

Manor Farm Propco Limited

Manor Farm, Poyle

SLR Project No.: 425.065619.00001

22 October 2025

RE: HIGHWAYS S106 DISCUSSIONS – FOOTWAY / CYCLEWAY REQUEST

1.0 Introduction

- 1.1 This Technical Note (TN) has been prepared by SLR Consulting Limited (SLR) on behalf of Manor Farm Propco Limited (Appellant) to respond to comments received from Slough Borough Council (SBC) in relation to proposed highway improvement works associated with the below development proposal (PINS ref. APP/J0350/W/25/3366043 and SBC ref. P/10076/013):

“Demolition of existing buildings and redevelopment to comprise a Data Centre (Use Class B8) and Battery Energy Storage System (BESS) with ancillary substation, offices, associated plant, emergency backup generators and associated fuel storage, landscaping, sustainable drainage systems, car and cycle parking, and new and amended vehicular and emergency access from Poyle Road and other associated works.” (the 'Development')

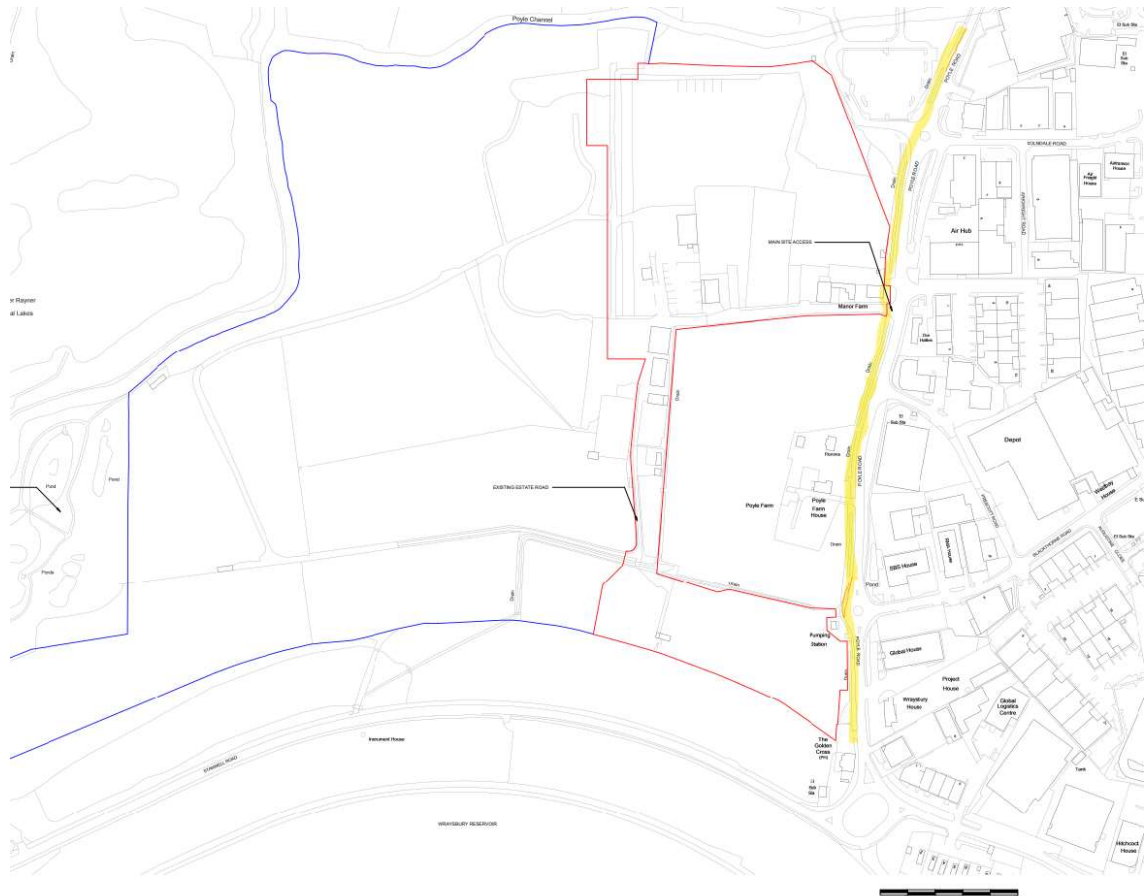
- 1.2 The Appellant and SBC have been negotiating the terms of a draft s.106 agreement as part of the planning appeal proceedings for the Development. The draft agreement includes an obligation to carry out highway improvements.
- 1.3 On 3 October 2025, the Council provided a draft agreement to PINS accompanied by a note explaining its position on the proposed scope of works (attached at **Appendix A**) and a CIL Compliance Statement justifying the Council's preferred scope of works (attached at **Appendix B**).
- 1.4 The Appellant has subsequently worked collaboratively with the SBC and has reached agreement on all outstanding scope items except one, namely a proposed pedestrian/cycle link on Poyle Road as follows:

