying Utilities Report.

Site Layout

- 5.14 The site layout is landscape led with structured landscaping along all site boundaries framing the development parcels within the site itself which are all identified on the submitted landscape drawings identified at **Appendix 1**.
- 5.15 The primary access into the site is along the eastern boundary of the site, with details only currently provided for Data Centre 1 to the south of the site. The remainder of the internal access arrangements will be secured through a future reserved matters application for the northern parcel.
- 5.16 A secondary access point is provided in the south western corner, running parallel to the landscape buffer. This access leads into an emergency access which extends westwards in the north-west corner of the site along Grand Union Canal to Hollow Hill Lane. Full details are provided within this application.
- 5.17 The scheme retains the Public Right of Way along the western boundary of the site.
- 5.18 An Illustrative Masterplan has been prepared (Drg No: 5185-PL-013- Rev -) for which formal approval is not sought.
- 5.19 The illustrative layout incorporates the full details of the Data Centre 1 application and includes a potential layout for the outline element of the scheme. This Plan seeks to demonstrate that the overall proposal can be appropriately accommodated within the site, in line with the outline planning and the details for which full planning permission is sought at this stage.

- 5.20 The illustrative layout has been designed to accord with the parameter plans submitted.
- 5.21 In addition, the illustrative layout has been informed by a number of technical requirements, which are discussed in further detail throughout Section 9 of this Statement.
- Data Centre 1**
- 5.22 DC1 is proposed in full detail supported by detailed plans and elevations for the provision of 27,304 sqm (GEA) of floorspace.
- 5.23 The proposals accommodates servers, storage devices, network switches and other digital communications equipment, alongside supporting, ancillary, office accommodation and plant areas. The key infrastructure components which have also informed the layout include the requirements for a substation, cooling equipment, power equipment including generator gantries, water, fire safety, and caballing.
- 5.24 The loading bay for DC1 is positioned along the western elevation, with a primary substation also proposed.
- 5.25 DC1 is set back from the access road by a landscaping buffer along the southern boundary of the site, with the primary access along the eastern boundary of the site adjacent to the 5m landscaping strip. The access road into the site from Thorney Lane South is being secured under a separate but concurrent planning application.
- 5.26 The northern boundary of DC1 is defined by a 6m landscape strip, and full details are provided.

Outline Planning Application Area

- 5.27 The Data Centre area proposed is supported by a series of parameter plans which seek to guide a future reserved matters application.
- 5.28 Parameter Plan 2: Building Zones identifies 'building' and 'non-building zones' to inform the building area for up to 65,000sqm of data centre use (including ancillary office space, plant equipment and back-up generation). The non-building zone focussed on the delivery of landscape, internal roads, service yards and fencing.

Building Heights

- 5.29 The proposed buildings heights have been informed by a review of the constraints and opportunities of the site, alongside a Landscape and Visual Impact Assessment.
- 5.30 The development proposes the following:
- **Full Planning Application (DC1):**
 - 19.5m building height + 5.5m roof plant. The building does however provide a stepped approach on its southern and eastern edge to respond to the surrounding context and the technical evidence supporting this application.

- **Outline Application (see Parameter Plan 3 and 4):**
 - Height Zone 1 – Up to 20m inclusive of plant
 - Height Zone 2 - Up to 20m building height excluding plant (up to 25m inclusive of roof top plant)
 - Height Zone 3 – up to 3m

Appearance

- 5.31 The appearance of the building has evolved through the design process outlined within the supporting Design and Access Statement (DAS). The detailed design of DC 1 provides an indication of the design approach that will be taken for the outline element of the scheme.
- 5.32 The appearance of DC 1 provides a clear delineation of the office floorspace and the storage areas of the building informed by the proposed uses of these areas. The office area will be predominately glazed overlooking the primary access road creating visual interest on entering the site. The storage areas will be largely obscured with vertical panelling breaking up the building façade. The DAS sets out the proposed colour palette of the Data Centre.
- 5.33 Whilst not for approval, a series of CGI's support this submission to provide an indication of the appearance of the development in-situ. These are provided within the Design and Access Statement.

Means of Access and Parking

Access Road

- 5.34 A new access road from Thorney Lane South will serve the development. The alignment of the access road is included with the application boundary, albeit a separate planning application has been submitted for determination to secure the detailed access proposals.
- 5.35 The new access road will provide a circa 7m carriageway with a 2m footway on the northern side of the carriageway and a 3m shared foot/cycleway on the southern side of the carriageway.

Primary Access

- 5.36 A new primary access road will serve the data centres served from the main access road via a bellmouth junction located in the south eastern corner of the site. Each data centre will have its own security gate, controlling access to the parking areas and servicing yards. Appropriate visibility splays will be provided.
- 5.37 Internal access details are only to be secured for DC 1 at this stage.

Secondary Access

- 5.38 A further secondary access will be provided with additional security controls for access.
- 5.39 The secondary access is proposed with full details and is positioned along the western boundary of the site. Appropriate visibility splays will be provided.

Emergency Access

- 5.40 The emergency access will spur from the secondary access road along the western boundary. The access will extend westwards in the form of a grasscrete road joining Hollow Hill Lane (falling within Slough Borough Council administrative area), directly to the south of Mansion Lane Caravan Site.
- 5.41 The details of the emergency access are included at Appendix C of the Transport Assessment.

Vehicle Parking

- 5.42 The vehicle parking provision for DC 1 comprises 50 parking spaces (including 3 disabled parking bays). Within this provision, 5 spaces will be provided with EV charging and 5 spaces with passive charging.
- 5.43 The outline planning application includes provision within the parameter plans to accommodate the vehicle parking requirements to inform the future development of the site.

Cycle Parking

- 5.44 The cycle provision for Data Centre 1 comprises 12 cycle spaces including 2 covered cycle shelters with 6 sheffield stands within each. The proposed layout further incorporated shower and changing facilities within office floorspace.

Landscaping and Biodiversity

- 5.45 The scheme incorporates full details in relation to the landscaping proposed along the site boundaries and the internal landscape buffer between DC 1 and the remainder of the development.
- 5.46 The proposal includes a:
- *5m landscape strip along the eastern boundary of the site which abuts the remainder of the Business Park (outside the site boundary);*
 - *10m landscape buffer zone along the northern boundary including enhancements between the site boundary and the canal bank (agreed with the Canal and Rivers Trust);*
 - *10m boundary landscape buffer zone along the western boundary. The buffer is in addition to an existing tree buffer than is already established outside the site boundary;*
 - *A detailed landscape scheme along the new access road serving as a landscape buffer between the railway line and DC 1; and*

- *A 6m buffer landscaping strip between DC 1 and the outline development zone.*

5.47 Full details of the proposal landscape design is provided through the landscape drawings prepared by Viewpoint Associates.

Drainage

5.48 The drainage on-site will be accommodated through a combination of linear channels and gullies to collect surface water from external hard standing area on the site. The parking areas will utilised permeable paving to connect with the main drainage system.

5.49 In addition, cellular storage units will also be provided where possible alongside a swale along the northern boundary. Whilst the full details have been provided for DC 1, the Drainage Strategy makes allowance for future phases of development to come forward.

Security

5.50 A Security Statement supports this submission outlining the security strategy for the site based on the proposed use and layout.

6. Data Centres

6.1 This section considers the following key considerations:

- The role and purpose of Data Centres;
- The locational requirements of Data Centres; and
- The design requirements of Data Centres to support their operational and security functions.

The Role and Purpose of a Data Centre

6.2 The digitisation in the way people live, work and play has grown exponentially in recent years, with a growing demand for the storage of personal and commercial data which has fundamentally influenced and changed everyday operations within daily life.

6.3 Whilst this evolution has been underway for many years with a 500% increase in data services between 2010-2018², the demand has increased sharply over the last 2 years, as more businesses have moved towards a digital platform to ensure continuity through enforced remote working for many.

6.4 Data Centres are essential data infrastructure that play a vital role in supporting the Governments important commitment to boosting digital infrastructure and emerging technological change, with the focus of putting the UK at the forefront of the data revolution³. More recently the National Data Strategy (2020) (“The Strategy”) has identified the key role that data will have in boosting economic competitiveness and productivity within the UK⁴ and facilitate the UK in becoming a global leader within the data sphere.

6.5 Whilst there is the significant value and opportunity that the data itself provides, the Strategy acknowledges under *Mission 4: Ensuring the security and resilience of the infrastructure* that the physical infrastructure upon which the safety, security and resilience of the data relies is a ‘vital national asset’. This focusses around the virtualised (cloud) storage and the physical data infrastructure services provided through maintenance, storage and transfer of data – all of which are provided through purpose-built Data Centres.

6.6 The Strategy reinforces that the storing and processing of data externally, through Data Centres, “*will be become even more of a critical operating function*’ (para 7.2.1), and *underpin an ‘increasing amount of business and societal activity”* (7.2.1).

² Consultation draft ‘National Data Strategy’, DHCLG, 9 December 2020 para.7.2.2

³ Industrial Strategy; Building a Britain fit for the future – November 2017

⁴ Paragraph 2.1 of the National Data Strategy 2020

- 6.7 By 2025, the International Data Corporation predicts that the average person will interact with smart devices 4,800 times a day and over the same period data levels are expected to increase globally by 400%.
- 6.8 This has promoted the demand in Data Centre facilities across the country through the storage of significant volumes of data through centralised locations. Such facilities are viewed as mission critical assets and companies are investing in to keep pace with the digital world.
- 6.9 It is anticipated the UK data economy will grow to £145 billion⁵ highlighting the importance of safe, secure and resilient Data Centres to keep pace with the demand, ensuring the UK retains its competitive advantage.
- 6.10 Data centres provide the floorspace to support networked computers, data storage and other infrastructure either for a single or multiple companies. This need has become even more exponential following the COVID- 19 pandemic. The demand for remote storage has increased with the advent of enforced home rather than office based working, which also provides reductions in capital spending on ICT equipment.
- 6.11 The understanding and appreciation of the role of data centres in everyday life is growing. With an appreciation for the digital support they provide across a myriad of platforms from complex digital services supporting companies/research, tv services, file sharing, music streaming, contactless payments to all flows of digital context that is accessed every day.
- 6.12 All these services are controlled within data centres, with information stored and processed so that it does not need to be physically stored in a home and/or the office. Digitalisation is being tabled as the 'fourth industrial revolution' and it is imperative there are these facilities which support vital social and economic infrastructure are given the greatest importance.
- 6.13 In the absence of any firm Government policy to explicitly plan for Data Centres, it is the role of the planning system to identify and facilitate opportunities to address the ever increasing unmet demand for such mission critical equipment. Support at a local planning authority level is essential to ensure the UK maintains its ability to be at the forefront of artificial intelligence and data revolution⁶.

The locational requirements of Data Centres

- 6.14 A key consideration in identifying suitable locations for data centres is the ability to secure stable and reliable cable connections to delivery efficiency to its clients.
- 6.15 In effect, this locational constraint focusses upon sites that can utilise the national power infrastructure and energy networks by being within close proximity to a

⁵ <https://www.sage.com/en-gb/news/press-releases/2020/10/145-billion-productivity-boost-for-uk-economy-if-sme-digital-investment-unlocked/>

⁶ 'Industrial Strategy: Building a Britain Fit for the Future', BEIS, 2017

guaranteed power supply and fast serving fibre networks to ensure that the level of fast un-interrupted connectivity can be achieved.

- 6.16 The services offered by Data Centres operate 24 hours, reflective of the constant demand for data services and they require large amounts of energy to service this operational requirement. The importance of identifying sites close to fibre-optic cables is to ensure the fast and easy connectivity for clients which can limit where Data Centres can be located, given fibre-optic provision is not freely available across the UK especially outside urban areas.
- 6.17 A further important consideration is ensuring that, the sites are located outside flood risk areas to reduce the risk/potential of water damage which would have detrimental implications on the function and operation of the Data Centres.
- 6.18 Given the above requirements, the scarce availability of unconstrained land within the South East, the specific locational requirements, alongside the pressure from competing land uses particularly residential, requires new Data Centre operators to look more widely at suitable locations for such Centres to come forward outside urban areas.

Design Requirements

- 6.19 The success of data centres is based upon delivering facilities that offer reliability, efficiency and a high level of security given the nature and sensitivity of the information being stored and the operations on site.
- 6.20 This includes not only the presence of physical staff on-site but also ensuring that the design and layout of the proposals lend themselves to providing sub-stations, ventilation and cooling systems, backup generation and cabling.
- 6.21 A data centre includes the provision of open floorspace which can allow individual or multiple companies to occupy areas of the building to support physical IT equipment that are integral to their everyday digitisation. This floorspace, is supported by ancillary office areas to support on-site employees and associated parking areas.
- 6.22 In addition, areas within the buildings are identified for plant which includes air cooling systems to offset the significant heat generation arising from the IT equipment, alongside back-up storage areas.
- 6.23 It is also necessary that appropriate, secure and easy access is made for emergency services given the nature of the equipment on-site.

Management and Employment Opportunities

- 6.24 Data Centres are employment generating facilities.
- 6.25 The facilities are managed on-site due to the need for the equipment on-site to be installed, maintained and operated with a focus on ensuring that there is strict control over the technical software, electrical supply, temperature and humidity. The provision

of ancillary office accommodation is integral to the functioning of Data Centres and supports everyday operations.

- 6.26 With regard to security, there is a requirement to protect the security and integrity of this data and there is a 24/7 on-site presence of security personnel. In design terms, this requires secure boundary treatments, enter and exit controls at access points alongside appropriate lighting and surveillance strategies.

Summary

- 6.27 The above considerations have informed the initial site selection process and thereafter the detailed design of the proposals for which planning permission is sought. The scheme has been designed to meet the specific requirements for a state of the art data centre complex within Buckinghamshire and this application includes a Security Statement, Energy Statement alongside a Design and Access Statement which discuss these matters further.

7. Planning Policy Context

Introduction

- 7.1 Section 38(6) of the Planning and Compulsory Purchase Act 2001 (as amended) ('The Act') provides as follows:

"If regard is to be had to the development plan for the purpose of any determination under the Planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise."

- 7.2 This section of the Planning Report identifies policies that are relevant to the consideration of the site at a national and local level having regard to the statutory test set out above.

- 7.3 Extracts of the relevant planning policies referred to are provided at **Appendix 3**.

- 7.4 The relevant policies are contained within:

- The adopted Development Plan; and
- Other material considerations including the National Planning Policy Framework (February 2021) and emerging development plan documents such as the Neighbourhood Plan.

The Development Plan

- 7.5 Given the planning application crosses two authority boundaries, we have included relevant Development Plan policies to the determination in respect of the development proposed within each area.

Buckinghamshire Council

- 7.6 The adopted Development Plan for Buckinghamshire Council (South Bucks Area) currently comprises:

- South Bucks LDF Core Strategy DPD (Adopted February 2011);
- Saved Policies from the South Bucks District Local Plan (Adopted 1999); and
- Buckinghamshire Minerals and Waste Local Plan 2016-2036 (Adopted 25 July 2019).

Slough Borough Council

- 7.7 The adopted Development Plan for Slough Borough Council comprises:

- Core Strategy Development Plan Document (Adopted December 2008);
- Site Allocations DPD (Adopted November 2010);

- Local Plan Saved Policies (Adopted in 2004).

