

SEPTEMBER 30, 2025

Site: Manor Farm, Poyle Road, Slough
Planning Application Reference: P/10076/013
Appeal Reference: APP/J0350/W/25/3366043

CIL COMPLIANCE STATEMENT

ALEX HARRISON
SLOUGH BOROUGH COUNCIL

1.0 Scope of Statement

- 1.1 This statement has been prepared for the Data Centre and Battery Energy Storage System public inquiry appeal at Manor Farm and Land North of Wraysbury Reservoir, Poyle Road, Slough, SL3 0AA. This statement justifies the planning obligations sought in relation to the appeal proposal, in the context of the relevant legislation and policies.
- 1.2 Regulation 122 of the Community Infrastructure Levy (CIL) Regulations 2010 (as amended) provide the three tests for planning obligations, which are repeated by the National Planning Policy Framework. It provides that a planning obligation may only constitute a reason for granting planning permission for development if the obligation is:
- a) Necessary to make the development acceptable in planning terms;
 - b) Directly related to the development; and
 - c) Fairly and reasonably related in scale and kind to the development.
- 1.3 The table below outlines how each of the obligations would meet the three test listed above.

REQUIRED OBLIGATION	OBJECTIVE	DETAILED PROVISIONS/INITIATIVES	POLICY BACKGROUND	CIL COMPLIANCE
Community Development and Skills Strategy	A strategy to set out how the Occupier will support employment and procurement opportunities for residents and businesses within the Borough.	Local Engagement Fund - £42,500 which the Council shall use towards a programme of school and college engagement and community outreach centred on skills related to the Development.	<p>National Planning Policy Framework.</p> <p>Core Strategy Policy 5 of the Core Strategy 2006 – 2026, Development Plan Document 2008, states: <i>Intensive employment generating uses which increase the level of in-commuting, increase skill shortages or reduce employment opportunities for local people will be expected to contribute toward appropriate mitigation measures, including new training, childcare and transport facilities.</i></p> <p>Para 7.80 of the Core Strategy states: <i>In order to reduce this gap, the Economic Development Strategy (Doc.17) identifies the need for better education and training in order to equip the resident work force with the skills necessary to gain access to the</i></p>	<p>Necessary – to address the local employment needs of the community.</p> <p>Directly Related – the obligation encourages to hire local employees and engage with local schools and colleges to support a pipeline of local talent and to work with the Council and its partners to advertise jobs locally through its preferred channels.</p> <p>Fair and Reasonable – it is proportionate, requires a minimum of two appreciates during construction and occupation. A development of this scale should be providing local opportunities to residents.</p>

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			<i>new knowledge-based jobs that will be created in Slough.</i>	
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Travel Plan	To mitigate transport impacts and to promote sustainable travel modes	<p>To implement the Travel Plan for a period of not less than five years from the date of Occupation of the Development and use reasonable endeavours to ensure that each of the targets in the Travel Plan are met.</p> <p>Contribution of £6,000 towards the monitoring of the Travel Plan.</p>	<p>Local Plan Policy T2 states:</p> <p><i>Within all developments that attract an increase in the number of trips, the level of on-site parking provision for the private car will be restricted to a maximum level in accordance with the principles of the Integrated Transport Strategy. No increase in the total number of car parking spaces on-site will be permitted within commercial redevelopment schemes.</i></p> <p>Core Strategy Policy 7 of the Core Strategy 2006 – 2026, Development Plan Document 2008 states:</p> <p><i>Development proposals will, either individually or collectively, have to make appropriate provisions for: ... Widening travel choices and making travel by sustainable means of transport more attractive than the private car;</i></p>	<p>Necessary – to mitigate the impact of the development by promoting cycle parking, car sharing schemes and public transport options.</p> <p>Directly Related – the Occupier will be required to promote sustainable travel modes for employees, such as buses.</p> <p>Fair and Reasonable – in line with the Developers Guide and to mitigate the impacts of the development in the locality.</p>