“Construction and dedication as highway of a new footway/cycleway along the length of the frontage of the site along Poyle Road.”

- 1.5 The Appellant has sought clarity on the exact extent of footway/cycleway sought, since the appeal site fronts only a limited amount of Poyle Road, and in two different sections.

- 1.6 On 13 October 2025 (the day before the public inquiry commenced), SBC confirmed that the extent of footway/cycleway it is seeking is that shown in yellow on Figure 1.1 below. This covers 650m along Poyle Road rather than the 165m appeal site frontage to Poyle Road and extends beyond the Hilton Hotel car park to the north of the appeal site. This extent is referred to in this note as the '*Yellow Footway/Cycleway*'.

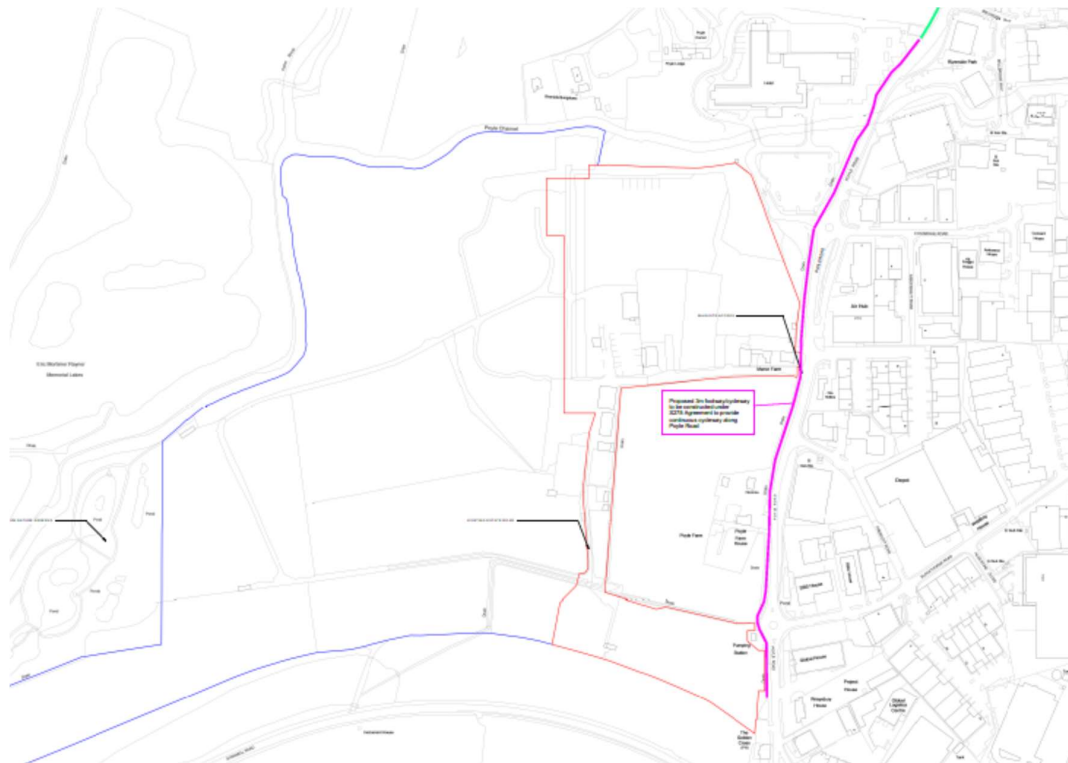
Figure 1.1 – Extent of Footway/Cycleway Originally Sought



- 1.7 At 4:40 pm on 20 October, SBC revised the extent of the footway/cycleway requested along Poyle Road to that shown in pink on **Figure 1.2**. This covers approximately 790m and extends across Poyle Channel bridge and beyond the Hilton Hotel to the north of the appeal site. This is referred to in this note as the '*Pink Footway/Cycleway*'.