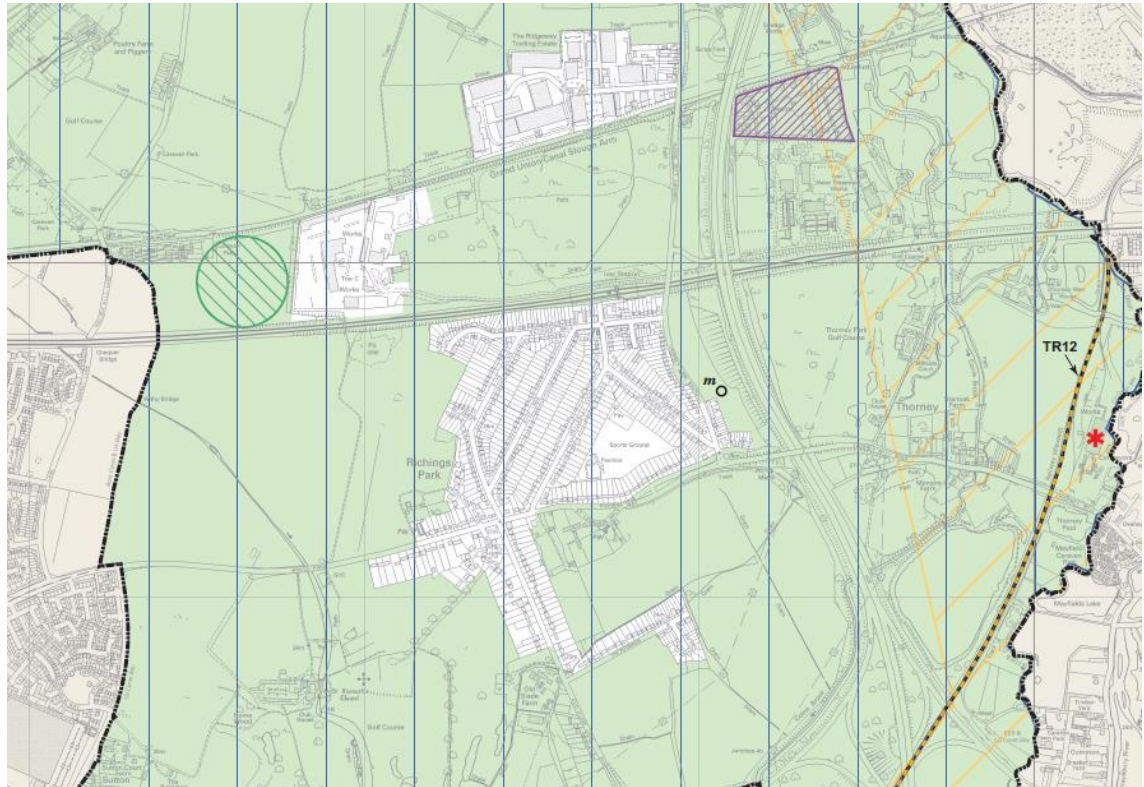
The Policies Map

7.8 The Buckinghamshire proposals map was adopted in February 2011 alongside the Core Strategy DPD, but is a consolidated plan showing all designations within the Saved Local Plan. An extract of the adopted proposals map is provided at Figure 7.1.

7.9 The relevant designations are:

- Green Belt (Green Wash) (the existing Thorney Business Park is excluded from Green Belt, with the exception of the furthest north east corner of the Business Park)
- Safeguarded Multimodal Waste Transfer Facility (Policy 15) (circular green hatch) (under the guise of the previous Bucks Minerals and Waste Local Plan)

Figure 7.1: Extract of Policies Map (Not to Scale)



Key To Proposals Map

Boundary of South Bucks District

Saved South Bucks Local Plan Policies

Green Belt
GB1, GB2, GB4, GB7, GB9-GB11, GB13, R8, R10, T2

Green Belt Settlement
GB3, GB5, GB13

Conservation Area
C1

Local Geological Site
C10 (Formerly Regionally Important Geological Site)

Housing Allocation
H2

Housing Allocation
H2 - development completed as at 31st March 2010

Residential Area of Exceptional Character
H10

Local Shopping Centre
S2

Pinewood Studios
E2

West Drayton to Poyle Railway Line
TR12

River Thames Setting
L4

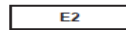
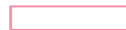
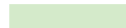
Saved Bucks Minerals and Waste Local Plan Policies

Preferred Areas for Sand and Gravel Extraction (Operational)
(Policy 3)

Safeguarded Multi-Modal Facility
(Policy 15)

Safeguarded Aggregate Rail Depot Site
(Policy 7)

Land excluded from the Mineral Consultation Area
(Policy 1)



Core Strategy Policies

Opportunity Site (MDS Boundary)
CP14, CP15, CP16

Area of Outstanding Natural Beauty
CP9

National Nature Reserve
Burreham Beches SAC
CP9

Local Wildlife Site
CP9

Biodiversity Opportunity Area
CP9

Ancient Woodland
CP9

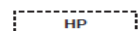
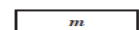
Scheduled Ancient Monument
CP9

Site of Special Scientific Interest
CP9

Historic Park or Garden
CP9

Colne Valley Park
CP9

Local Nature Reserve
CP9



7.10 The Slough Borough Proposals Map was adopted on 30 November 2010. The relevant designations are:

- Colney Valley Regional Park (yellow dash);
- Green Belt (green hatch);
- Strategic Gap (grey dash); and
- Area liable to flood (blue shading).

Relevant Development Plan Policies: Buckinghamshire Council

Core Strategy DPD

7.11 The Core Strategy DPD ('CS'), adopted in 2011, includes a suite of strategic and detailed development management policies used in the determination of planning applications including matters in relation to:

- Community Needs
- Living Environment
- Maintaining Local Economic Prosperity
- Climate Change and Environmental Management

7.12 Of particular relevance to the determination of this planning application are:

- Core Policy 7 – Accessibility and Transport
- Core Policy 8 – Built and Historic Environment
- Core Policy 9 – Natural Environment
- Core Policy 10 – Employment
- Core Policy 12 – Sustainable Energy
- Core Policy 13 – Environmental and Resource Management
- Core Policy 16 - South of Iver Opportunity Area

7.13 Of particular note is Core Policy 16 which notes that:

“The District Council will generally support appropriate employment generating development or redevelopment on Court Lane, Thorney Business Park and the Ridgeway Trading Estate, with particular encouragement to be given to uses that would result in a reduction in HGV movements.

....

Any proposals for significant development or redevelopment on the Thorney Business Park should deliver a significant reduction in the number of HGV movements (generated by the site) through Iver Village and Richings Park."

7.14 Furthermore Core Policy 10 (Employment) outlines that important employment sites will be retained in employment use (B Use Class). 'Important Employment Sites' were to be defined through a subsequent Development Management DPD, this was never produced, and therefore important employment sites are not defined.

7.15 The policy goes on to note that there will be a general presumption that other employment sites (B Use Class) will also be retained in employment use (B Use Class). The Policy also states that:

"The Council will work with key stakeholders to improve access to high speed and next generation broadband throughout the District by supporting the provision of necessary new ICT infrastructure.

The Council will seek to increase the presence of high value and knowledge based businesses in South Bucks."

7.16 In addition Core Policy 7 sets out that:

"The adverse impacts associated with HGV movements in and around Iver Village and Richings Park will be addressed through land use changes. Should these prove unsuccessful, or other opportunities arise, further consideration will be given to the scope for provision of a relief road or other alternative means of access to the employment sites in the South of Iver Opportunity Area."

The South Bucks Local Plan

7.17 The South Bucks District Local Plan was adopted on 22nd March 1999; a number of policies were 'saved' in 2007, and therefore remain part of the Development Plan.

7.18 Of particular relevance to the determination of this planning application are:

- Policy GB1⁷ – Green Belt Boundaries and the Control over Development in the Green Belt
- Policy EP3 – The Use, Design and Layout of Development
- Policy EP4 – Landscaping
- Policy EP6 – Designing to Reduce Crime
- Policy TR5 – Accesses, Highway Works and Traffic Generation
- Policy TR7 – Parking Provision

^{7 7} The wording of Policy GB1 is not consistent with the Framework and although the Green Belt allocation remains valid, the Framework takes precedence in determining the application

- Policy EP17 - Aerodrome / Air Traffic Safeguarding

Buckinghamshire Minerals and Waste Local Plan 2016-2036 (Adopted July 2019)

7.19 The Buckinghamshire Minerals and Waste Local Plan (MWLP) forms the land use planning strategy for minerals and waste development within the administrative area of Buckinghamshire.

7.20 Policies of particular relevance to this application are:

- Policy 1 – Safeguarding Minerals Resources
- Policy 10 – Waste Prevention and Minimisation in New Development
- Policy 13 – Spatial Strategy for Waste Management
- Policy 26 – Safeguarding of Minerals Development and Waste Management Infrastructure
- Policy 27 – Minimising Land Use Conflict

7.21 Thorney Business Park is identified within the secondary tier of locations for waste management (Table 9).

7.22 Policy 13 notes that:

“As a secondary focus, facilities for the preparation of wastes for re-use and recycling in key settlements outside of the primary areas of focus (i.e. High Wycombe, Aylesbury and Buckingham), will be supported where located within existing general industrial and employment areas, particularly where involving the re-use of previously developed land and/or the co-location of waste management facilities.”

7.23 Policy 26 (Safeguarding of Minerals Development and Waste Management Infrastructure) indicates that waste management sites with extant permission and associated infrastructure are safeguarded. Going on to note that:

“Proposals for other forms of development within a site safeguarded for minerals or waste development will be permitted where it can be demonstrated that:

- *(for mineral extraction) the site is no longer required to support the delivery of the adopted provision rate and/or to maintain landbanks (with reference to the prevailing Local Aggregates Assessment); or*
- *an alternative site could be provided that would be as appropriate for the use as the safeguarded location without significant interruption to operations and (for waste management) can service the existing catchment area; or*
- *there is no longer a need for the facility in either the vicinity or the wider area as appropriate.”*

7.24 The WLP notes at paragraph 5.88 that:

“It is recognised that the site of Thorney Business Park (Iver) is being proposed for mixed-use development (residential and employment) in the emerging Chiltern and South Bucks Joint Local Plan 2013-2034 (CSBJLP). Whilst the CSBJLP is still in the early stage of preparation, however, there is support to allocate the site of Thorney Business Park and adjacent land for mixed-use development. This proposed development is also intended to deliver essential infrastructure for Iver to improve environmental conditions. As any future development of this site is unlikely to be implemented (subject adoption of the CSBJLP and planning permission) until later in the plan period, industrial uses at Thorney Business Park, including potential waste use, would continue. The inclusion of the Thorney Business Park as a location identified within the secondary area of focus for waste management in Table 9 would remain until the redevelopment is programmed to be implemented.”

Relevant Development Plan Policies: Slough Borough Council

Core Strategy

- 7.25 The Core Strategy is the principal Development Plan document in the Borough, it covers a plan period from 2006 to 2026 and was adopted in December 2008.
- 7.26 The Core Strategy sets out a number of policies which are of relevance to the determination of this application. The policy references of relevance are set out below:
- Core Policy 2 (Green Belt and Open Spaces)
 - Core Policy 8 (Sustainability and the Environment)

Local Plan Saved Policies

- 7.27 The Slough Local Plan was adopted originally in 2004. Saved Policies set out a number of policies which are of relevance to the determination of this application. The policy references are set out below:
- Saved Policy CG1 (Colne Valley Park)
 - Saved Policy CG9 (Strategic Gap)

Other Material Considerations

National Planning Policy Framework (NPPF)

- 7.28 The NPPF provides an overarching framework for the production of local policy documents and planning decisions.
- 7.29 At the heart of the NPPF is a presumption in favour of sustainable development (Paragraph 11). In accordance with the NPPF, plans and decisions should apply a presumption in favour of sustainable development. For decision-taking this means approving development proposals that accord with an up to-date development plan without delay.
- 7.30 The economic policy guidance in the Framework places significant weight on the need to support economic growth through the planning system. Paragraph 80 is clear that:
- “Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential.”*
- 7.31 Paragraph 81 places emphasis on the need for a clear economic vision and strategy which positively and proactively encourages sustainable growth, with regard given to Local Industrial Strategies.
- 7.32 Paragraph 117 states *“planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.”*
- 7.33 The Framework reiterates previous national policy relating to the Green Belt and confirms (at paragraph 144) that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open. Paragraph 143 confirms that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.
- 7.34 Paragraph 144 confirms that when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt, and that very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.
- 7.35 The Framework contains guidance on a number of other themes. Those relevant to this application are:
- Promoting sustainable transport
 - Requiring good design

- Meeting the challenge of climate change, flooding and coastal change
- Conserving and enhancing the natural environment
- Conserving and enhancing the historic environment

National Planning Practice Guidance

- 7.36 In March 2014, the NPPG web-based resource was launched, formally replacing all existing planning practice guidance. The purpose of the new resource is to ensure that planning practice guidance is streamlined and available entirely online in a usable and accessible way.
- 7.37 The collection of NPPG notes provides more detailed guidance to support and expand upon policies in the NPPF. These include the Natural Environment, Green Belt and Design. Reference will be made to these guidance notes as required.

Emerging Neighbourhood Plan

- 7.38 The Neighbourhood Plan for the Ivers was submitted for examination in December 2021 and subject to consultation between February to March 2022. The draft Neighbourhood Plan contains the following policies of relevance to the proposal:

- Policy IV6: Sustainable Travel
- Policy IV7: Air Quality
- Policy IV8: Managing Traffic
- Policy IV14: PassivHaus Buildings
- Policy IV15: Thorney Business Park

- 7.39 Policy IV15 identifies the site as within '**Policy Area A**' and states that:

The Neighbourhood Plan identifies land at and adjoining Thorney Business Park as Policy Area A, comprising the land inset from the Green Belt and as Policy Area B, comprising the land in the Green Belt, as shown on the Policies Map.

A. Proposals for the redevelopment of Policy Area A will be supported, provided:

i. They comprise a data centre (sui generis) use that will result in no HGV movements other than for construction purposes;

ii. The orientation, height, bulk and appearance of the data centre and ancillary or other buildings minimise their visual impact in the long views across the site from Policy Area B and from Iver Village and Richings Park;

iii. A landscape and biodiversity strategy sets out how the remediation and reuse of the land will improve its visual relationship with the countryside to the west, with the canal to the north and with Policy Area B and will contribute to local nature recovery and to the enhancement of the Colne Valley Regional Park;

iv. The redevelopment proposals either relate to all of the Policy Area A land that operates as the Thorney Business Park or it can be demonstrated that they will not prejudice or undermine the comprehensive planning of the Policy Area A land within the remainder of the Policy Area A or B land as illustrated on the Concept Masterplan;

v. A green travel plan sets out the means by which employees will be encouraged and enabled to walk and cycle to the site and/or to use public transport services, notably Iver Station;

vi. The development layout and access makes provision for vehicular, cycling and pedestrian access from the Policy Area B land, with any access from the existing access road serving only as a temporary access pending the development of the Policy Area B land;

vii. The development layout enables public access to the canal maximises its public realm value; and viii. The opportunity is investigated for the data centre to export its waste heat as a renewable energy source to the wider area.

- 7.40 Whilst it is acknowledged that the emerging Neighbourhood Plan carries limited weight at this stage, it provides a clear direction of travel. The site is identified for data centre use and the emerging Neighbourhood Plan therefore shows clear support for the proposals.

National Data Strategy

- 7.41 The strategic importance of data centre provision is partly recognised in the Government's draft National Data Strategy ("NDS") (December 2020)⁸.
- 7.42 'Mission 4' of the NDS is "*Ensuring the security and resilience of the infrastructure on which data relies*". The Government comments that:
- "With data now a critical part of modern life, we need to ensure the infrastructure underpinning it is safe, secure and resilient. The infrastructure on which data relies is a vital national asset – one that supports our economy, delivers public services and drives growth – and we need to protect it appropriately from security risks and other potential service disruption."*
- 7.43 In the context of this infrastructure being a '**vital national asset**', the NDS goes on to state:
- "The need to store and process data externally – for example, in data centres – will also become even more of a critical operating function. OECD figures show that the number of businesses in the UK purchasing cloud computing systems nearly doubled from 2014 to 2018. As data centres underpin an increasing amount of business and societal activity, having confidence in the security and resilience of the UK's infrastructure on which data relies is a key aspect of protecting individuals' rights, service delivery across private and public sector organisations and national interests."*

⁸ <https://www.gov.uk/government/publications/uk-national-data-strategy/national-data-strategy#data-1-1>

8. Planning Assessment

- 8.1 The legislative basis for decision making is contained within Section 70 (2) of the Town and Country Planning Act 1990 which requires a local planning authority in determining a planning application to have regard to the development plan insofar as it is relevant and other considerations that are material, and Section 38 (6) of the Planning and Compulsory Purchase Act 2004.
- 8.2 This section undertakes an analysis of the proposed development against relevant policies in the Development Plan, having regard to the form and type of the proposal, its location and other material considerations.

The Principle of Development

The Principle of Built Development

- 8.3 The area identified for the data centre buildings falls within an area of land that is **inset** within the Green Belt as identified through the South Bucks Proposals Map (adopted February 2011), currently known as Thorney Business Park ("Business Park). The Core Strategy at paragraph 3.6.33 recognises that the Business Park is outside of the Green Belt and this principle was accepted through pre-application discussions.
- 8.4 The site comprises previously developed land that is currently occupied by a mix of B1 and B8 land uses, a position that has been previously accepted by Officers as outlined at Section 3 of this Statement.
- 8.5 This area of the site is also identified within the South Bucks Brownfield register under reference SB0043 '*Thorney Business Park, Thorney Lane South*'.
- 8.6 The Framework is clear that planning decisions should '*promote an effective use of land to meet homes alongside other uses*⁹ (**Turley emphasis**). There is a requirement for Local Planning Authorities to play a proactive role in helping bring forward land included on the brownfield register (paragraph 121). Similarly, paragraph 85 of the Framework encourages the use of previously developed land.
- 8.7 Given the above, the redevelopment of this previously developed site is acceptable in principle subject to satisfying other policy considerations within the Development Plan. This should be the starting point for the determination of this planning application.