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			<p>Transport and Highway Guidance Developer's Guide Part 3 states:</p> <p><i>The Travel Plan is a tool to address the mitigation measures of the Transport Assessment, and maximise the opportunities for achieving sustainable development. It provides a means of managing travel behaviour of the users and occupiers of a development, focussing on an action plan for the delivery of short and long-term sustainable transport objectives.</i></p> <p>National Planning Policy Framework states:</p> <p><i>118. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.</i></p>	
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Traffic Regulation Order (TRO)	<p>Contribution for Right Turn only requirement and review/amendment of waiting restrictions in the vicinity of the site. Ensuring the safe operation of the highway network.</p> <p>To prevent any overflow of vehicles from the development's car park onto the already congested highway network or the access road, which could lead to highway safety issues.</p>	<p>Financial contribution of £6,000 to be applied to secure an amended Traffic Regulation Order for amended parking restrictions.</p> <p>Contribution towards the drafting, advertising and making of the Traffic Order in line with the Developer Guide amounts.</p>	<p>Core Strategy Policy 7 (Transport) states:</p> <p><i>Development proposals will, either individually or collectively, have to make appropriate provisions for: ... Improving road safety.</i></p> <p>Transport and Highway Guidance Developer's Guide Part 3 states:</p> <p><i>Where a TRO is required to support a development scheme, then the Council would expect the developer to fund the full costs of developing, processing and implementing a TRO.</i></p> <p>National Planning Policy Framework states:</p> <p>115. In assessing sites that may be allocated for development in plans, or</p>	<p>Necessary – contribution required to ensure appropriate parking restrictions to ensure the safe operation of the highway for all users.</p> <p>Directly related – TRO will only be effective in the vicinity of the development (surrounding streets of the application site).</p> <p>Fair and Reasonable – based on adopted SBC Guidance - Transport and Highway Guidance Developer's Guide Part 3.</p>

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			specific applications for development, it should be ensured that... b) safe and suitable access to the site can be achieved for all users.	
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Bus Stop/ Infrastructure Improvement	<p>To improve the bus stop infrastructure which will encourage mode shift from cars to public transport by employees.</p> <p>The site will have 86 car parking spaces for 60–100 employees at any given time, excluding visitor parking. Since data centres often experience peak parking demand when clients visit, and off-site parking options are limited, it's expected that they should contribute towards improving the bus infrastructure.</p>	<p>£15,000 payable towards real time passenger information infrastructure on the bus stops close to the site on Poyle Road, and bus shelters. This will provide live information on bus times, thus encouraging employees to use public transport.</p>	<p>Core Strategy Policy 7 (Transport) states:</p> <p><i>Development proposals will, either individually or collectively, have to make appropriate provisions for:</i></p> <ul style="list-style-type: none"> • Reducing the need to travel; • Widening travel choices and making travel by sustainable means of transport more attractive than the private car; • Improving road safety; and • Improving air quality and reducing the impact of travel upon the environment, in particular climate change. <p>Transport and Highway Guidance Developer's Guide Part 3 states:</p> <p><i>It is important, particularly for larger developments, that you do not consider highways and transportation matters separately from other aspects</i></p>	<p>Necessary – contribution required to ensure development contributes towards alternative means to transport.</p> <p>Directly related – Employees will benefit from greater accessibility to and from the site.</p> <p>Fair and Reasonable – based on adopted SBC Guidance - Transport and Highway Guidance Developer's Guide Part 3.</p>

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			<p><i>of a development's design. A co-ordinated approach to design is vital to:</i></p> <ul style="list-style-type: none"> <i>• help encourage walking, cycling and public transport.</i> <p>National Planning Policy Framework states:</p> <p><i>115. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that: a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location; b) safe and suitable access to the site can be achieved for all users.</i></p>	
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Section 278 Works and Footpath	<p>The Section 278 works and footpath will include highway improvements that are essential to mitigate the transport impacts of this development. These works critical to ensure safe and efficient access, making the development acceptable.</p> <p>The footpath will provide access to public open space and join the blue/green loop to the nature reserve.</p>	<ol style="list-style-type: none"> 1. Highway works to form the revised main site access including uncontrolled crossing facility across the bellmouth and central island to prevent vehicles from turning right into the site. 2. 2x New uncontrolled crossing points across Poyle Road on either side of the main site access subject to satisfactory road safety audit. 3. Reinstate redundant access point. 4. Bus stop landing area improvements for the two bus stops closest to the site on Poyle Road (1x Northbound & 1x Southbound) including new kerbs and level access hardstanding area for passengers tying into the new path works. 	<p>Core Strategy 7 (Transport) states:</p> <p><i>Development proposals will, either individually or collectively, have to make appropriate provisions for:</i></p> <ul style="list-style-type: none"> • Widening travel choices and making travel by sustainable means of transport more attractive than the private car; • Improving road safety. <p>Core Strategy 12 (Community Safety) states:</p> <p><i>All new development should be laid out and designed to create safe and attractive environments in accordance with the recognised best practice for designing out crime. Activities which have the potential to create anti-social behaviour will be managed in order to reduce the risk of such</i></p>	<p>Necessary – to mitigate the impacts of the development and to ensure the safe operation of the highway for all users.</p> <p>Directly related – the highway works and footpath are directly linked to improvements required.</p> <p>Fair and Reasonable – the scope of the works are proportionate to the scale of development.</p>