Figure 1.2 – Extent of Footway/Cycleway Sought on 20 October 2025

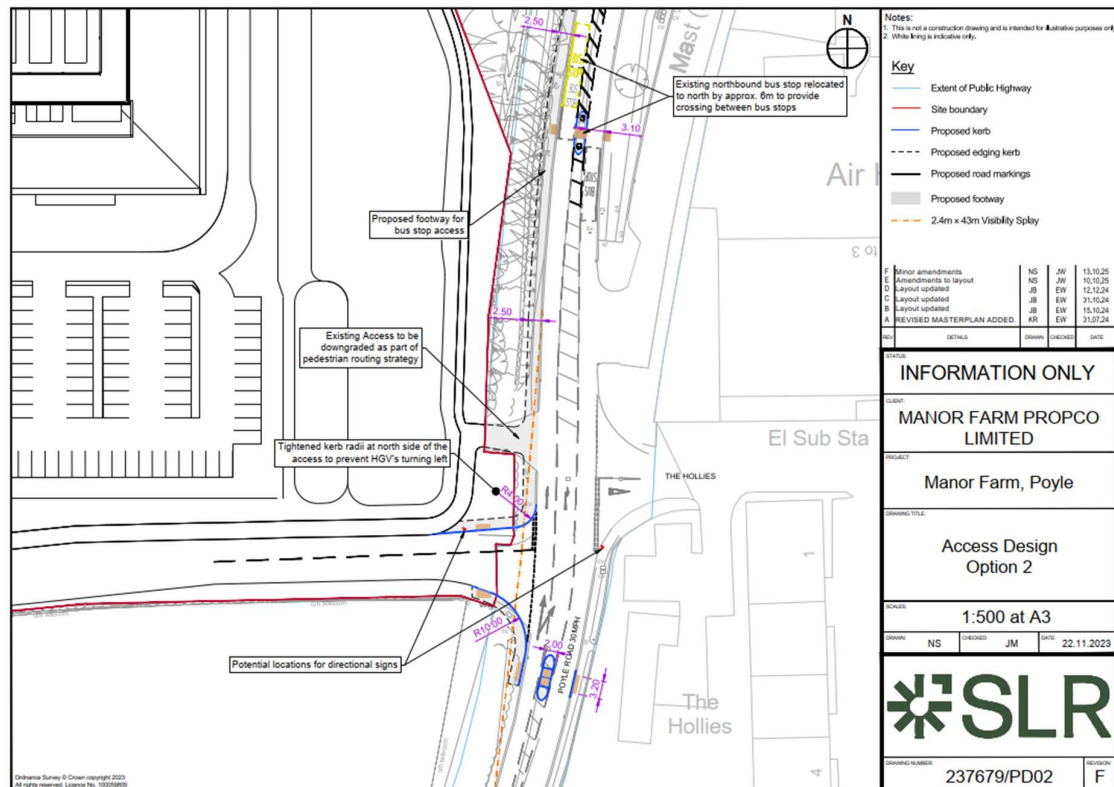


- 1.8 The Appellant is proposing to construct a footway along the frontage of Parcel A, to the northbound bus stop on Poyle Road. It is also committed to providing two crossing points on Poyle Road to the north and south of the main site access¹. These features are shown on **Figure 1.3** below (full size version within **Appendix C**):

¹ The section 106 agreement as currently drafted states that if the road safety audit concludes that it is not safe to provide the northern crossing point, only one crossing point will be provided. This has been agreed by SBC.