The Principle of Data Centre Use

- 8.8 The Framework (Section 6) recognises that significant weight should be placed on the need to support economic growth and productivity. This is particularly important given the Government's Industrial Strategy: Building a Britain fit for the future (2017) envisages the country to be a global leader in driving innovation. This strategy sets out a delivery programme to make the UK a leader in artificial intelligence and big data.

⁹ Paragraph 119 of the Framework (2021)

- 8.9 At a local level Core Policy 10 (Employment) sets out that *'there will be a general presumption that other employment sites (B Use Class) will also be retained in employment use'*.
- 8.10 In compliance with the policy, the proposal will deliver a Data Centre scheme, falling within Use Class B8, for the storage of electronic data, with ancillary office floorspace for the management and support staff on site.
- 8.11 Core Policy 10 goes on to state that *"The Council will work with key stakeholders to improve access to high speed and next generation broadband throughout the District by supporting the provision of necessary new ICT infrastructure."*
- 8.12 It is important to note that supporting the provision of new information and communications technology is mentioned within this policy which is aimed at maintaining economic prosperity. Clearly the requirement for data centres as the most advanced digital infrastructure is fundamental to achieving this.
- 8.13 The proposal fully accords with Core Policy 10.
- 8.14 In addition, a key strategic objective of the Core Strategy relates to mitigating *'the amenity impacts of HGV movements (particularly in and around Iver Village and Richings Park'*, which is facilitated through Core Policy 16 (South Of Iver Opportunity Area).
- 8.15 Core Policy 16 states that *'the District Council will generally support appropriate employment generating development or redevelopment'* on a number of sites including Thorney Business Park, *'with particular encouragement to be given to uses that would result in a reduction in HGV movements'*.
- 8.16 More specifically, the policy references that *'any proposals for significant development or redevelopment on the Thorney Business Park should deliver a significant reduction in the number of HGV movements (generated by the site) through Iver Village and Richings Park.*
- 8.17 Core Policy 16 provides two key policy strands to assess the acceptability of the Data Centre proposal:
- The ability to deliver a considerable reduction in HGV movements generated by the proposed use; and
 - The acceptability of Data Centres as employment generating use.
- 8.18 Each of the above is discussed in turn below:
- A reduction in HGV movements***
- 8.19 Core Policy 16 is clear that any redevelopment of the site would need to deliver a reduction in HGV movements, with the supporting text to the policy at paragraph 3.6.34 advising that this may be through ***'land use, rail or canal access, or the provision of new access road'*** (Turley emphasis).

- 8.20 The proposal seeks to redevelop approximately 49% of Thorney Business Park, with the remainder of the site remaining operational until future redevelopment proposals come forward.
- 8.21 The supporting Transport Assessment sets out that based on the maximum quantum of Data Centre floorspace proposed the development will result in 26 HGV movements. This is compared to 549 HGV movements currently arising from the Thorney Business Park on the same area of the site. Further details on the HGV generation is included at Section 9 of this Statement.
- 8.22 This proposals deliver a considerable reduction in HGV movements in line with the strategic and planning policy objectives and will help address the current amenity issues that are currently generated by the operations at the existing Business Park.

The acceptability of Data Centres as employment generating use

- 8.23 Core Policy 16 requires the delivery of an employment generating use through any redevelopment proposals. The scheme will provide the following economic benefits as set out in the Economic Benefits Assessment which supports the application:

Construction Phase Benefits

- Investment of c. £127 million in the construction phase;
- 660 person-years of employment directly supported through construction investment, equating to an average of 575 FTE gross direct jobs over the duration of the estimated construction period of 16 months;
- An average of 615 direct, indirect and induced net additional FTE employment opportunities generated for workers in the South East during construction, of which 215 could be held by residents of Buckinghamshire; and
- Total net additional contribution of circa £72.6 million GVA to the economic output of the South East economy, of which £60.4 million will be concentrated in Buckinghamshire.

Operational Phase Benefits

- Creating up to **355** jobs on site in a high-growth sector and a further **140** indirect / induced jobs.
- This is estimated to generate direct, indirect and induced wages of up to £7.5 million that will support shops and services in the local and wider economies.
- An uplift of £39 million GVA per year to the South East economy, inclusive of £33.5 million specifically in Buckinghamshire.
- Increased business rate revenue of £3.3 million per annum to be retained by Buckinghamshire Council, contributing towards the delivery of public services and maintaining and enhancing infrastructure within the locality.

8.24 The proposal is a clear employment generating use and meets the aims of Core Policy 16.

Other Policy Considerations

8.25 Notwithstanding that the proposals are acceptable in principle as set out above, the proposal also satisfies the ‘limited circumstances’ criteria set out under Core Policy 10.

8.26 Core Policy 10 states that there are ‘limited circumstances’ where the strict re-provision of B class uses would not be required. These limited circumstances are identified within the policy as follows:

*(i) where there is no reasonable prospect of a site being used for the permitted purpose; **or***

(ii) where the site is creating significant amenity issues.

8.27 In either of the above circumstances, the policy allows for the site to be reused/redeveloped for an alternative ‘economic use’. ‘Economic Use’ is defined as ‘a use which provides employment opportunities, generates wealth or produces an output or product’. As noted above the data centre proposal is employment generating and provide significant economic benefits as set out by the Economic Benefits Assessment and Employment Skills Report.

8.28 The proposal will deliver employment opportunities focussed around the management, servicing and security of the Data Centres on-site.

8.29 We have assessed the application in line with limited circumstance (ii). This is set out in the table below:

Core Strategy Requirement	Scheme Provision
<p>ii) Significant amenity issues: Strategic Objective 8 of the Core Strategy alongside CP16 and its supporting text recognises that the HGV movements currently generated by Thorney Business Park is resulting in ‘adverse environmental and amenity impacts’ – which can only be resolved through redevelopment where a ‘significant reduction in HGV movements’ is delivered.</p>	<p>As outlined at above, the Data Centre proposal will result in a considerable reduction in HGV movements from the site through the redevelopment of part of the Business Park.</p> <p>It is considered that the proposal will make a considerable positive contribution towards positively addressing the ‘adverse amenity impacts’ arising from the high volume of HGV movements that have arisen through the current uses at Thorney Business Park.</p> <p>The supporting Health Impact Assessment specifically identifies the following:</p> <ul style="list-style-type: none"> • The reduction in vehicular trips is expected to improve the current levels of congestion on the local

highways which will bring safety and environmental benefits to the area (specifically related to HGV's).

- The Proposed development also helps to achieve the aim of reducing overall traffic on the highways. This is expected to reduce air pollution, thus improving air quality.
-

8.30 Point (ii) of Core Policy 10 is satisfied and the re-provision of an alternative economic use would be supported.

Summary of Principle of Data Centre Use

8.31 In light of the above, the principle of the data centre is acceptable. It accords with:

- Core Policy 10 as a matter of principle and provides a B-use class development;
- Core Policy 16 as a matter of principle and delivers a considerable reduction in HGV movements and provides an employment generating development;
- The limited circumstances exception (ii) as set out in Core Policy 10 and delivers a substantial amenity benefit; and
- Aligns with the Data Centre allocation identified within the emerging Neighbourhood Plan.

Principle of Development: Access Arrangements

8.32 A primary and emergency access are proposed as part of the planning application. This part of the proposal falls within the Green Belt, and as a result there is a requirement to consider their acceptability with the relevant paragraphs of the Framework, and Policy GB1 of the Saved South Bucks Local Plan.

Primary Access: Thorney Lane South

8.33 The Business Park is currently served by an access road from Thorney Lane South that broadly runs parallel to the railway line to the south and rises slightly northwards at the entrance to the business park.

8.34 The application boundary incorporates an area to accommodate a new proposed access route to serve the proposal which has been submitted via a separate and concurrent planning application. It is the intention that the existing access would be reclaimed as landscaped land.

8.35 The justification for this access can be found within the concurrent planning application by the Thorney Lane LLP under planning portal reference [PP-011211264]. In summary this is:

- The current access road is substandard and has served the Business Park for many years with very little alteration or upgrade, resulting in:
 - Two larger vehicles cannot easily pass one another on certain sections of the route
 - Quality of the road surface varies, with a various changes in level and deviations
 - No dedicated footway or cycleway, meaning pedestrians / cyclists are required to traverse the grass verge or on the carriageway
- Network Rail's track access point open directly on to the road creating potential conflict. This proximity has led to larger vehicles striking the boundary fence;
- There are various long standing drainage problems, including the highways having no existing efficient surface water drainage system, waster permeating from the embankment and subsequent issued with the Network Rail culvert;
- The construction of a new, fit for purpose, access road will improve the overall quality and amenity value of the Business Park and will attract new tenants;
- Encourage a shift to other transport modes to promote sustainable transport methods such as walking and cycling; and
- The proposal is considered to be an engineering operation as per paragraph 150 of the Framework and therefore meets the exception criteria set out within the Framework.

Emergency Access: Application Site (Buckinghamshire Council)

- 8.36 The proposals include an emergency access which runs from the western boundary of the site and continues west to Hollow Hill Lane (within Slough Borough Council). This planning application has been submitted to Slough Borough Council as a result.
- 8.37 This access falls entirely within the Green Belt and will only be used in case of emergency. Due to the secure nature of Data Centres, there is a requirement for the emergency access to be enclosed by secure fencing which will be appropriately landscaped to preserve the purposes of the Green Belt.
- 8.38 Policy GB1 of the Saved Local Plan provides a number of circumstances where development may be supported, including:
- Other uses of land and essential facilities for them which would not compromise the purposes of including land in the Green Belt and which would permanently retain its open and undeveloped character;
- 8.39 The above is complemented by the more recent iteration of the Framework at paragraph 150 which states that there are certain forms of development which are not inappropriate development within the Green Belt provided they 'preserve its openness and do not conflict with the purposes of including land within it'. One such exception is – (c) engineering operations.

- 8.40 The emergency access is an engineering operations¹⁰, thus not inappropriate within the Green Belt. It is essential to the function of the Data Centre proposal and will access the public highway at Hollow Hill Lane.
- 8.41 In addition, GB1 further provides a number of key design policy considerations to assess the acceptability of any exception to development in the Green Belt. This should be read alongside the requirements of paragraph 150 of the Framework, where specific reference is made to preserving the openness of the Green Belt and its purposes.
- 8.42 The emergency access will be constructed of grasscrete and will be constructed at the existing ground level, with no built volume proposed. The surfacing will not be visible resulting in no harm to visual amenity. Given the nature of the access, the frequency of its use will be limited and it is unlikely that any vehicles using this route would stop along the access route for long periods.
- 8.43 Given the above, it is not considered the provision of an access of this nature would adversely affect the character of the area. It would preserve the openness of the Green Belt and would not impact on the purpose of safeguarding the countryside from encroachment.
- 8.44 It is considered the access road accords with the requirements of Policy GB1 and the Framework.
- Emergency Access: Hollow Hill Lane (Slough Borough)***
- 8.45 A small proportion of the emergency access sits within Slough Borough. This land also comprises Green Belt Land. For the reasons set out above the proposal is not considered inappropriate within the Green Belt and is an engineering operation, one of the exceptions within Green Belt policy.
- 8.46 It is noted that the site falls within a Strategic Gap. The proposal does not undermine the role or purpose of the gap as required under Saved Policy CG9.
- 8.47 In addition, the design approach to the emergency access is considered to sensitively respond to the surrounding landscape in line with Core Policy 9.
- 8.48 The proposal is considered in accordance with the Slough Borough Council Development Plan.

¹⁰ Appeal Decision: APP/J1535/W/18/3205852

9. Site Suitability

Introduction

- 9.1 Within this section, we consider the technical elements of the proposals within the context of adopted planning policy to demonstrate compliance with the proposed development.
- 9.2 Whilst the application has been submitted in hybrid form, the technical material assesses the detail of Data Centre 1 (full application), and the design parameters identified for the outline element of the scheme.
- 9.3 As noted above, the hybrid planning application is to be submitted concurrently with a planning application by Thorney Lane LLP (landowners) for the proposed new access from Thorney Lane South. The assessments summarised below should be read in conjunction with assessment prepared in support of the access road application.
- 9.4 The Application Areas Plan, submitted in support of the application, essentially indicates which areas are covered by the technical information supporting the data centre proposals and the area considered by the supporting documentation to the landowners application. Together the application packages ensure a robust assessment of the proposals over the entirety of the red line area.

Air Quality

- 9.5 Core Policy 13 (Environmental and Resource Management) ('CP13') seeks improvements to air quality through new development, with this also reflected within paragraph 186 of the Framework.
- 9.6 An Air Quality Assessment has been prepared by Hydrock which identifies that the site falls within the South Bucks AQMA which was created in 2018. As part of the Assessment the following has been noted:
 - The proposed development will not cause a net increase in vehicle flows thus ensuring the proposal will not exceed the relevant criteria within the AQMA, and will in fact result in a reduction in HGV movements. Given it is not anticipated that the proposal will have a significant impact on road traffic emissions, no mitigation is required to be incorporated through the operational phase of the development;
 - The provision of emergency generators onsite is not anticipated to exceed long term air quality level, with negligible long term impacts;
 - No significant impacts are predicated at any ecological receptors within 2km of the site; and
 - Mitigation measures are only proposed through the construction phase to mitigate dust impacts through the construction which will result in no residual

effects. These mitigation measures will be secured through a Construction Management Plan through an appropriately worded planning condition.

- 9.7 In summary, the assessment concludes that with the suggested mitigation, the impact of the proposed development is not considered significant and therefore accords with the requirements of Policy CP13.

Arboriculture

- 9.8 The Framework identifies at paragraph 131 that opportunities should be taken for trees to be incorporated into development and for appropriate measures to be proposed that will secure their long-term maintenance, with existing trees maintained where possible.
- 9.9 This planning application is supported by an Arboricultural Survey and Arboricultural Impact Assessment prepared by Viewpoint Associates LLP.
- 9.10 The survey confirms that there are currently 2 Grade A, 21 Grade B, 21 grade C and 3 Grade U trees across the site. The survey has also identified the off-site trees/groups adjacent albeit outside the site boundary.
- 9.11 The following recommendations have been made and have been incorporated into the proposals:
- Retention of trees to the north of the site abutting the Grand Union Canal; and
 - Woodland management to the planted woodland buffer along the western boundary including thinning to support existing planting and release better quality trees.
- 9.12 The AIA further provides a Tree Retention and Removal Plan on drawing reference: 155a-05 Sht 1 -3 The Plan identifies that 13 trees will be removed to accommodate the proposed development alongside a single section of hedgerow. The trees for removal comprise predominately Grade C and Grade U trees. All Grade A trees will be retained.
- 9.13 The supporting documentation clearly identifies the trees that are proposed removal alongside a strategy for the maintenance of retained areas, noting that a significant proportion of the existing trees on-site are being retained. In addition, additional landscaping is proposed across the site as set out later within this section.
- 9.14 It is considered that the proposals will accord with the relevant requirements of the Framework outlined above.

Biodiversity

- 9.15 Core Policy 9 (Natural Environment) (“CP9”) focusses on new development within South Bucks conserving biodiversity resources through:
- Not permitting new development that would harm landscape character or nature conservation interests, unless the importance of the development

outweighs the harm caused, the Council is satisfied that the development cannot reasonably be located on an alternative site that would result in less or no harm and appropriate mitigation or compensation is provided, resulting in a net gain in Biodiversity;

- Seeking the conservation, enhancement and net gain in local biodiversity resources on other non-designated land, on rivers and their associated habitats and as part of the development proposals; and
- Maintaining existing ecological corridors and avoid habitat fragmentation.

9.16 In line with the requirements of CP9, the application is supported by a Preliminary Ecological Appraisal (“PEA”) prepared by Viewpoint Associates.

9.17 The Assessment identifies that the site is not statutorily or non-statutorily designated for its wildlife interest. However, survey work has been undertaken on-site with a summary of the findings and potential habitat enhancements measures included below:

Bats

9.18 The existing buildings on-site provide a lack of suitable opportunities for roosting bats, with the tow path along the Grand Union Canal and the farmland to the west of the site providing commuting and foraging habitat. The proposed development seeks to retain dark corridors along the woodlands, with no lighting proposed along the emergency access road.

9.19 The proposals will require the removal of 500 sqm of plantation woodland to accommodate the emergency access road albeit this is unlikely to result in an adverse impact on the local bat population.

Hazel dormice

9.20 The site alongside the existing landscaping contained within the Grand Union Canal to the north lacks optimal habitat for hazel dormice.