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		<p>5. Works to formalise the emergency access including kerbing, surfacing, drop down bollard with FB approved locks, and signage.</p> <p>6. Construction and dedication as highway of new 3.0m footway/cycleway along the length of the frontage of the site along Poyle Road.</p> <p>7. Installation of signage to prevent right into site.</p> <p>8. Footpath (dedicate as a Public Right of Way) that will provide public access to the land and connectivity to the Arthur Jacob Nature Reserve along Poyle Channel from Poyle Road.</p>	<p><i>behaviour and the impact upon the wider community.</i></p> <p>Transport and Highway Guidance Developer's Guide Part 3 states:</p> <p><i>It is important, particularly for larger developments, that you do not consider highways and transportation matters separately from other aspects of a development's design. A co-ordinated approach to design is vital to:</i></p> <ul style="list-style-type: none"> <i>• help encourage walking, cycling and public transport.</i> <p>National Planning Policy Framework states:</p> <p><i>117. Within this context, applications for development should: a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport,</i></p>	
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			<p><i>with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.</i></p>	
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REQUIRED OBLIGATION	OBJECTIVE	DETAILED PROVISIONS/INITIATIVES	POLICY BACKGROUND	CIL COMPLIANCE
Enhanced Landscaping Strip	The site falls entirely within the Colne Valley Regional Park (CVRP) - which is sub regional importance, there is a policy requirement to protect any part of the CVRP as this is so fragmented and therefore the enhanced landscaping strip adjacent to the northern footpath should provide soft green landscaping. This will encourage use and footfall of the public footpath.	<p>To provide a minimum 5-metre-deep landscaping strip south of the northern public footpath.</p> <p>To provide a plan that shows but is not limited to:</p> <ul style="list-style-type: none"> a. result in improvement and maintenance of the landscaping b. biodiversity details c. soft landscaping species <p>To be submitted to and approved in writing by the Local Planning Authority prior to commencement of above ground works in Parcel A and to Practically Complete the Enhanced Landscaping Strip prior to first occupation/use.</p>	<p>Saved policy CG1 in the saved Local Plan (2004) states:</p> <p><i>Proposals for development within the countryside or other open areas in the Colne Valley Park will not be permitted unless they:</i></p> <ul style="list-style-type: none"> <i>a) maintain and enhance the landscape and waterscape of the park in terms of its scenic and conservation value and its overall amenity;</i> <i>b) resist urbanisation of existing areas of countryside;</i> <i>c) conserve the nature conservation resources of the park; and</i> <i>d) provide opportunities for countryside recreation which do not compromise the above.</i> <p>Core Strategy Policy 2 states:</p>	<p>Necessary – The purpose of this enhancement is to deliver meaningful improvements to the surrounding environment, ensuring that the public footpath it is attractive to use, functional, and perceived as safe, while aligning with the relevant policy requirements.</p> <p>Directly related – the applicant is able to provide this on land within their ownership – ‘blue line’ and will be adjacent to public footpath.</p> <p>Fair and Reasonable – the enhanced</p>

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			<p><i>Opportunities will be taken to enhance the quality and the size of the Green Belt by designating additional areas, which have no development potential, as Green Belt.</i></p> <p><i>Existing private and public open spaces will be preserved and enhanced. Where, exceptionally, it is agreed that an open space may be lost a new one, or suitable compensatory provision, will be required to be provided elsewhere.</i></p> <p>National Planning Policy Framework states:</p> <p><i>104. Existing open space, sports and recreational buildings and land, including playing fields and formal play spaces, should not be built on unless: ...</i></p> <p><i>b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of</i></p>	<p>landscaping strip is required to mitigate against the loss of the Colne Valley Regional Park, green belt and strategic land.</p>
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			<i>quantity and quality in a suitable location.</i>	
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Deliverability	To ensure that should the development be implemented but not be operational by 2029, it will be demolished and restored, in order to avoid a situation where the site neither delivers the benefits associated with the development, fulfils the Green Belt and Strategic Gap and Colne Valley Park functions, meeting the policy objectives set out within Core Policy 2.	The Development not being fully operational by XXX (date to be agreed) the Owner covenants to submit a plan to the Council clearly showing the planned restoration of the Land including all landscaping and biodiversity improvements, timings and scheme of work.	Core Strategy - Core Policy 2 states: <i>Development will only be permitted in the Strategic Gap between Slough and Greater London and the open areas of the Colne Valley Park if it is essential to be in that location.</i>	Necessary – It is necessary to make the development acceptable because otherwise this vulnerable part of the Green Belt which is in the strategic gap and the CVP has a considerable risk of not being able to fulfil these functions if the development is started but not completed or restored. The point the appellant takes that this can be dealt with by a completion notice is not correct. Directly related – This clause is directly related to the development because it requires the parts of this development to be removed and the

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				<p>development site to be restored if it is not completed.</p> <p>Fair and Reasonable – It is clearly fairly and reasonably related in scale and kind to the development. It was thought to be necessary to have a restoration condition on this very site by the Inspector on the Wiggins appeal. The same logic applies to this case. If the benefits are not being delivered as claimed the site should be restored.</p> <p>The obligation reflects their commitment to deliver within this time.</p>
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