Figure 1.3 – Proposed Footway and Crossing Points



- 1.9 SLR has considered the SBC's proposals within the context of prevailing highway conditions and transport planning policy. SLR has prepared this TN to set out why in SLR's professional opinion the footway/cycleways requested by SBC is not necessary to make the Development acceptable in planning terms, directly related to the development, or fairly and reasonably related in scale and kind to the Development².

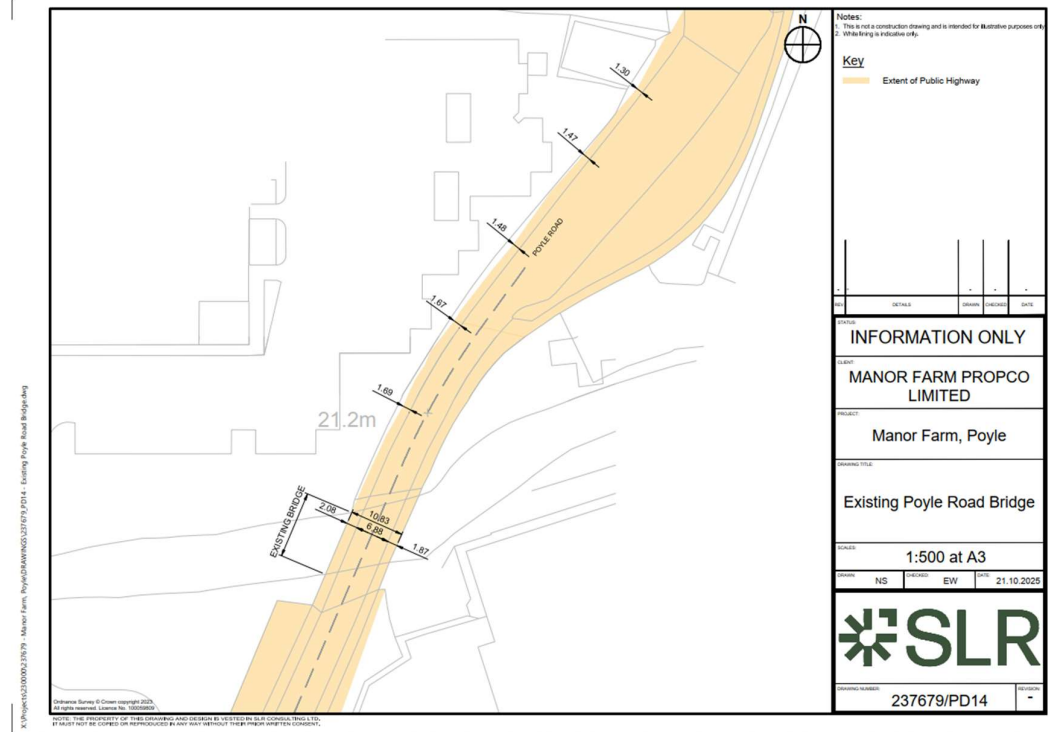
2.0 Pink Footway/Cycleway

- 2.1 To the north, the requested footway/cycleway cannot be physically accommodated across the Hilton Way junction, or over the Poyle Channel bridge and within the verge on the approach to this bridge from the north.
- 2.2 SLR Drawing 237679/PD14 shows the width constraints at the Poyle Road / Poyle Channel bridge and to the north of the bridge and the existing shared used footway / cycleway. A copy of this drawing is provided in Figure 2.1 below and within **Appendix D**.

² Regulation 122(2) of the Community Infrastructure Levy Regulations 2010 (as amended) and NPPF paragraph 58.



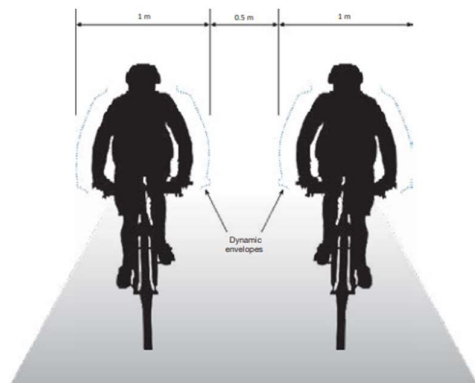
Figure 2.1 – Widths along Poyle Road within Highway Ownership



- 2.3 With reference to 5.1 of LTN 1/20 below, these widths are far below that required by the kinetic envelope of passing cyclists. Given the length of a reduced width facility could comprise up to 130m, this is considered a safety risk for passing cyclists and pedestrians - and would require cyclists to be put back on carriageway for this 130m extent.