Amphibians

9.21 Given there no existing standing water on-site there is no suitable breeding habitat for amphibians. Whilst there is an existing drainage ditch this was dry and very eutrophic therefore overall it is highly unlikely there will be Great Crested Newts on site.

Reptiles

9.22 The site offers some suitable habitats for reptiles along the Grand Union Canal tow path and in the farmland to the west. In addition, there is some habitat connectivity with the Business Park and the southern edge of the railway line where there is a low population of slow-worm and grass snakes. Simple avoidance measures are proposed to protect reptiles during construction.

Nesting Birds

9.23 The existing buildings on site offer suitable habitat for nesting of common birds, with suitable habitat noted along the Grand Union Canal tow path and the farmland to the

west. Simple avoidance measures are proposed to protect nesting birds during construction.

Badgers (and other mammals)

- 9.24 There is no evidence of badger activity on-site, with no suitable habitats for otters or water voles. However, hedgerows have been locally recorded within the area.

Habitat Recommendations and Enhancement Measures

- 9.25 The PEA provides a series of recommendations and enhancements measures as part of the proposed development which are included below:

Recommendations

- *Precautions in place through the construction process for nesting birds and reptiles;*
- *Lighting recommendations for bats including the retention of dark corridors along the plantation woodlands to support foraging and commuting opportunities; and*
- *Ecological permeability for hedgehogs should be maintained across the site;*

Enhancements

- *The landscape scheme includes areas of woodland herb planting, tree and shrub planting, hedgerow planting, and wildflower meadow and informal grassland creation making use of native plant species;*
- *Creation of green roofs and a wall;*
- *Creation of woodpiles within the area of retained trees on the northern boundary for invertebrates and small mammals; and*
- *Four woodcrete bat roost boxes and four woodcrete bird boxes on existing trees along the northern boundary within the canal.*

- 9.26 In summary, it is considered that the recommendations and enhancements outlined above accord with the requirements of Core Policy 9.

Flood Risk Assessment and Drainage

- 9.27 Core Policy 13 (Environment and Resource Management) (“CP13”) focusses on the incorporation of Sustainable Urban Drainage Systems where possible.
- 9.28 In addition, in line with paragraph 167 of the Framework, whilst the site is within Flood Zone 1 it is over 1ha in size and therefore a Flood Risk Assessment and Drainage Strategy (“FRA”) has been prepared to support this application.

- 9.29 The FRA identifies that the site is not at risk from surface water, albeit there is groundwater flooding in the area. The canal to the north is located circa 2.5m below the site level, and there represents a low risk of flooding.
- 9.30 With regard to drainage, the proposed SuDS excludes the inclusion of infiltration systems due to the high ground water levels.
- 9.31 However, the strategy will include a combination of linear channels and collies to collect water form hardstanding areas, alongside permeable areas within the parking areas that will connect with the main drainage system. In addition, cellular storage units are proposed within appropriate areas across the site alongside a swale along the northern boundary. The intention is for the surface water to be discharged to the watercourse (canal) to the north, which is being investigated and sought through the concurrent planning application for the access road.
- 9.32 Whilst the drainage strategy considers the proposals for DC1 in detail, provision has been made for future phases of the scheme (currently in outline form). The scheme is designed to ensure that any surface water run-off generated by areas of susceptible to potential oil spillages would be intercepted either by trapped gullies, drainage channels, kerb drains and catchpit manholes in the first instance. A swale is also proposed at the north of the site to support future phases of the development. A Drainage Maintenance and Management Proposal is included within the FRA.
- 9.33 On the matter of foul water, this will be discharged via gravity to the Thames Water sewer.
- 9.34 Overall, the proposed onsite surface water drainage system has been designed to accommodate the 1 in 100 year storm event, including a 40% allowance to account for the future climate change. It is considered that the supporting Assessment demonstrates accordance with CP13 of the Core Strategy and the Framework.

Ground Conditions

- 9.35 CP13 encourages the remediation of and affected by contamination and to bring it back into beneficial use.
- 9.36 A Geo-Environmental Assessment supports this application and sets out the intrusive investigation work that was carried out on site in August 2021. The reports concludes that no elevated concentrations of contaminants have been identified within soils and no widespread significant contaminations of groundwater were encountered.
- 9.37 The reports recommends a series of supplementary investigations and survey work to be completed prior to any development on-site and references a series of construction recommendations during the construction phase.
- 9.38 It is considered that the Assessment is sufficient to support the application and it is anticipated that appropriate planning conditions would be applied to any future planning permission to secure the necessary remediation to bring the site back into beneficial use to accommodate the proposed development.

9.39 It is considered the proposal accords with CP13 of the Core Strategy.

Heritage and Archaeology

9.40 Core Policy 8 (Built and Historic Environment) (“CP8”) sets out that the ‘protection and, where appropriate, enhancement of the District’s historic environment is of paramount importance’. Particular reference is made to locally important heritage features and their setting and the need for these to be protected, conserved and enhanced where appropriate.

9.41 As part of this application, a Heritage Statement has been prepared by Turley. The Statement confirms that there are no built heritage assets within the site, but a number are cited as being within the wider vicinity (1km study area), with those of relevance to the proposal being:

- *Iver Court Farmhouse – Grade II Listed*
- *Stable Range, Thorney Farm, Grade II Listed*
- *Old Timbers- Grade II Listed*
- *Sutton Court Farmhouse – Grade II Listed*
- *Moat House Grade II Listed*
- *Barm to north of Malthouse – Grade II Listed*
- *Iver Grove – Grade II* Listed*

9.42 The Statement further includes a Heritage Impact Assessment of the above assets, and concludes the site as existing does not contribute to the settings of the built heritage assets identified above, given the separation distance between the site and the assets, alongside the existing contrasting character and quality of larger modern built forms within the areas. As such, it is considered the proposed development would sustain the heritage significant of the assets.

9.43 Given the above, it is considered in heritage terms, the proposed development accords with Core Policy 8 of the Core Strategy.

9.44 With regard to Archaeology, an Archaeological Desk-based Assessment prepared by Oxford Archaeology forms part of this submission. The Assessment identifies that the majority of the site has none to low potential for archaeological remains. The areas where there may be potential for such remains due to less ground disturbance with these locations with a proposed watching brief suggested if planning permission were to be granted.

9.45 Overall, it is considered that the Assessment demonstrates accordance with CP8, and appropriately worded planning conditions could be imposed.

Landscape and Visual Impact Assessment

- 9.46 CP9 focusses on new development conserving and enhancing landscape characteristics as set out within the Council's Landscape Character Assessments.
- 9.47 A Landscape and Visual Impact Assessment prepared by Turley supports this application which has undertaken a review of Buckinghamshire Council's Character Assessments and identifies the key landscape and visual receptors of the proposed development including the users of the Grand Union Canal; users of the local public footpath network; pedestrians and road users on local roads; rail passengers on the local railway; and the local community of Iver Heath.
- 9.48 In response to the receptors identified, 12 representative viewpoints were identified and agreed with Buckinghamshire Council.
- 9.49 The Assessment acknowledges that the existing site makes little contribution to the local landscape character, with the structures and hard standing on-site being detracting elements within the landscape. The proposed development will be substantially higher than the local prevailing height although the inclusion of landscape buffer planting and structural vegetation will help mitigate landscape and visual effects, particularly along the canal frontage. It is considered that the conclusions of the LVIA should be read alongside the supporting landscaping proposals and within the context of the overall benefits arising from the development (as outlined further at Section 11 of this Statement).
- 9.50 The Assessment sets out that whilst the development would be higher than prevailing building heights, the setting back of the development from site boundaries and the provision of a landscape buffer with structural vegetation have helped mitigate potential landscape and visual effects, particularly along the canal frontage. The Assessment further concludes that whilst the proposed massing would result in some adverse effects, it is not considered that the proposed development would give rise to significant land or visual effects in EIA terms.
- 9.51 It is considered that the Assessment complies within policy CP9 of the Core Strategy.

Lighting

- 9.52 With regard to lighting, paragraph 185(c) of the Framework seeks to ensure that new development limits the impact of light pollution from artificial light on local amenity.
- 9.53 A Lighting Assessment has been prepared by Hydrock which has considered the recommendations included within the PEA prepared by Viewpoint Associates. The Assessment includes an indicative external lighting strategy in light of the illustrative masterplan which references:
- Provision of low height, column luminaries for streetlighting through warm white LEDs to reduce the impact on bats;
 - Inclusion of building mounted security/ access lighting, car parking lighting to support the Data Centres with shields/hoods included to limit light spill; and

- Light levels along northern and eastern boundaries to be as low as possible to align with PEA recommendations

9.54 The above strategy would be subject to an appropriately worded condition on any future planning permission to align with the requirements of the Framework and the Local Planning Authority.

Minerals

9.55 The application site is identified as within the secondary tier of locations for waste management which is covered by policies contained within the Buckinghamshire Minerals and Waste Local Plan 2016-2036 (“BMWLP”).

9.56 As a secondary tier location, Policy 13 (Spatial Strategy for Waste Management) of the BMWLP and Policy 26 (Safeguarding of Minerals Development and Waste Management Infrastructure) identifies that proposals for waste re-use and recycling facilities outside key settlements will be supported within existing general industrial and employment areas. As noted at paragraph xx above, there are two existing waste facilities currently on the Business Park which are the:

- *Concrete batching plant located within the application boundary to the south of the site; and*
- *A small aggregate recycling facility to the north-east of the site, outside the application boundary.*

9.57 It should be noted that the generation of HGV movements from the existing Business Park is partially attributed to by the presence of such uses on site. This has contributed to the amenity and environmental issues which have been noted at a Parish and Council level through adopted and emerging Development Plan policies that are to be addressed through these redevelopment proposals.

9.58 In addition, the supporting text to the policy at 5.88 does recognise that Thorney Business Park was proposed for redevelopment through the now withdrawn Chiltern and South Bucks Local Plan. This recognises that once redevelopment is programmed then the allocation would effectively be dropped from the BMWLP. The redevelopment of part of the Business Park delivers part of this objective.

9.59 In addition, land to the west of the Business Park is safeguarded for minerals and waste management infrastructure under Policy 26 of the BMWLP. On existing and proposed sites for such infrastructure, there are a series of policy considerations that need to be satisfied to demonstrate that alternative forms of development would be acceptable.

9.60 Further Policy 27 (Minimising Land Use Conflict) states that where development proposals are coming forward within 300m of a minerals and waste development (permitted or allocated), there is a need to demonstrate that the proposal will not adversely affect the continued operation of or prevent or prejudice the permitted or allocated use.

- 9.61 To demonstrate compliance with the requirements of the BMWLP, a Minerals Assessment prepared by Hughes Craven has been prepared to support this application.

Secondary Tier Location for Waste Management – Safeguarded Area

- 9.62 In line with the requirements of Policy 26, whilst the proposals will result in the loss of the existing concrete batching plant to the south of the site, the occupier has already identified an alternative facility at Acton Goods Yard and will be fully operational by mid-2022. Therefore, the facility is no longer required to be provided on this site.
- 9.63 The recycling plant located to the east of the application site will remain unaffected by the proposals, albeit is currently not operational. That said, if the plant were to be come back into use, the plant is over 100m from the development and by virtue of the nature of the proposed development would not adversely impact on its on-going occupation or usage. This accords with the requirements of Policy 26 and 27 of the BMWLP.

Land to the west of the Application Site – Safeguarded Area

- 9.64 As noted above the land to the west is allocated as a safeguarding area within the BMWLP. The supporting Assessment demonstrates that the proposed development will not result in the unnecessary sterilisation of a potentially economic mineral source.
- 9.65 Following a comprehensive ground investigation summarised above, the residual deposits of sand and gravel within the site were identified as being less than one metre in thickness. On this basis, it is considered that the extraction of the residential mineral from the application site would be both impractical and uneconomic.
- 9.66 Consideration has also been given to the potential for the proposal to sterilisation minerals on adjacent sites. The Assessment confirms that land to the north, east and west has already been subject to mineral working, with minerals extraction completed from land to the south of the railway line. Therefore, it is not considered that the proposed development would result in any proximal sterilisation of mineral resource beneath adjacent land in accordance with Policy 26 and 27.
- 9.67 With regard to potential waste development, the only element of the proposals that would affect this area relates to the emergency access proposals. However, it is not considered that such provision would inhibit the ability for a future facility to come forward if deemed acceptable to the Local Planning Authority in the future.
- 9.68 In summary, it is considered the proposal would accord with all relevant Waste and Minerals policy contained within the BMWLP.

Noise

- 9.69 Saved Policy EP3 requires that new development is compatible with surrounding uses, with specific reference made to ensuring that noise and vibration does not have a detrimental impact on the character and amenities of nearby properties.
- 9.70 A Noise Assessment has been prepared by Hydrock and supports this application. The Assessment establishes that the Proposed Development is approximately 236m from the nearest existing residential receptors at Bathurst Walk. A survey was carried out

over the period 31st March to 4th April 2022 to determine existing background sound levels at Bathurst Walk. Noise emissions limits for the Proposed Development have been provided based on the results of the survey.

- 9.71 Detailed modelling and assessment of noise emissions from the proposed “DC1” data centre indicates that noise is unlikely to be a significant impact either during normal operation or back-up generator testing. Furthermore, two additional data centres can be provided on the outline application area while still achieving the proposed noise limit.
- 9.72 Overall, it is considered that the noise generation from the proposed development is likely to be below background levels and will not detrimental impact on the character and amenities of nearby properties in line with the requirements of the Saved Local Plan policy.

Transport

Trip Generation

- 9.73 Core Policy 7 (Accessibility and Transport)(“CP7”) has been drafted on the basis that South Bucks is mindful of a number of transport challenges within the District, which includes the high number of HGV movements around Iver Village (paragraph 3.2.59), which is partly attributed to by the existing uses and operations at Thorney Business Park.
- 9.74 Whilst this Statement has already outlined compliance with CP16 (South Of Iver Opportunity Area), this section seeks to draw upon the broader highways matters covered by CP7 and provide a more detailed review of the specific way in which the proposals reduce the generation of HGV movements.
- 9.75 CP7 identifies the need to support a rebalance within the District, through a number of policy objectives, including (only those of relevance to the application included below):
- Working with the highway authority, Rights of Way and Access Group, and others to improve transport choices for local residents, especially in rural parts of the District.
 - Encouraging safe and attractive improvements to pedestrian and cyclist routes and facilities.
 - Ensuring that the impact of new development on the road network is minimised and mitigated through the use of ‘mobility management’ measures such as Travel Plans, parking charges and car parking levels.
 - The adverse impacts associated with HGV movements in and around Iver Village and Richings Park will be addressed through land use changes.
- 9.76 The above policy is also supported by Saved Policy EP3 which seeks to ensure that the impact of any traffic generation is not detrimental to the character and amenity of nearby properties or the locality alongside Policy TR5 which seeks to ensure that traffic movements do not have an adverse effect on the amenities of nearby properties.

9.77 As part of this submission, a Transport Assessment has been prepared. In respect of trip generation it notes that:

- The trip generation of the existing development site has been identified through the use of an ATC survey on the access road, including the hour breakdown of light and heavy vehicles;
- To determine the trip generation of the proposed development, a survey was undertaken at a similar data centre within Slough, as agreed with Buckinghamshire Council, to capture light and heavy vehicle movements on an hourly basis;
- The proposed and existing trips have been distributed on to the highway network using a mix of observed turning proportion at the Thorney Lane South entrance junction and Census data;
- The proposed development will result in a considerable reduction in vehicle trips across a typical weekday, with circa 210 fewer light vehicle trips and 525 fewer heavy vehicle trips over a 24-hour period when compared to the existing development.
- This reduction is a robust assessment and does not take in to account the positive impact the staff travel plan or planned improvements to Iver Station. Both of which will further reduce light vehicle trips to and from the site.
- A highway impact assessment has considered the development's impact on key junctions identified through discussions with Buckinghamshire Council, with a net reduction in vehicles, particularly heavy vehicles, observed at all highlighted junctions.

9.78 Overall the development is therefore expected to result in a substantial reduction in vehicular trips, in particular HGV trips on the local highway network at peak hours compared to the existing use. This will provide a safety, capacity and environment benefit to the local highway network. There are no residual impacts requiring mitigation.

9.79 The development proposal meets the requirements of paragraphs 110 and 111 of the Framework as well as local transport policy.

Parking

9.80 Saved Policy TR7 (Parking Provision) sets out that parking provisions should be made on land owned/controlled by the applicant and not result in any pressure for non-residential parking on residential streets.

9.81 Through the pre-application process it was agreed with the local highway authority that a standard B8 parking provision calculation would not be suitable for this site and would result in a significant over provision of car parking. A bespoke assessment of car parking demand has therefore been undertaken.

- 9.82 The Applicant has used trip rates agreed with the Council through the pre-application process and the arrival and departure profile to calculate predicted parking accumulation. As set out at Table 3.1 of the Transport Assessment.
- 9.83 The accumulation assessment establishes that the proposed 50 parking spaces for DC 1 is sufficient to meet the predicted parking demand.
- 9.84 A similar approach has been applied to the illustrative scheme for the outline area to demonstrate that sufficient parking can be provided through reserved matters. The 50 and 60 parking spaces shown respectively on the Illustrative Layout Plan are sufficient to accommodate the future phase of development.
- 9.85 10% of parking provision will be provided as electric vehicle charging and a further 10% with passive charging infrastructure. This percentage approach will be replicated across the outline planning application area.
- 9.86 In respect of cycle parking and as agreed through pre-application discussions, 12 cycle parking spaces are provided via 6 sheffield stands for DC 1. With showering and changing facilities available within the ancillary office space. Again this approach will be applied to the outline planning application area.

Sustainability and Energy

- 9.87 Policy CP8 requires that new development be designed to tackle climate change which is reinforced by Core Policy 12 (Sustainable Energy)(“CP12”).
- 9.88 CP12 promotes and encourages energy efficiency and renewable/low carbon energy in all new developments with a focus on reducing CO2 emissions through a number of measures including:
- Requirement for developments over 1,000sqm to secure at least 10% of their energy from decentralised/ renewable energy or low carbon sources, with these incorporated into the opportunity sites such as Thorney Lane Business Park where possible/viable;
- 9.89 As part of this application, an Energy and Sustainability Statement has been prepared by Hydrock. Given the proposals are for Data Centre uses, a key consideration has been to secure an appropriate approach within the proposed development to reducing energy consumption through the use of renewables and low energy demand. This is particularly relevant given the volume of plant required to support the Data Centre operations. The sustainable design measures that have been incorporated are as follows:
- Thermal Energy Storage – allowing air conditioning to run during the night with cooling insulated tanks during the day to dissipate heat generation;
 - Harvesting rainwater to support the colling system on-site, with no impact on the local utility water supply;

- Living walls - whilst providing biodiversity benefits, further absorbs heat thus insulating the buildings;
- Steel construction rather than concrete
- Electric vehicle provision on-site- EV and passive charging points are provided within the parking areas for DC1.
- Unregulated energy supporting regulated energy requirements;
- Thermal battery – this allows the heat to be recovered during operation of the building
- Waste heat recovery operation

9.90 In addition, on site renewables are proposed in the form of Air Source Heat Pumps and PV arrays will result in an overall reduction of 37% in energy demand compared to the target rate within Core Policy 12.

9.91 On the above basis, the overall regulated energy demand would be reduced to 2,567,667 kwh/yr through the measures outlined within the Energy Statement, a 37% reduction over the baseline figure.

9.92 In addition, a BREEAM Pre-Assessment supports this submission and demonstrates how the proposed development will achieve a BREEAM Excellent rating (72.27% BREEAM score). Given the nature of the application, the BREEAM Assessment focusses upon the detailed proposal for DC1.

9.93 Overall, it is considered that the proposed development can secure over 15% on-site renewable energy requirement on-site in line with the policy requirements of Policy CP12 and CP8.

Utilities

9.94 Given the energy and connectivity requirements for Data Centre proposals, a Utilities Statement has been prepared by Hydrock. A summary of the conclusions are outlined below:

New Electrical Supplies

9.95 The provision of a new Grid Supply Point has been proposed by Natural Grid that will be operational from October 2025 and this power supply has been reserved from National Grid to support the outline element of the proposed development.

9.96 Data Centre 1 will be served by existing power supply and can therefore commence in advance of any further National Grid upgrades.

Data/Fibre

9.97 Pre-installed dark fibre networks are available for connectivity to the Data Centres and Zayo has confirmed that the network lies to the north and south of the site and can supply the proposed development.

Water

- 9.98 Enquiries have been sent to Affinity Water for costings of connections.

Air Traffic Safety

- 9.99 Saved Policy EP17 (Aerodrome/Air Traffic Safeguarding) states that proposals will not be permitted where they interference with the safe operation or movement of air traffic within the District.
- 9.100 The proposed development will be beneath the Inner Horizontal Surface for Heathrow and thus will not cause interference as required under Policy EP17.

10. Draft Heads of Terms

Community Infrastructure Levy

- 10.1 Buckinghamshire Council adopted the CIL Charging Schedule for the former South Bucks area on 7th January 2020 and this came into effect from 17th February 2020. This is therefore the primary mechanism through which the Council will secure funding to support infrastructure.
- 10.2 The required CIL payment is calculated based on net additional floor space measured as Gross Internal Area (GIA).
- 10.3 A Use Class B8 proposal would generate a charge of £35 / sqm (plus indexation).

Section 106 Agreement

- 10.4 The Applicant has not presented a draft Section 106 Agreement or Heads of Terms because at this stage in the planning process, as the range of any site-specific obligations which are likely to be sought have not yet been identified.
- 10.5 The Applicant will consider any such requests for financial contributions (via S106 and in addition to CIL) or other obligations but will only agree to a S106 Planning Obligations where the Local Planning Authority can demonstrate that they satisfy the requirements in Regulation 122(2) of the Community Infrastructure Levy Regulations 2010 (as amended).
- 10.6 The Applicant reserves the opportunity to review the requests for contributions made by the LPA, and if necessary to submit evidence in response, or evidence of viability should it be necessary to do so.

11. Planning Balance

- 11.1 Paragraph 11 of the Framework sets out circumstances where the presumption in favour of sustainable development should be applied through the decision making process.
- 11.2 In line with paragraph 11(c) it is considered that the proposals should be approved without delay given they accord with relevant policies within the Development Plan.
- 11.3 Within the context of paragraph 11(c), the Court of Appeal judgment in *Cornwall Council v Corbett*¹¹ highlights that conflict with a particular policy within the Development Plan, does not necessarily equate to a failure to comply with the development plan as a whole nor deprive a proposal of the statutory presumption in favour of the development plan. This is particularly relevant where there are other policies within the Development Plan which are strongly in favour of the proposals, given planning policies “*can pull in different directions*”¹².
- 11.4 Through this Statement and the supporting technical material, the only harm arising from the proposal relates to landscape and visual impact.
- 11.5 However, and as concluded in the supporting Landscape and Visual Impact Assessment, the site is located within an area of ordinary landscape which is not affected by any landscape designations and does not contain any protected landscape features; it is therefore an area of lower landscape value and sensitivity. The proposed development would change the character and appearance of the site with the removal of existing mixed uses, buildings and structures (of generally poor quality) and the introduction of a development of large scale modern buildings and new access road all set within a significant framework of new structural planting. This would result in some localised adverse effects (of generally low magnitude) on the local landscape character and local views and some beneficial effects on the character and appearance of the site itself and the adjoining canal and towpath. Over time, as the proposed planting matures, the visibility of the proposed buildings from the surrounding area would gradually reduce and the impacts on the surrounding landscape and local views would also reduce.
- 11.6 This limited harm should be assessed against the proposals compliance with the Development Plan as a whole, with significant weight given to the proposals compliance with Core Strategy Core Policies 10 and 16, both which provide strong support for the proposals.
- 11.7 It is considered the development complies with the development plan as a whole and the presumption in favour of sustainable development under paragraph 11 (c) should be applied.

¹¹ *R (on the application of Corbett) v Cornwall Council [2020] EWCA Civ 508*

¹² *R v Rochdale Metropolitan Borough Council, ex parte Milne [2000] EWHC 650*

- 11.8 The Framework provides guiding principles for the assessment of sustainable development including economic, social and environmental discussions (paragraph 8).
- 11.9 These objectives should not be taken in isolation and decisions need to take local circumstances into account so they respond to different opportunities for sustainable development in different areas. There is not a fixed UK standard and therefore each proposed development has to be individually assessed in its own context. A summary is set out below against each objective.

Sustainable Development Dimension	Relevant Consideration	Scheme Provision
Social	Amenity	<i>A reduction in 525 fewer two-way HGV trips per day compared with the existing development site. A reduction in noise and air quality pollution due to the significant reduction in traffic movements on the site and within the surrounding area.</i>
	Enhancements to Canal	<i>Provision of additional landscaping and biodiversity enhancements along the boundary of the site with the canal</i>
	Accessibility	<i>Re-introduction/ enhancement of Public Right of Way along the western boundary and improvements to site access</i>
Economic	National need for Data Centre provision	<i>The scheme meets the national objective to support the international competitiveness of the UK through increasing the data provision and storage</i>
	Job Creation	<i>575 FTE gross direct jobs over the construction period with up to 355 on-site and a further 140 indirect/induced jobs arising through the operational stage.</i>
	Gross Value Added	<i>£76.2 million GVA to the economic output of the South East economy, of which £60.4 million will be concentrated in Buckinghamshire through the construction phase. £3.3 million per annum to be retained by Buckinghamshire Council towards deliver public services and maintaining and enhancing infrastructure locally.</i>
Environmental	Utilising Previously Developed Land	<i>Thorney Business Park is previously developed and identified on the Council's Brownfield Register with the proposal regenerating an employment site, rather than relying on additional greenfield land.</i>
	Biodiversity Net Gain	<i>Delivering biodiversity net gain across the site through a range of habitat enhancements</i>

Energy	<i>Low carbon economy through renewable energy technologies including Air Source Heat Pumps and PV arrays, resulting in an overall reduction of 37% of regulated . The scheme will further achieve a BREEAM Excellent rating of 72.27%.</i>
Land Condition	<i>Remediation of the existing site through the redevelopment proposal</i>
Parking Provision	<i>Electric and passive charging points provided to support the development</i>

11.10 The planning balance clearly weighs in favour of the scheme and planning permission should be granted.

12. Conclusions

12.1 Hybrid planning permission is sought in respect of the following proposal:

“Hybrid planning application to be delivered in phases and to comprise:

- a) Demolition of existing buildings and structures and preparatory works; and*
- b) Detailed planning application for the construction of a commercial building to comprise data centre use. To include ancillary offices, associated plant, equipment and emergency back-up generators and associated fuel storage, landscaping, sustainable drainage systems, parking, a new vehicular access from Thorney Lane South and a new emergency access route to Hollow Hill Lane.*
- c) Outline planning application (all matters reserved except for access), to be implemented in phases, for the construction of commercial buildings to comprise data centre use (including ancillary office space and associated plant, equipment and back-up generation); car parking, landscaping and pedestrian access.”*

12.2 As demonstrated within this Planning Statement and the Design and Access Statement which is also submitted in support of the application, the proposed development will provide a sustainable development, delivering the much needed redevelopment of a large proportion of Thorney Business Park. The proposals sensitively responds to the surrounding context of the Site.

12.3 Full consultation has been undertaken with the local community in respect of the planning application. Details of the engagement activities undertaken are provided in the accompanying Statement of Community Engagement. The Applicant has entered in to a robust and lengthy pre-application discussions with the local planning authority, which have helped to shape the final proposals presented in this application.

12.4 The proposed development in this unique location captures the thrust of national Planning Policy in relation to the following:

- **Brownfield Site** – one of the core planning principles of the Framework is to encourage the effective use of previously developed land. The Site is considered an extremely effective use of the Site, providing employment development at a high density on an existing employment site. Development on the Site limits some of the need to bring forward alternate greenfield or Green Belt sites elsewhere.
- **Supporting Economic Growth** – the application will help to achieve the desired economic growth in Buckinghamshire and the wider region. The application provides an opportunity to provide development that supports an economy fit for the 21st century;

- **Developed Through Consultation** – the application proposals have been developed and refined through a process of open and transparent pre application engagement with BC and other key stakeholders.
- **Meeting Local Need** – the proposed development will deliver a considerable reduction in HGV movements, identified in both the adopted Development Plan and the emerging Neighbourhood Plan. The latter of which seeks to allocate the site for data centre use;
- **Speed of Delivery** –the proposed development as drafted is considered viable and achievable so can be considered deliverable.

12.5 The range of studies that have been undertaken to support this planning application are all summarised in Section 7 of this Statement and the accompanying reports. These demonstrate that a high quality development will be achieved at the Site, and that there are no environmental, technical or other reasons why planning permission should not be granted in this case.

12.6 It has been demonstrated that this proposal and Site is suitable for development. Furthermore, the submission of this application demonstrates that the site is available. There are no reasons why the development could not be delivered or substantial progress made with its delivery within five years from the grant of permission and the site is therefore achievable.

12.7 It has been clearly demonstrated that there is no harm as a result of the proposals which would significantly and demonstrably outweigh the substantial benefits which would be achieved. The proposals should be granted permission in accordance with the presumption in favour of sustainable development.

Appendix 1: Written Pre-application Response from Buckinghamshire Council



Directorate for Planning, Growth and Sustainability

King George V House, King George V Road, Amersham, Bucks HP6 5AW

planning.csb@buckinghamshire.gov.uk

01494 732950 | 01895 837210

www.buckinghamshire.gov.uk

Mr Taylor Cherrett
Turley
The Pinnacle
20 Tudor Road
Reading
RG1 1NH

Officer: Elizabeth Aston

Email: planning.csb@buckinghamshire.gov.uk

Tel: 01494 586506

Ref: PQ/21/40590/PREAPP

15 November 2021

Dear Mr Cherrett

Application type: Pre-Application

Location: Thorney Business Park, Thorney Lane North, Iver, Buckinghamshire, ,

Proposal PRE APPLICATION ADVICE - CONFIDENTIAL: Redevelopment of site for a new data centre complex

I write further to your request for pre-application advice regarding the above which I received on 21st July 2021. On the basis of the information submitted, I would advise as follows:

Relevant Development Plan Policies

South Bucks Core Strategy (Adopted February 2011) - Policies CP7, CP8, CP9, CP10, CP12, CP13 and CP16

South Bucks District Local Plan (Adopted March 1999) - Policies GB1, GB4, EP3, EP4, EP6, TR5 and TR7

Buckinghamshire Minerals and Waste Local Plan 2016-2036 (Adopted July 2019) - Policies 1, 10, 13, 26, 27,

Other Material Considerations

National Planning Policy Framework (2021)

Planning Practice Guidance

National Design Guide (2019)

Employment Guidance Note (Nov 2013)

Emerging Ivers Neighbourhood Plan

Principle of development

The site which is currently used for employment purposes and where the data centres are proposed, is excluded from the Green Belt as shown on the proposals maps adopted alongside the Core Strategy in February 2011. You have attached to the minutes of our meeting on 16 August 2021 (received on 20 August 2021) a plan which shows the proposed development in the context of the surrounding Green Belt designation, and this plan demonstrates that the proposed development (the data centre buildings and associated infrastructure and works) would be entirely on land which is not within the Green Belt. There is therefore no objection in principle to development on the excluded land from the Green Belt.

As part of the proposed development however, as shown on the plans submitted with your enquiry, it is proposed to realign the access road to the site which runs through the land to the east of the enquiry site. This land is within the Green Belt. This element of the proposal is likely to constitute an engineering operation, which provided it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it, would

not be inappropriate development in the Green Belt. Therefore, provided that the proposed access road was not in addition to the existing access road, this element of the proposal would result in the same or similar impact to the existing access road and would therefore preserve the openness of the Green Belt. However, to enable a proper consideration of the impact of this element of the proposal on the Green Belt and whether it constitutes inappropriate development, any application submitted should provide details of the proposed access road (including details such as levels, lighting, materials) and removal of the existing access road and remediation measures to return the land to an appropriate condition.

It is also proposed to provide an emergency access route to the site (either to the east or west of the site) which would also be on land which is within the Green Belt. Although it is proposed that the access route would be constructed using grasscrete, due to the extent of the access road it is considered that this element of the proposal would also constitute an engineering operation and a change of use of the land, which would not be inappropriate development in the Green Belt provided that they preserve the openness of the Green Belt and do not conflict with the purposes of including land within it. Based on the level of information provided with your enquiry, it is not possible to conclude whether this element would constitute inappropriate development. Any application submitted should be accompanied by further information which details the extent and means of construction of the access road (including any required changes in land levels), the impact on existing landscape features and the anticipated frequency of use. It is also not clear from your enquiry whether gates would be required at the junctions of the emergency access with Thorney Lane South and Hollow Hill Lane. If some form of means of enclosure is required, this is likely to represent inappropriate development in the Green Belt.