Extract 2.1 – Kinetic Envelope of Cyclists – LTN 1/20

Figure 5.1: Dynamic kinetic envelope of cyclists



- 2.4 The Pink Footway/Cycleway requested by SBC therefore cannot physically be accommodated. As this cannot be delivered, the rest of this TN considers the Yellow Footway/Cycleway only.

3.0 SLR Assessment of Poyle Road

- 3.1 SLR's assessment of the local highway network in the Transport Assessment [**CD 1.52**] concluded that there were no inherent safety issues at Poyle Road.
- 3.2 SLR's analysis of Personal Injury Collision Data within the Manor Farm Transport Assessment [**CD 1.52**] identified one isolated incident involving a cyclist occurred between 2018 and 2022, taking place in 2020, at 11:57 pm. The cause of this incident was a northbound cyclist attempting to overtake a HGV and colliding with a southbound HGV.
- 3.3 Within 2023, for which data is now available, there has only been one further isolated incident on Poyle Road involving a cyclist, at the Poyle Road / Blackthorne Road Roundabout. This related to a cyclist leaving Blackthorne Road to travel northbound and colliding with a northbound vehicle.
- 3.4 This review of Personal Injury Collision data across a 6-year period (which is in excess of the 3-year and 5-year periods recommended by Planning Practice Guidance) demonstrates that along the full stretch of Poyle Road there is not a poor safety record or any trends for cyclists, that would necessitate the provision of a dedicated cycleway.
- 3.5 As noted in the Transport Assessment, we have also obtained evidence from a site-visit of cyclists using Poyle Road (see Photo 2.1 below), demonstrating that it is considered a safe and suitable existing route by cyclists.



Photo 2.1 – Cyclist on Poyle Road



3.6 Traffic data collected as part of the Manor Farm Transport Assessment [CD 1.52] included an Automatic Traffic Count (ATC) on Poyle Road to the immediate north of the Colndale Road bus stops. Reviewing this data identified existing cycle movements across the day which are summarised in **Table 2-1**.

Table 3-1 – Poyle Road: Existing Cycle Flows

Direction	Cyclist (24 hour 7 Day Average)
Northbound	37
Southbound	43
Two way	80

Details: Poyle Road ATC – June 2024

3.7 It can be seen that across an average day there are 80 two way cycle movements on Poyle Road and is therefore not unattractive to cyclists in its current form.



4.0 Policy and Guidance

Slough Borough Council - Local Cycling and Walking Infrastructure Plan

- 4.1 SBC published its Local Cycling and Walking Infrastructure Plan (LCWIP) in January 2021, setting out aspirations and schemes to enhance walking and cycling infrastructure across the borough. The closest scheme identified within the LCWIP to the site is the High Street (Bath Road to Poyle Road) corridor.
- 4.2 DfT's *"Local Cycling and Walking Infrastructure Plans – Technical Guidance for Local Authorities"* identifies key outputs of LCWIPs as:
- *"a network plan for walking and cycling which identifies preferred routes and core zones for further development"*
 - *a prioritised programme of infrastructure improvements for future investment*
 - *a report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network".*
- 4.3 It is noteworthy that within its LCWIP, SBC chose not to identify Poyle Road as a route requiring improvement, even though a significant number of employment premises are accessed via Poyle Road.
- 4.4 The LCWIP took forward a number of schemes based on poor safety and comfort levels. Poyle Road was not one of these because it did not score highly enough against SBC's threshold criteria. These include the following measures/considerations:
- *Potential increase in cycle flows: based on PCT output in the government target scenario (national doubling of the proportion of commuters who cycle from 3% to 6%) compared to the 2011 census scenario*
 - *Enhancement to cycle network connectivity: based on RST connectivity score*
 - *Coherence – access to:*
 - *Existing residential development: scale of residential development along the route;*
 - *Education: number of schools within 400m of the route*
 - *Jobs: scale of job centres within 400m of the route*
 - *Retail: scale of retail development within 400m of the route*
 - *Leisure facilities: number of leisure centres, libraries, museums, and parks within 400m of the route*
 - *Places of worship: number of places of worship within 400m of the route*
 - *Rail/bus stations: distance between the route and transport hubs*
 - *Growth/regeneration area (planned): scale of regeneration activity within 400m of the route*
- 4.5 Accordingly, SBC does not recognise Poyle Road as being of strategic importance for improvements to cycling, despite providing access to a large number of jobs at employment sites located off Poyle Road. Although no details on the scoring