Notwithstanding that there is no objection in principle to development on the land excluded from the Green Belt, the site is currently used for employment purposes (B Class uses) and the requirements of Core Policy 10 (Employment) are therefore relevant. The Policy states that there will be a general presumption that other employment sites (B Use Class) will also be retained in employment use (B Use Class). The Policy goes on to state that in limited circumstances, including where there is no reasonable prospect of a site being used for the permitted purpose (in accordance with the requirements of footnote 67 which states that in seeking to demonstrate that there is no reasonable prospect of a site being used for the permitted purpose, the applicant will need to have undertaken a prolonged period of unsuccessful marketing), or where the site is creating significant amenity issues, the priority will be for the site or premises to be reused or redeveloped (where appropriate) for an alternative economic use (i.e. a use which provides employment opportunities, generates wealth or produces an economic output or product).

I note from the additional information submitted on 23 September 2021 that you consider that 'the site is creating significant amenity issues' and therefore in accordance with Core Policy 10 the site could be reused or redeveloped for an alternative economic use. In reaching this view, you have referred to references within the Core Strategy relating to amenity issues arising at Iver Village and Richings Park which you consider are associated with HGV movements generated by Thorney Business Park.

It is acknowledged that in accordance with Core Policy 16 (South of Iver (Opportunity Area)) the site is identified as an opportunity area where the Council will generally support appropriate employment generating development or redevelopment, with particular encouragement to be given to uses that would result in a reduction in HGV movements. Specifically, in relation to Thorney Business Park, the Policy states that any proposals for significant development or redevelopment should deliver a significant reduction in the number of HGV movements (generated by the various sites referred to in the Policy) through Iver Village and Richings Park.

The proposed development does have the ability to reduce the number of HGV movements from the site. The Transport Scoping Note received on 6 October 2021 indicates that initial technical work (undertaken on 11 March 2020) identified the number of vehicle movements from the Business Park site, of which 722 were HGV movements. Based on the amount of floorspace to be lost as a result of the redevelopment of the site, the Scoping Note estimates that the part of the existing site to be redeveloped generates approximately 433 HGV movements. Whilst it is acknowledged that this is not an insignificant number of HGV movements, it is not clear how this figure compares with the total number of HGVs on the surrounding highway network which may be generated by or associated with other local employment/commercial sites, or whether this reduction constitutes a 'significant reduction' as required by Core Policy 16. Furthermore, the Scoping Note does not appear to consider the routes used by HGV vehicles accessing this site and what impact their distribution may have on Iver Village and Richings Park.

Further information is therefore required to explain the impact that the current use of the site has on HGV movements within the local area and whether they result in 'amenity issues' (including considerations such as the

Even if it can be demonstrated to the satisfaction of the Council that the existing use of the site results in 'amenity issues', Core Policy 10 states that the alternative economic use of the site is a use which provides employment opportunities, generates wealth or produces an economic output or product. It is noted from your submission dated 23 September 2021 that any application submitted will be supported by an economic benefit statement to support this policy requirement. This statement should consider matters such as the number of people currently employed on the site versus the number employed on site when redeveloped; whether the job creation will be of benefit locally; details/commitments on whether local skills will be able to be used/enhanced, including any training/apprenticeship arrangements; and the benefits to the local economy of the existing uses on the site compared to the proposed use.

Consideration should also be given in the statement to the impact of the redevelopment of the site on the published need for B-Class floorspace in the South Bucks area (the Housing and Economic Land Availability Assessment (HELAA) Update, January 2020 indicates a shortfall of 183,221 sqm of B-Class floorspace against a requirement for 244,000 sqm, which includes a 98,000 sqm shortfall for B8 floorspace). Your comments on the HEELA are noted, however the HEELA forms part of the evidence base for the Chiltern and South Bucks Local Plan 2036 and it identifies the enquiry site (which forms part of a larger site) as having capacity for employment uses, specifically office floorspace (12,000 sqm). Clearly the development proposed by your enquiry differs to the possible employment use specified in the HEELA, which given the scale of development that could be accommodated on the site could impact on the availability of economic land. Whilst it is acknowledged that the HEELA is not policy, it is a material consideration in the consideration of planning applications and its findings therefore should be considered as part of your proposal.

Furthermore, it appears that the siting of the proposed emergency access road to the east would result in the loss of some of the land to the east of the site that is currently in use (and proposed to be retained) for employment purposes. Any application submitted should demonstrate whether the loss of this land would impact on the continued use of these sites and if necessary consider the impact of any possible further loss of employment land.

If it cannot be demonstrated that the existing use of the site results in 'amenity issues', to satisfy the requirements of Core Policy 10 you will need to seek to demonstrate that there is no reasonable prospect of the site being used for its permitted purpose and therefore you will need to demonstrate to the Council's satisfaction, that a prolonged period of unsuccessful marketing has taken place, unless otherwise agreed with officers. South Bucks District Council published guidance note: Implementation of Core Policy 10 (Employment) in 2013. This provides advice for applicants seeking to address the requirements of Core Policy 10 and section 4 of the guidance note addresses the marketing requirements that will need to be evidenced. However, as the site is currently in active use, it seems unlikely that you would be able to demonstrate that there was no reasonable prospect of the site being used for its permitted purpose.

Based on the information submitted with this enquiry, insufficient information has been submitted at this stage to demonstrate that the proposal would meet the requirements of Core Policy 10, and the proposal would result in the loss of land which is currently in use for B Use Class employment purposes, for which the HELAA identifies a need.

Landscape and visual impact

Core Policy 9 states that development that would harm landscape character will not be permitted, unless the importance of the development outweighs the harm caused, the Council is satisfied that the development cannot reasonably be located on an alternative site that would result in less or no harm and appropriate mitigation or compensation is provided. Policy EP3 of the Local Plan states that development will only be permitted where its scale, layout, siting, height, design, external materials and use are compatible with the character and amenities of the site itself, adjoining development and the locality in general.

Limited information has been provided with your enquiry in respect of the possible visual impact of the proposed development. The site is currently developed, however the scale of existing development on the site and the nature of the use is such that it does not appear to have a significant visual impact other than in close views of the site.

However, due to the size and scale of data centre buildings (maximum height of 25 metres), any development of this nature on the site is likely to have a significant visual impact. Due to the surrounding topography and despite intervening features such as the railway and landscaping which runs along some field and highway boundaries, the proposed development may be seen both in short, medium and longer range views. Any application submitted

Measures to mitigate the visual impact of the development through the design of the buildings and the provision of landscaping should also be explored at an early stage in the design and development of the proposals and should be an integral part of the design of the scheme. The proposed site layouts submitted with your enquiry leave little space for any substantial or meaningful landscaping, particularly along the eastern, western and northern boundaries where a temporary access route is shown within the proposed landscape buffer.

Based on the information submitted with this enquiry, it is difficult to properly assess the landscape and visual impact of the proposed development. However, considering the scale and amount of development proposed, I am concerned at this stage that the proposed development could have a harmful impact on landscape character and would therefore be contrary to Core Policy 9.

Design

As you will be aware, the updated NPPF has placed even greater emphasis on design. Paragraph 130 of the NPPF states that planning decisions should ensure that developments add to the overall quality of the area, not just for the short term but over the lifetime of the development, and that they are visually attractive as a result of good architecture, layout and appropriate and effective landscaping. Furthermore, Core Policy 8 requires that all new development is of a high standard of design and makes a positive contribution to the character of the surrounding area.

It is accepted that the design of data centre developments is often limited by the requirements for space within the building and provision for backup power generation and cooling. However, that should not be a reason to ignore the context and identity of a site and its surroundings when developing a proposal, nor should it be a reason to not propose well-designed buildings. The design of the development, including the site layout, should be informed by assessments such as an LVIA, tree survey and sustainable drainage assessment to ensure that the development takes into account all factors/considerations to achieve a high standard of design.

Very limited information has been provided with your enquiry in respect of the proposed design approach, although during our pre-application meeting on 16 August 2021 it was discussed that a more sculpted built form was being explored to influence how the buildings are seen from a distance. Whilst the impact of the development on long distance views is important, due to the more immediate views of the site from adjacent public footpaths and the adjacent site (which may be developed in the future), the site will also be visible in closer views.

Any application submitted will need to demonstrate how the requirements of paragraph 130 of the NPPF and Core Policy 8 have been met. Based on the information provided with the enquiry, it seems that the initial site layouts have been designed to maximise the amount of development on the site, rather than taking the opportunity to create well-designed buildings and development as a whole. For example, the lack of any meaningful space for on-site landscaping and above ground SuDS features is in my opinion symptomatic of the desire to maximise the developable area of the site, rather than considering and providing for all components that would create a well-designed development.

If an outline application is to be submitted, details should be provided with the application to outline the design approach for the site and buildings to provide the Council with some confidence over the eventual design quality of the development if outline planning permission were to be granted.

Any application should also provide details of the long term maintenance of the proposed landscaping, to ensure that the benefits which may occur as a result of landscaping can be retained in the long term.

Other matters that should be considered at an early stage in the design of the proposed development are lighting and security fencing. It is understood that due to the nature of the proposed use a certain level of security will be required. However, any required security features should, where possible, not appear as stark urban features within the site. The extent of lighting should also be minimised as much as possible to reduce the visibility of the site, particularly at night.

Flood Risk and Drainage

The site lies within Flood Zone 1 and therefore the site is at very low risk from flooding from rivers. In accordance with the requirements of Core Policy 13, vulnerable development should be directed away from areas at risk of

flooding wherever possible. Any application submitted should be accompanied by a flood risk assessment that demonstrates that the proposed development would not be at risk from all types of flooding, nor would it increase the risk of flooding elsewhere.

SBC PLANNING
RECEIVED: 12.05.2022

The site is at low to high risk from flooding from surface water, and some parts of the site are identified as areas of critical drainage. Core Policy 13 requires that all new development must be water efficient and incorporate Sustainable Drainage Systems where feasible. You have chosen not to seek pre-application advice from the Lead Local Flood Authority, but they will be a statutory consultee on any application submitted and their detailed comments on your drainage proposals for the site will be considered. Further guidance on SuDS can be found on the Council's website.

Ecology and Biodiversity

Core Policy 9 (Natural Environment) states that new development will not be permitted where it would harm nature conservation interests, unless the importance of the development outweighs the harm caused, the Council is satisfied that the development cannot reasonably be located on an alternative site that would result in less or no harm and appropriate mitigation or compensation is provided, resulting in a net gain in biodiversity. The Policy also seeks the conservation, enhancement and net gain in local biodiversity resources as part of development proposals.

Due to the nature and use of the existing site, it is unlikely that the site has any significant ecological value. However, any application submitted should be accompanied by an ecological assessment which has properly considered the ecological value of the site and whether for example, the buildings on the site are suitable for use by protected species, etc.

The land to the east of the site, within which it is proposed to realigned the existing site access road, is identified as a biological notification site (undisturbed grassland with scattered bushes and denser scrub). The realignment of the access road may therefore impact on the ecological value of the site. Any application submitted should therefore be accompanied by an ecological assessment which considers the realignment of the access road on the ecological value of this part of the site. The assessment should also consider any required mitigation measures.

In accordance with the requirements of Core Policy 9 and paragraph 180 of the NPPF, the development should take the opportunity to incorporate biodiversity improvements, and where possible secure measurable net gains for biodiversity of at least a 10% improvement (noting the Environment Act 2021 which will take effect in due course). Details of biodiversity improvements as part of the development should be provided with any application submitted.

Sustainability

Data centres are known to be energy intensive. Core Policy 12 requires that all developments of 1,000 sqm or more non-residential floor space secure at least 10% of their energy from decentralised and renewable or low carbon sources, unless it can be demonstrated that it is not viable or feasible. Information should be provided with any application submitted to demonstrate how this policy requirement can be met and how the development can meet a high standard of energy efficiency. It should also be demonstrated how water use on the site can be minimised.

Core Policy 13 states that the Council will seek to ensure the prudent and sustainable management of the District's environmental resources by promoting best practice in sustainable design and construction. Details of sustainable design and construction methods to be implemented as part of the development should be included as part of any application submitted.

Highways

Policy TR5 of the Local Plan states that in considering proposals that would result in the generation of additional traffic, the Council will have regard to the effects on safety, congestion and the environment and will only be permitted where the operational capacity of the highway would not be exceeded, or where the proposal would not exacerbate the situation on a highway where operational capacity has already been exceeded. Any application submitted should therefore include evidence to demonstrate that the requirements of Policy TR5 are met. This should also include consideration of the highways impact of the construction of the development which could be significant, albeit temporary.

It is understood that you have spoken with the Council's Highways Team in relation to the proposed development, and you have provided me with minutes of a recent meeting with an officer from the Highways Team. It appears

from the minutes of this meeting (although it has not yet been confirmed to me whether these minutes have been agreed by the Highways Officer) that there is no objection to the re-use of the existing access to Thorney Lane South.

SBC PLANNING
RECEIVED: 12.05.2022

As you are aware, discussions are ongoing with various bodies and at various levels about the construction of a relief road for Iver, with one of the suggested routes being located close to the enquiry site. It appears from the minutes however that the realigned access road would still retain the ability to provide the link road if required, and also space for a station if Iver Station were to be relocated in the future. However, any application submitted should demonstrate how the proposal would not prejudice the delivery of these infrastructure projects.

In respect of the proposed emergency vehicle access, it appears from the minutes that the principle of an access is acceptable from a highways perspective, further consideration should be given if possible to its position.

Core Policy 7 encourages safe and attractive improvements to pedestrian and cyclist routes and facilities and opportunities to improve both pedestrian and cycle links to the site should be considered as part of the development. From the information provided, it is not clear whether pedestrian and cycle access to the site for future employees is appropriate and suitable, having regard also to accessibility to local public transport provision. Details of the accessibility of the site should be provided with any application submitted, along with a Travel Plan which seeks to encourage accessibility of the site by other modes of transport than the private car.

In accordance with the requirements of Policy TR7 of the Local Plan and the Council's parking standards, sufficient space should be provided within the site to ensure adequate parking provision can be accommodated, and it is understood that the Highways officer considers the approach to parking set out in the Transport Scoping Note to be appropriate. Provision should also be made as part of the development for electric vehicle charging points and cycle parking provision.

Other matters

Colne Valley Regional Park, Grand Union canal and public rights of way network

The site lies within the Colne Valley Regional Park, which is an area of countryside to the west of London. The Park has six objectives which includes to maintain and enhance the landscape of the Park and to safeguard the countryside of the Park from inappropriate development. Where development is permissible, the Park will encourage the highest possible standards of design. Core Policy 9 (Natural Environment) states that the rural/urban fringe will be improved by supporting and implementing initiatives in the Colne Valley Park Action Plan.

Whilst the existing site is developed and is of limited amenity value, the proposed development provides an opportunity to improve the appearance of the site and its impact on its surroundings, particularly when viewed from the public rights of way to the west and north of the site. The impact of the proposed development on the objectives of the Park should be considered and it would be beneficial if the Park were consulted on the proposed redevelopment of the site at an early stage to obtain their views on the proposal and any measures that could be implemented to improve the countryside of the Park in this area.

The applicant is encouraged to consult the Colne Valley Regional Park CIC to help inform the proposals.

The Grand Union canal runs to the north of the site, alongside which runs a public right of way which also extends to the south (along the western boundary of the site) and to the north beyond the Grand Union canal. Together with the location of the site within the Colne Valley Regional Park, it should be considered whether the proposed development can provide improvements to, and the attractiveness of this existing network of public rights of way therefore improving access to and the surrounding countryside.

Specific consideration should also be given to whether the proposed development would impact directly on the Grand Union canal. It is noted that you have sought early engagement from the Canals and Rivers Trust on the proposed development, and this is welcomed.

Contaminated Land

The site is identified as contaminated land. Core Policy 13 (Environmental and Resource Management) seeks to protect and enhance water quality and encourage the remediation of land affected by contamination to bring it back to beneficial use. Any application submitted should be accompanied by a Contaminated Land Assessment

Residential amenity and relationship of site to future development

The site appears to be located some distance from existing residential properties, with the nearest dwellings being to the south-east of the site, beyond the railway line, although it is unclear whether the site is in close proximity to existing [residential] moorings on the Grand Union canal to the north of the site. Having regard to the distance to existing residential properties and having regard to the existing activities and uses on the site, it is unlikely that the proposal would result in significant harm to the amenities of the occupiers of nearby properties. Any application submitted should however be accompanied by a noise survey to demonstrate that the relationship would be acceptable from a noise perspective.

Furthermore, I am aware that options for the development of land to the east of the site are being considered and this may include residential development. Any application submitted should therefore consider the relationship between the two sites and the impact of the proposed development on any possible future development of this site.

The south western corner of the site falls within a BPA pipeline buffer. You are therefore advised to contact BPA to discuss whether the proximity of the pipeline may impact on the proposed development.