methodology were provided by SBC to reach this conclusion, Poyle Road's omission from the LCWIP nevertheless indicates that the safety of Poyle Road is not a significant concern to SBC, which we agree with in light of the safety records presented above.

LTN 1/20

- 4.6 The Department for Transport's Local Transport Note (LTN) 1/20 provides guidance to local authorities on delivering cycle infrastructure. Section 1.6 within LTN 1/20 sets out the Summary Principles, including point 8 which states:

“Cycle infrastructure must join together, or join other facilities together by taking a holistic, connected network approach which recognises the importance of nodes, links and areas that are good for cycling.

Routes should be planned holistically as part of a network. Isolated stretches of provision, even if it is good are of little value. Developing a connected network is more than lines on a map. It is about taking local people on a journey with you in order to understand who currently cycles, where they go and why they go there and, more importantly, who does not currently cycle and why.”

- 4.7 As noted above, a continuous facility cannot be accommodated over the bridge on Poyle Road. For southbound cyclists travelling towards the site, this would mean travelling along Poyle Road on-carriageway until 10m south of the Bath Road junction, crossing to the existing footway/cycleway facility in the western verge to the north of the bridge on Poyle Road, crossing back to the southbound carriageway for this 130m stretch, then crossing again to the footway / cycleway that SBC has requested from the Appellant. This would be contradictory to the purposes of LTN 1/20 of providing a 'coherent' and 'direct' route. This would represent a convoluted journey for cyclists, with the additional safety challenges of crossing Poyle Road three times. This approach would therefore offer “little value” in accordance with LTN 1/20 and means that the footway/cycleway is unlikely to be used by many southbound cyclists.
- 4.8 To the south, there are no cycling facilities on Horton Road or Stanwell Road therefore this facility would provide an isolated stretch for cyclists before they join the carriageway for long stretches. It is therefore unlikely to be used by many northbound cyclists accessing the site.
- 4.9 In summary, the proposed route is therefore contrary to guidance from LTN1/20 – since it would not provide a continuous connection to any specific facility or network to the north or south.



Slough Borough Council Core Strategy Development Plan Document (2008)

- 4.10 Core Policy 5 (Employment) mentions the expectations for new employment developments as follows:

“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”

- 4.11 Section 4 of this TN reviews the appropriateness of the requested footway/cycleway with reference to very low expected levels of use of this facility from staff travelling to / from the Site. Appropriate sustainable transport facilities are proposed for this development in the context of the provision of two informal crossings to the footway in the eastern verge of Poyle Road – with the Site well already served by existing public transport facilities along Poyle Road.

Slough Borough Council Transport and Highways Guidance (2008)

- 4.12 The document provides guidance for developments proposing to submit planning applications in Slough. The guidance notes that *“a transport assessment should address the following issues...”*

Sustainable accessibility – promote accessibility by all modes of travel, in particular public transport, cycling and walking; assess the likely travel behaviour of travel pattern to and from the proposed site; and develop appropriate measures to influence travel behaviour.”

- 4.13 Section 5 of this TN reviews the appropriateness of the requested footway/cycleway with reference to the very low expected levels of use of this facility from staff travelling to / from the Site. Appropriate sustainable transport facilities are proposed for this development in the context of the provision of two informal crossings to the footway in the eastern verge of Poyle Road – with the Site already well served by existing public transport facilities along Poyle Road.

5.0 SLR's Analysis

- 5.1 The provision of the Yellow Footway/Cycleway along this length of Poyle Road is not necessary to support the proposed Development. This has been considered in the context of the assessment presented above of Poyle Road – with reference to CIL Regulation 122.
- 5.2 In addition to the analysis below, it should be noted that Hilton Way is privately owned, therefore delivering any improvements across the junction into the Hilton Hotel on the western verge would not be possible without a third party agreement with the owner, which is outside of the control of the Appellant and SBC. Delivery of this



footway/cycleway across the junction would require traffic management, limiting access/egress to the Hotel, which may impact upon business operations.

A) Necessary to make the development acceptable in planning terms

- 5.3 There is an existing footway on the eastern side of Poyle Road, and the Development proposals include up to two (the second being subject to a satisfactory Road Safety Audit) safe and inclusive uncontrolled crossing points adjacent to the appeal site access allowing for access across Poyle Road towards the existing footway. These pedestrian crossing points are expected to comfortably accommodate the expected pedestrian flows given the low number of pedestrian movements anticipated to be generated by the site (71 pedestrians on a typical weekday as shown at **Appendix E**).
- 5.4 Pedestrians will access the appeal site via this footway on Poyle Road and the crossings provided. No additional footway is needed to safely accommodate pedestrian flows north or south of the appeal site.
- 5.5 Meanwhile, cyclists will access the appeal site by cycling on-road on Poyle Road, and either using the main highway access or dismounting and using the pedestrian crossings provided. This replicates the nature of cyclist access to the existing Poyle Road industrial estate.
- 5.6 In terms of cycling, there have been two isolated safety incidents associated with cyclists on Poyle Road. This does not demonstrate a trend or an excessive Personal Injury Collision rate that needs to be addressed – therefore it is not necessary to make the Development acceptable.
- 5.7 Users of the Development will be able to safely access the Development without the need for the additional footway/cycleway. This route is therefore not necessary to make the Development acceptable, with safe access for pedestrians and cyclists facilitated without this improvement scheme. It instead appears to have been requested as an aspiration of the Council, despite not being on the list of suggested improvement schemes within the LCWIP or otherwise justified by the development plan.

B) Directly related to the development

- 5.8 The request does not directly address an impact caused by the proposed Development.
- 5.9 As set out in **Appendix E** of this TN, the majority of active travel trips are forecast to be distributed to the north – therefore the number of users of the footway/cycleway to the south of the site access would be negligible – only three on foot and four by cycle over a 24 hour period.



- 5.10 The extensive proposed footway / cycleway to the south is therefore not directly related and would not mitigate any impact of the proposed Development.
- 5.11 Whilst 19 cycling trips are forecast to the north, we do not see this facility being well-used by cyclists given they would be required to cross Poyle Road three times travelling southbound to enter the appeal site.

C) Fairly and reasonably related in scale and kind to the development

- 5.12 Although the Council's original request was for a footway/cycleway along the frontage of Poyle Road, its requested works now stretch far beyond the site frontage and the Hilton hotel to the north and to the south past land not owned by the Appellant, to the Golden Cross pub at the Poyle Road / Stanwell Road / Horton Road roundabout. This would require extensive works that go far beyond anything required to mitigate the impact of the Development.
- 5.13 For pedestrians, there is a sufficient footway on the eastern verge, with direct and safe access to this facility provided via the proposed crossings over Poyle Road.
- 5.14 As set out at **Appendix E** to this TN, the number of users of any footway/cycleway would be negligible – a maximum of 23 cyclists over a 24-hour period.
- 5.15 There would therefore only be a maximum of 23 cyclists from the site that would make use of this facility – although it is unlikely southbound users travelling to the appeal site in particular would utilise the route. Therefore, a realistic maximum of cyclists using this facility would be 13 or 14 .
- 5.16 Reflective of this, an initial estimate of the scheme costs (including work to culvert the ditch and a commuted sum) indicates that the Yellow Footway/Cycleway could cost in the region of £3.6 million (subject to detailed design work and technical approval). An approximate cost of £257,000 per cyclist is not considered fair or reasonable in the context of the Development. As such the crossing point proposed by the Appellant is considered appropriate and sufficient mitigation.