HS2 Safeguarding Zone, Crossrail buffer and Western Rail Link to Heathrow

Part of the site is shown to be within the HS2 Safeguarding Zone and Crossrail buffer. As discussed at the pre-application meeting, it is acknowledged that discussions about the site are ongoing with Network Rail and that the site owner continues to engage with them. The impact of the proposed development on these infrastructure projects will need to be assessed, and any application should demonstrate that the proposed development would not impact on the successful delivery of these projects.

During the pre-application meeting it was discussed that land to the west of the site is proposed to be part of the construction compound for the future Western Rail Link to Heathrow - it is understood that you have had discussions with Network Rail about this specific project. Any application submitted should demonstrate that the proposed development would not impact on the possible future construction of this rail link, including any safeguarded land.

Connection to power supply

It is understood that the Iver Grid Supply Point is very constrained and new connections may not be possible until additional capacity is provided, which may be some years away. It would therefore be helpful, in particular to understand possible timescales for delivery of this development if planning permission were to be granted, if you could provide evidence with any application of agreements to connect to power supplies. If such an agreement is yet to be obtained, it would be helpful if details of any ongoing discussions about connections could be provided.

Training/Education/Community benefits

It is not clear from the information submitted with your enquiry whether the proposed development would result in benefits to the local area, for example in relation to the provision of training/education to ensure that the future local workforce has the right skills to undertake roles within the data centre; the possible provision of apprenticeship courses and benefits to the local community from for example, the use of excess heat. Any application submitted should clearly outline any possible benefits as a result of the development, and detail how these benefits would be secured.

Area of focus for Waste Management

The site is identified in the Buckinghamshire Minerals and Waste Local Plan (2016 - 2036) (adopted July 2019) ('M&W LP) as a secondary area of focus for waste management - an area that is suitable for waste management use.

It is noted however that paragraph 5.88 of the M&W LP acknowledges that the site was proposed to be included as part of a mixed-use development in the Chiltern and South Bucks Joint Local Plan 2013-2034, and if this site had

come forward for development the use of the site as a secondary area of focus for waste management would be lost. As you will be aware however, the emerging plan has been withdrawn. Work has begun on a new plan.

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Therefore, the site remains as an allocated secondary area of focus for waste management and as mentioned in your pre-application enquiry the site currently accommodates five licensed waste management facilities. The M&W LP at paragraph 5.84 notes that there are more locational opportunities identified in the north of the county than there are in the south, and therefore the loss of this site could have an impact on the availability of such sites in the south of the county. Any application for the re-development of the site should therefore consider and demonstrate how the requirements of Policy 26 of the M&W LP are met.

Minerals safeguarding

The site is located within a mineral safeguarding area. In accordance with Policy 1 of the Minerals and Waste Local Plan any application submission should demonstrate that the proposed development would not prevent mineral resources being sterilised.

Ivers Neighbourhood Plan

As you are aware, a Neighbourhood Plan for the Ivers is currently being produced and the Regulation 14 consultation has recently taken place. Whilst due to the stage of preparation the weight that can be given to the policies in the emerging plan is limited, you are advised to consider the possible impact of these emerging policies on the proposed development. As the neighbourhood plan advances through the stages of preparation, the weight to be given to the policies within it will increase. It is also suggested that you engage with the neighbourhood plan process.

CIL Contributions

The Council is the Charging Authority for the Community Infrastructure Levy (CIL). CIL is a charge of development, it is tariff based and enables local authorities to raise funds to pay for infrastructure. I am aware that you have already been in contact with the Council's Community Infrastructure/S106 officers to discuss this site, however if you require any further information on CIL and the adopted Charging Schedule this can be found on the Council's website.

Conclusion

It is considered that the proposed development would result in the loss of land which is currently in use for B Use Class employment purposes and would likely result in harm to landscape character. A number of other relevant considerations/matters have also been identified including potential inappropriate development in the Green Belt.

In reaching this view however, it is acknowledged that limited detailed/technical evidence has been submitted with your enquiry and the comments made are without the benefit of the assessment of any detailed evidence/justification. The Council also recognise the need for data centres and the economic benefits associated with them.

Following the submission of more detailed information/evidence (possibly as part of an application submission) and with the benefit of consultation responses from statutory consultees and third parties, Officers will be in a better position to consider the proposal in more detail.

Validation requirements

Advice on validation requirements can be found on the Council's website. Having regard to the local validation requirements, in addition to the documents listed in your letter dated 19 July 2021, any application submitted should also be accompanied by a minerals assessment and waste and recycling strategy.

In relation to the requirement for an archaeological assessment, the site lies close to an archaeological notification area. It may therefore be possible that there are archaeological remains within the site and accordingly it is recommended that an initial desk top archaeological assessment is undertaken to accompany any application.

I trust the above comments and information is of assistance to you. These are informal only, and do not constitute a formal determination under the Town and Country Planning Acts.

Yours sincerely,

Elizabeth Aston
Planning Officer

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Appendix 2: Planning Policy Extracts

Policy Name	Summary of Policy Wording
Policy GB1 - Green Belt Boundaries and the Control over Development in the Green Belt	<p>The area in which Green Belt policies will be applied is defined on the Proposals Map.</p> <p>Within the Green Belt, planning permission will not be granted for development other than for the change of use of existing buildings or land or the construction of new buildings or extensions to existing buildings as set out below:-</p> <ul style="list-style-type: none">(a) Development for agriculture or forestry, in accordance with Policies GB6 and GB8 of this plan;(b) Essential facilities for outdoor sport, outdoor recreation or outdoor leisure, in accordance with the policies in Chapter 7 of this Plan;(c) Mineral working and subsequent restoration of the land, in accordance with the policies in the Buckinghamshire Replacement Minerals Local Plan;(d) Cemeteries;(e) Limited extension, alteration or replacement of existing dwellings, in accordance with Policies GB10 and GB11 of this Plan;(f) Limited infilling in existing villages, in accordance with Policy GB3 of this Plan;(g) Other uses of land and essential facilities for them which would not compromise the purposes of including land in the Green Belt and which would permanently retain its open and undeveloped character;(h) The re-use of buildings of permanent and substantial construction in accordance with policy GB2. <p>Development falling into the categories above will only be permitted where:-</p> <ul style="list-style-type: none">(i) the proposal would not adversely affect the character or amenities of the Green Belt, nearby properties or the locality in general and would be in accordance with EP3 (Use, Design and Layout of Development); <p>and</p>

	<p>(ii) the scale, height, layout, siting, form, design and materials of any new building would not adversely affect the character or amenities of the Green Belt, nearby properties or the locality in general and the proposal would be in accordance with Policy EP3; and</p> <p>(iii) proposals for extensions to existing buildings would harmonise with the scale, height, form and design of the original building; and</p> <p>(iv) the proposal would comply with all other relevant policies in this Plan.</p>
<p>Policy GB4 - Employment Generating and Commercial Development in the Green Belt (excluding green belt settlements)</p>	<p>Proposals to establish new employment generating or other commercial sites or extend the curtilages of existing sites will not be permitted in the Green Belt. Where the proposal involves the re-use of buildings in the Green Belt new employment generating development may be acceptable subject to the provisions of Policy GB2 (Re-use of Buildings in the Green Belt).</p> <p>Extensions or additional buildings for existing employment generating or other commercial development will not be permitted in the Green Belt, unless, in the case of extensions, they are in connection with the re-use of buildings subject to Policy GB2 (Re-use of Buildings in the Green Belt).</p> <p>The change of use of employment generating or other commercial premises will only be permitted in the Green Belt in accordance with Policy GB2 and where:-</p> <p>(a) the proposal would be for another employment generating use; and</p> <p>(b) the proposal would be compatible with, and would not adversely affect the character or amenities of the Green Belt, of nearby properties or the locality in general, and would be in accordance with policy EP3 (Use, Design and Layout of Development) and;</p> <p>(c) the proposal would comply with all the other policies in this plan. Particular attention is drawn to policies TR5 (Accesses, Highway Works and Traffic Generation), TR7 (Parking Provision), and EP4 (Landscaping).</p>
<p>Policy EP3 - The Use, Design and</p>	<p>Development will only be permitted where its scale, layout, siting, height, design, external materials and use are compatible with the character and amenities of the site itself, adjoining development and the</p>

Layout of Development	<p>locality in general. Poor designs which are out of scale or character with their surroundings will not be permitted.</p> <p>In assessing proposals, the Council will have regard to:-</p> <p>(a) Scale of Development</p> <p>Development should be in scale with surrounding development, including any buildings which are to be retained on the site, and should not adversely affect the character or amenities of any nearby properties or the locality in general. The retention and provision of space between buildings should respect the scale of spaces in the locality.</p> <p>(b) Layout of Development and Siting of Buildings</p> <p>The layout of development and the siting of buildings should make positive use of the intrinsic qualities and features of the site including its topography, landscaping, water features, and views into or out of the site.</p> <p>The siting of buildings should not adversely affect the character or amenities of any nearby properties or the locality in general. The layout should not be dominated by large areas set aside for parking, servicing or access, and where extensive space is required for such activities, it should be subdivided by landscaping. The layout of new development should, where possible, create attractive groupings of buildings and spaces between buildings.</p> <p>(c) Height of Development</p> <p>The height of new development should respect the height of surrounding development, including any buildings on the site which are to be retained, and the height of buildings in the locality generally. Proposed extensions to existing buildings should reflect the height of those buildings.</p>
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(d) Building Form, Design and Fenestration

Buildings should be of a form and design which would respect and harmonise with surrounding properties, including any buildings on the site which are to be retained, and with buildings in the locality in general. Proposed extensions to existing buildings should reflect the form and design of those buildings. The fenestration of extensions to existing buildings should respect the fenestration of those existing buildings. The fenestration of buildings should safeguard against the loss of privacy to residential properties by reason of overlooking.

(e) Materials

The external materials to be used in new developments should be of a type and quality which harmonise with the materials of surrounding development including any existing buildings on the site which are to be retained. Where an existing building is to be extended, the extension should usually be constructed in materials to match the existing building as closely as possible.

(f) Use of Land and Buildings

The use of land and buildings should be compatible with the uses of adjacent land and buildings and with the character and amenities of the locality in general. Permission will not be granted for uses which would be, or which would have the potential to be, detrimental to the character and amenities of nearby properties or the locality in general by reason of noise, vibration, smell, pollution, disturbance, visual intrusion, loss of privacy, the impact of traffic, or other nuisance.

The scale of a proposed use should be compatible with and not adversely affect the character or amenities of neighbouring properties or the locality in general.

	<p>Where permission is granted, conditions may be imposed in order to minimise to an acceptable level the impact on adjacent uses.</p>
<p>Policy EP4 - Landscaping</p>	<p>Development proposals will be expected to:-</p> <ul style="list-style-type: none">(a) incorporate appropriate hard and soft landscaping as an integral part of the development proposal; and(b) take account of, and retain, existing planting and landscape features, which are or may become important elements in the character and appearance of the site or the wider area; and(c) where appropriate provide for the planting of appropriate additional trees and shrubs including native species and;(d) make proper provision for the subsequent maintenance and retention of the existing and proposed planting.
<p>EP5 - Sunlight and Daylight</p>	<p>Development will only be permitted where its design and layout:-</p> <ul style="list-style-type: none">(a) would provide for adequate daylight, and where possible sunlight, to reach into spaces around and between buildings and other physical features; and(b) would not result in a significant loss of daylight or sunlight to adjacent buildings or land; and

	<p>(c) would comply with all the other policies in this Plan. Particular attention is drawn to policy EP3 (the Use, Design and Layout of Development).</p>
<p>Policy EP6 – Designing to Reduce Crime</p>	<p>Development should be designed and laid out to reduce the opportunity for crime against both people and property. In particular, developments should:-</p> <ul style="list-style-type: none">(a) clearly demarcate private from public areas; and(b) ensure that areas to which the public have easy access are overlooked for security reasons; and(c) incorporate the provision of facilities which would discourage crime. <p>The proposal should also comply with all the other policies in this Plan. Particular attention is drawn to policy EP3 (the Use, Design and Layout of Development).</p>

TR5 – Accesses, Highway works and Traffic Generation	<p>In considering proposals involving a new or altered access onto the highway, works on the highway, the creation of a new highway or the generation of additional traffic the District Council will have regard to their effect on safety, congestion and the environment. Development will only be permitted where:-</p> <ul style="list-style-type: none">(a) the proposal complies with the standards of the relevant Highway Authority; and(b) the operational capacity of the highway would not be exceeded, or where the proposal would not exacerbate the situation on a highway where the operational capacity had already been exceeded; and(c) traffic movements, or the provision of transport infrastructure, would not have an adverse effect on the amenities of nearby properties on the use, quality or character of the locality in general, including rural lanes.

	<p>Where off-site improvements to the highway are required to serve a development, the District Council will not grant permission unless the applicant enters into a planning obligation to secure the implementation of those works.</p> <p>Proposals involving either the construction of a new site access, or a material increase in the use of an existing site access, directly onto the strategic highway network will not be acceptable if they would be likely to result in the encouragement of the use of the network for short local trips or compromise the safe movement and free flow of traffic on the network or the safe use of the road by others.</p>
<p>TR7 – Parking Provision</p>	<p>Development will only be permitted only where:-</p> <ul style="list-style-type: none"> (a) it complies with the parking standards set out in Appendix 6; and (b) parking provision is made on land owned or controlled by the applicant and the proposals would not reduce the level of parking provision serving other development; and (c) parking provision is made on the development site or, where this is not possible, on other land in the immediate vicinity provided that it is likely to be used to meet parking needs associated with the development; and (d) it would not be likely to result in non-residential on-street parking in residential areas.
<p>Parking Standards (Appendix 6)</p>	<p>Where planning applications are made for new development, redevelopment, extensions to existing development, conversions or changes of use, the adequacy of the proposed parking facilities should be assessed against the parking standards set out in this Appendix. The standards indicate the normal operational minimum requirement for parking spaces, though they can be varied in the circumstances set out in the Plan. The maximum standard can be taken to be 10% above the operational minimum standard. Proposals should ensure that development proposals meet the minimum standard and do not exceed the maximum standard.</p> <p>Where a type of development is proposed which is not included in these standards the parking requirement will be assessed by taking into account the information submitted with the application, site and locality characteristics and experience with similar developments.</p> <p>It is not uncommon for a proposed use of land/buildings to involve a secondary or ancillary use.</p>

	<p>When an ancillary use is involved the whole of the proposed development will be required to meet the parking standards for the primary use, rather than part meeting the standards for the primary use and part meeting the standards for ancillary use.</p> <p>The standards are all based on gross floor area unless otherwise specified. Where parking standards are based on the gross floor area, the gross floor area will be taken to be the total floor area of the building(s) including basement, ground and upper floors proposed. The gross floor area will be measured using the external dimensions of the building(s).</p> <p>Provision will be required on site for delivery to and servicing of a site in connection with the proposed use. Where the standards require provision to be made for the parking of vehicles (including cars, vans, lorries, motorbikes or other specialist vehicles such as ambulances) provision should also be made for access into those spaces and the manoeuvring of such vehicles on the site.</p> <p>6% of the total spaces should be Special Needs parking spaces.</p>
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South Bucks Core Strategy (adopted February 2011)

<p>CP6 - Local Infrastructure Needs</p>	<p>Existing physical, social and Green Infrastructure will be protected (unless it is clear that it is no longer needed, or alternative appropriate provision is made elsewhere). The Council will work in partnership with service and infrastructure providers to ensure new or improved infrastructure is delivered where and when it is needed, including that set out in the Infrastructure Schedule (see Appendix 6).</p> <p>Existing facilities and services which serve older people will be protected. The provision of additional facilities and services for older people will be supported, where opportunities arise through redevelopment in sustainable locations.</p> <p>New development will be required to provide for the necessary infrastructure needs arising from the proposal, either directly or via an appropriate financial contribution. The Council will use planning conditions and obligations where appropriate to secure the timely provision of essential infrastructure directly and reasonably related to a development.</p>
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	<p>The Council will also work with infrastructure providers, local communities and other key stakeholders to develop a Community Infrastructure Levy, as a further source of funding for improvements in local infrastructure</p>
<p>CP7 - Accessibility and Transport</p>	<p>The Council will seek to improve accessibility to services and ensure a safe and sustainable transport network by supporting the rebalancing of the transport system in favour of more sustainable modes of transport, whilst recognising that in rural parts of the District, the car will remain the primary mode of travel. This rebalancing will be achieved by:</p> <ul style="list-style-type: none"> • Focusing new development that generates substantial transport movements in locations that are accessible by public transport, walking and cycling. • Working with the highway authority, Rights of Way and Access Group, and others to improve transport choices for local residents, especially in rural parts of the District. • Encouraging safe and attractive improvements to pedestrian and cyclist routes and facilities. • Supporting the greater use of rail services, including improvements to parking at train stations and connecting bus services where viable. • Ensuring that the impact of new development on the road network is minimised and mitigated through the use of ‘mobility management’ measures such as Travel Plans, parking charges and car parking levels. • Supporting public transport schemes, including Crossrail, as long as there are strong environmental safeguards in place. <p>Existing traffic congestion to the east of Beaconsfield will be addressed through a range of measures, which could include provision of an A355 / A40 Relief Road later in the Plan period. The adverse impacts associated with HGV movements in and around Iver Village and Richings Park will be addressed through land use changes. Should these prove unsuccessful, or other opportunities arise, further consideration will be given to the scope for provision of a relief road or other alternative means of access to the employment sites in the South of Iver Opportunity Area. Impacts on Junction 1 of the M40 will be kept under review, with mitigation measures, including infrastructure improvements, potentially being needed later in the Plan</p>

	<p>period. Further details of the measures that will be taken to implement this policy, including when travel plans will be required and the application of new parking standards, will be addressed in the Development Management DPD.</p>
CP8 - Built and Historic Environment	<p>The protection and, where appropriate, enhancement of the District's historic environment is of paramount importance. In particular, nationally designated historic assets and their settings, for example Scheduled Ancient Monuments and Grade I, II* and II listed buildings, will have the highest level of protection.</p> <p>Locally important heritage features and their settings also make an important contribution to the creation of distinctive and sustainable places and will also be protected, conserved and enhanced where appropriate. The protection and where appropriate enhancement of historic landscapes (including archaeological sites, Historic Parks and Gardens and Ancient Woodlands) and townscapes, especially those that make a particular contribution to local character and distinctiveness, will be informed by evidence, for example, characterisation studies such as the Bucks Historic Landscape Characterisation Study.</p> <p>All new development must be of a high standard of design and make a positive contribution to the character of the surrounding area. To help achieve this, character areas will be identified in settlements excluded from the Green Belt in a subsequent DPD.</p> <p>The Council will also continue its programme of reviewing existing Conservation Areas and designating new Conservation Areas where appropriate.</p> <p>New development should be designed to help tackle the causes of, and be resilient to the effects of, climate change.</p> <p>On land excluded from the Green Belt, new housing should be built at an average density of between 25 and 35 dwellings per hectare. However, actual densities may be higher or lower than this, to reflect factors such as the accessibility of the site and the character of the surrounding area. Development proposals will</p>

	<p>be expected to accord with Secured by Design principles to achieve crime prevention, reduce the fear of crime and improve other aspects of community safety.</p>
CP9 – Natural Environment	<p>The highest priority will be given to the conservation and enhancement of the natural beauty of the Chilterns Area of Outstanding Natural Beauty, and the integrity of Burnham Beeches Special Area of Conservation.</p> <p>The conservation and enhancement of the Chilterns AONB and its setting will be achieved by ensuring that all development complies with the purposes of the AONB and its Management Plan. The conservation and enhancement of Burnham Beeches SAC, and its surrounding supporting biodiversity resources, will be achieved through restricting the amount of development in close proximity to the site, and ensuring that development causes no adverse effect on the integrity of the SAC. Further details on mechanisms for achieving this will be given in the Development Management DPD.</p> <p>More generally, the landscape characteristics and biodiversity resources within South Bucks will be conserved and enhanced by:</p> <ul style="list-style-type: none">• Not permitting new development that would harm landscape character or nature conservation interests, unless the importance of the development outweighs the harm caused, the Council is satisfied that the development cannot reasonably be located on an alternative site that would result in less or no harm and appropriate mitigation or compensation is provided, resulting in a net gain in Biodiversity.• Seeking the conservation, enhancement and net gain in local biodiversity resources within the Biodiversity Opportunity Areas, on other non-designated land, on rivers and their associated habitats, and as part of development proposals.• Maintaining existing ecological corridors and avoiding habitat fragmentation.• Conserving and enhancing landscapes, informed by Green Infrastructure Plans and the District Council’s Landscape Character Assessment.

	<ul style="list-style-type: none"> • Improving the rural/urban fringe by supporting and implementing initiatives in the Colne Valley Park Action Plan. • Seeking biodiversity, recreational, leisure and amenity improvements for the River Thames setting where opportunities arise, for example at Mill Lane (see Core Policy 15). <p>Further guidance on the protection and enhancement of landscape and biodiversity resources will be given in the Development Management DPD.</p>
<p>CP10 - Employment</p>	<p>Important employment sites will be retained in employment use (B Use Class). A subsequent Development Management DPD will identify the important employment sites in South Bucks District.</p> <p>There will be a general presumption that other employment sites (B Use Class) will also be retained in employment use (B Use Class). In limited circumstances, including where there is no reasonable prospect of a site being used for the permitted purpose⁶⁷, or where the site is creating significant amenity issues, the priority will be for the site or premises to be reused or redeveloped (where appropriate) for an alternative economic use (i.e. a use which provides employment opportunities, generates wealth or produces an economic output or product).</p> <p>The change of use of employment land and floorspace (B Use Class) to retail use (outside of the District and Local Centres defined in Core Policy 11) will only be permitted in limited circumstances - where there is evidence that the proposal would not have a significant adverse impact upon nearby District and Local Centres, and there are no sequentially preferable alternative sites available.</p> <p>Should a significant imbalance between local job opportunities and the size of the resident workforce arise, the District Council will identify any employment land to be released for alternative uses, or the preferred location for new employment generating floorspace, through the LDF process.</p>

	<p>New employment development will be accommodated in the District and Local Centres, on the Opportunity Sites and through appropriate intensification on existing employment sites excluded from the Green Belt, where there is good access by a variety of transport modes.</p> <p>The Council will work with key stakeholders to improve access to high speed and next generation broadband throughout the District by supporting the provision of necessary new ICT infrastructure.</p> <p>The Council will seek to increase the presence of high value and knowledge based businesses in South Bucks. Support will be given to small-scale and start-up businesses, by promoting and supporting home-working (where there is no adverse impact on residential amenity) and encouraging the provision of managed workspace. The Council will also support rural diversification schemes, providing they benefit the local community.</p> <p>Further guidance on the application of this Core Policy will be provided in the Development Management DPD</p>
CP12 – Sustainable Energy	<p>The Council will promote and encourage energy efficiency and renewable / low carbon energy in all new development through a range of measures in order to contribute towards meeting national targets for reducing CO2 emissions. These will include the following:</p> <ul style="list-style-type: none">• Requiring that all developments of 10 or more dwellings and 1,000sqm or more non-residential floor space secure at least 10% of their energy from decentralised and renewable or low-carbon sources, unless demonstrated that it is not viable or feasible.• In addition, requiring developers of the Opportunity Sites and other significant sites (as defined in the supporting text to Core Policy 17) to incorporate decentralised and renewable or low carbon technologies into their schemes, unless demonstrated that it is not viable or feasible.

	<ul style="list-style-type: none">• Encouraging homeowners to improve the energy efficiency of their properties, including seeking proportionate energy efficiency improvements when granting planning permission for conversions and extensions.• Encouraging renewable and low carbon energy infrastructure, including stand alone facilities, in suitable locations, provided that these are designed to minimise any adverse impacts. <p>Further guidance on implementing this policy, including criteria to be used to assess renewable / low carbon energy proposals coming forward and examining future capacity, will be set out in a Supplementary Planning Document. The requirements in this policy will be kept under review in the light of new evidence and technological advances and may be updated in a future Development Plan Document.</p>
CP13 - Environmental and Resource Management	<p>The Council will seek to ensure the prudent and sustainable management of the District's environmental resources by:</p> <ul style="list-style-type: none">• Promoting best practice in sustainable design and construction. All new development must be water efficient and incorporate Sustainable Drainage Systems (SuDs) where feasible. All new residential development should achieve a minimum water efficiency target of 105 litres per person per day.• Protecting and enhancing water quality and encouraging the remediation of land affected by contamination to bring it back to beneficial use. Particular regard should be had to maintaining the integrity of Burnham Beeches SAC.• Seeking improvements in air quality, especially in the Air Quality Management Area adjacent to the motorways and close to Burnham Beeches SAC. <p>New development will be directed away from existing sources of noise and air pollution to avoid adverse impacts on local communities. The Council will work closely with other local authorities to minimise aircraft noise from Heathrow Airport.</p>

	<p>Vulnerable development will be steered away from areas at risk of flooding wherever possible, in accordance with PPS25.</p>
<p>CP16 - South of Iver (Opportunity Area)</p>	<p>The District Council will generally support appropriate employment generating development or redevelopment on Court Lane, Thorney Business Park and the Ridgeway Trading Estate, with particular encouragement to be given to uses that would result in a reduction in HGV movements.</p> <p>The Court Lane site is identified on the Proposals Map as a Major Developed Site in the Green Belt. Comprehensive redevelopment proposals should result in a significant reduction in HGV movements. Any scheme should:</p> <ul style="list-style-type: none">• Result in no greater impact on the openness of the Green Belt.• Provide for habitat improvements and improved access to the open space and water areas in the Colne Valley Park.• Provide improved pedestrian and cyclist access routes to Iver High Street and Iver Station, to enhance the sustainability of the site.• Safeguard and improve the setting of the Grade II Listed Iver Court Farmhouse.• Recognise the context of the site, and address issues including possible land contamination and the odour and air quality issues associated with the nearby water treatment works and M25.• Incorporate decentralised and renewable or low carbon technologies (for example, combined heat and power), unless it is clearly demonstrated that this is not viable or feasible. This should ensure that at least 10% of the energy needs for the development are secured from these sources, in accordance with Core Policy 12. <p>The Court Lane site is wholly inappropriate for residential development.</p> <p>A Development Brief must be produced for the site by the landowners / developers, in conjunction with the Council, prior to a planning application being submitted. The Development Brief will be adopted as a Supplementary Planning Document. Any proposals for significant development or redevelopment on the</p>

	<p>Thorney Business Park should deliver a significant reduction in the number of HGV movements (generated by the site) through Iver Village and Richings Park.</p>
<p>Buckinghamshire Minerals and Waste Local Plan (2016-2036) (Adopted July 2019)</p>	
<p>Policy 1 – Safeguarding Mineral Resources</p>	<p>Minerals are a finite natural resource; in order to secure their long-term conservation Mineral Safeguarding Areas (MSAs) have been defined within Buckinghamshire to prevent mineral resources of local and national importance from being needlessly sterilised by non-minerals development. Mineral resources of local and national importance identified within Buckinghamshire include: sand and gravel deposits of the Thames Valley (situated in the southern half of the county), the Great Ouse Valley east of Buckingham, the sand and gravel deposits in the north of the county, clay-with-flints around Bellingdon and white limestone in the far north of the county.</p> <p>Proposals for development within MSAs, other than that which constitutes exempt development, must demonstrate that:</p> <ul style="list-style-type: none"> – prior extraction of the mineral resource is practicable and environmentally feasible and does not harm the viability of the proposed development; or – the mineral concerned is not of any value or potential value; or – the proposed development is of a temporary nature and can be completed with the site restored to a condition that does not inhibit extraction within the timescale that the mineral is likely to be needed; or – there is an overriding need for the development. <p>A Mineral Assessment will be required to accompany the planning application for the proposed non-minerals development, detailing:</p> <ul style="list-style-type: none"> – the size, nature and need for the (non-minerals) development, – the effect of the proposed development on the mineral resource beneath or adjacent to the site,

	<ul style="list-style-type: none"> – site-specific geological survey data (in addition to the MSAs and BGS mapping data) to establish the existence or otherwise of a mineral resource (detailing resource type, quality, estimated quantity and overburden to reserve ratio), – whether it is feasible and viable to extract the mineral resource ahead of the proposed development to prevent sterilisation and the potential for use (of the mineral resource) in the proposed development, and – where prior extraction can be undertaken how this will be carried out as part of the overall development scheme, with reference to the proposed phasing of operations and construction of the non-mineral development. <p>In the event that the non-mineral development is delayed or not implemented the site must be restored to a stable landform and appropriate after-use.</p>
<p>Policy 10 - Waste Prevention and Minimisation in New Development</p>	<p>Proposals for new development should support the efficient use and recovery of resources throughout the life of the development including construction and operation and/or occupation through:</p> <ul style="list-style-type: none"> – Design principles and construction methods that minimise the use of primary minerals and encourage the use of building materials made from recycled and alternative materials; and – Construction and demolition methods that minimise waste production, maximise the re-use and recovery of materials (as far as practicable) on-site and minimise off-site disposal; and – Design and layout that complements sustainable waste management by providing appropriate storage and segregation facilities. <p>Proposals for major development should identify measures to support implementation of the waste hierarchy during construction and demolition (where applicable), including quantity and type(s) of waste expected to be generated.</p> <p>Proposals for major development that seeks to deliver the housing requirement or employment land will be encouraged to incorporate neighbourhood waste management facilities (where appropriate).</p>

<p>Policy 13: Spatial Strategy for Waste Management</p>	<p>The growth of Buckinghamshire’s sustainable waste management network will be delivered by primarily focusing development of facilities for the preparation of wastes for reuse and recycling and other recovery on the main urban areas and growth locations of High Wycombe, Aylesbury and Buckingham within existing general industrial and employment areas along with urban extensions.</p> <p>As a secondary focus, facilities for the preparation of wastes for re-use and recycling in key settlements outside of the primary areas of focus (i.e. High Wycombe, Aylesbury and Buckingham), will be supported where located within existing general industrial and employment areas, particularly where involving the re-use of previously developed land and/or the co-location of waste management facilities.</p> <p>New standalone waste management facilities should be directed towards the primary and secondary areas of focus. Other sites that are not within the primary and secondary areas of focus may come forward over the plan period and should demonstrate why the proposed location is acceptable with regard to the spatial strategy for waste management and other relevant MWLP policies.</p> <p>Opportunities to co-locate waste management facilities together and with complementary activities will be supported where compliant with relevant MWLP policies. This includes co-location together with existing waste management facilities that would contribute towards integrated waste management solutions as well as colocation with complementary activities at industrial estates, waste management sites, and mineral extraction and processing sites (for proposals for aggregate and/or inert recycling facilities).</p> <p>New strategic development areas should incorporate neighbourhood waste management facilities that support the efficient use and recovery of resources and enable communities and businesses to take more responsibility for their own waste. Within rural areas the development of facilities for the biological treatment of waste will be supported where: (i) associated with existing rural employment uses or farmbased enterprises; and/or (ii) involving the re-use of previously developed land, redundant agricultural and forestry buildings and their curtilages.</p>
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	<p>The scale and catchment of facilities should reflect the role of the locale with respect to Buckinghamshire's settlement hierarchy.</p> <p>Sufficient non-hazardous landfill capacity exists within the county and so no new capacity is considered necessary.</p> <p>The deposit of inert waste to land should be focused at mineral extraction sites with extant planning permission to facilitate restoration.</p>
<p>Policy 26 - Safeguarding of Minerals Development and Waste Management Infrastructure</p>	<p>The following sites are safeguarded for minerals and waste development:</p> <ul style="list-style-type: none">– mineral extraction sites with extant permission; and– site specific allocations for mineral extraction; and– other forms of minerals development and associated infrastructure; and– waste management sites with extant permission and associated infrastructure. <p>Proposals for other forms of development within a site safeguarded for minerals or waste development will be permitted where it can be demonstrated that:</p> <ul style="list-style-type: none">– (for mineral extraction) the site is no longer required to support the delivery of the adopted provision rate and/or to maintain landbanks (with reference to the prevailing Local Aggregates Assessment); or– an alternative site could be provided that would be as appropriate for the use as the safeguarded location without significant interruption to operations and (for waste management) can service the existing catchment area; or– there is no longer a need for the facility in either the vicinity or the wider area as appropriate.

<p>Policy 27 – Minimising Land Use Conflict</p>	<p>Proposals for new development within 300 metres of minerals and waste development (permitted or allocated) and 400 metres of sewage treatment works must demonstrate that it would not adversely affect the continued operation of, or prevent or prejudice the use of, the permitted or allocated land use. Proposals should include a site-specific assessment that identifies the following:</p> <ul style="list-style-type: none">– The compatibility and nature of both the proposed development and the minerals and/or waste development, with regard to the duration of the development(s) and construction and/or operational phasing.– Any potentially adverse impacts that may result, either now or in the future, from ongoing occupation and usage (of the proposed development). Where relating to sewage treatment works and involving buildings that would normally be occupied, the proposal should be accompanied by an odour assessment report and must consider existing odour emissions of the waste water treatment works at different times of the year and in a range of different weather conditions. <p>Appropriate mitigation measures considered necessary to avoid and/or minimise potentially adverse effects to an acceptable level and a schedule for their implementation.</p>

Turley Office
The Pinnacle
20 Tudor Road
Reading
RG1 1NH