6.0 Summary

- 6.1 This TN has been prepared in response to a request by SBC for a footway/cycleway along Poyle Road. This TN explains why this is not required to support the Development and fails to meet the statutory and NPPF tests for planning obligations.
- 6.2 In summary:
- The Pink Footway/Cycleway cannot be delivered due to insufficient road width. A 3 metre wide footway/cycleway could only be accommodated on the public highway up to the Yellow Footway/Cycleway.



- Hilton Way is privately owned, and facilitating a footway/cycleway across the access is outside of the control of the Appellant and SBC;
- Poyle Road is already used by cyclists and there is no Personal Injury Collision trends involving cyclists across a 6-year period reviewed;
- LTN 1/20 advises against isolated cycling provision such as the scheme requested;
- Poyle Road is not identified within the SBC LCWIP as a route requiring improvement despite a significant amount of employment already accessed off Poyle Road; and
- The requested provision fails to meet the tests of CIL Regulation 122 and NPPF paragraph 58, and is therefore not an appropriate mitigation requirement as required by Core Policy 5 (Employment of the Slough Borough Council Core Strategy Development Plan Document (2008)).

- 6.3 We also emphasise that the Development relates to a data centre where the small number of cyclists accessing the appeal site would be expected to be experienced cyclists, in contrast to, say, proposals for residential, community and/or educational uses where one would expect less experienced cyclists (children and students) for whom on-carriageway access would be less suitable.
- 6.4 In SLR's professional opinion, the requested provision is therefore not necessary to make the Development acceptable in planning terms, directly related to the Development, or fairly and reasonably related in scale and kind to the Development.



Appendix A SBC Note to Inspector on Highways Works



1. Note to the Inspector on Deliverability Clause and why complies with CIL

1.1 Comments on the Highway Works Plans/General Arrangement Plans:

1.2 We do not agree to the highway works plan.

1.3 For clarity, the plans should include an inset location plan and also show the site boundary/ownership lines as from the current plans it is not clear as to the extent of the works in relation to the site.

1.4 We do not agree with the plans for the following reasons:

- The exact scope of works has not been discussed or agreed
- P01 – This plan shows an isolated area of highway works relating to the emergency access provisions. Although these works appear to be satisfactory, they do not include the footway/cycleway which we have requested along the frontage of the development site and that would tie into these works.
- P02 – This plan shows a limited amount of highway works. We have requested for a footway/cycleway fronting the site to improve sustainable travel options and to improve access to the site.
 - The works shown only link the site to the northern bus stop and therefore only serve bus passengers to/from the site. The works do not encourage walking or cycling and do not provide adequate provision for these users.
 - Southbound bus passengers have to walk along a convoluted route which they are unlikely to follow and this would cause them to risk crossing in a less than ideal/safe location to access the site. Likewise pedestrians walking to the site from the north

have not got a ideal route to follow as they have to walk on the opposite footway and cross over beyond the site.

- 1.5 For a development of this scale in such a location, we would expect the developer to be considering all modes of sustainable travel and working to improve accessibility options to the site both for the present and the future. The development should be vision led and this clearly hasn't been the case. There is adequate space to provide a footway/cycleway along the entire site frontage, this would greatly improve accessibility both in the present and in the future and reducing reliance on private motor vehicles.
- 1.5.1 For context, the Poyle Quarry development to the north of the development, just north of the T5 Hilton hotel took a similar approach and has constructed a min 3.0m wide footway cycleway across their entire site frontage and this has been well received and used by both cyclists and pedestrians in the area, making sustainable travel safer along that section of Poyle Road and we would expect this development to do the same with the intention that other developments in the future will allow these paths to be linked providing a continuous safe route from Bath Road to Horton Road for both pedestrians and cyclists.

Appendix B SBC CIL Compliance Statement



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.	National Planning Policy Framework. 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> 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>	Necessary – to address the local employment needs of the community. 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. 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.

CIL COMPLIANCE STATEMENT

			<i>new knowledge-based jobs that will be created in Slough.</i>	
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CIL COMPLIANCE STATEMENT

REQUIRED OBLIGATION	OBJECTIVE	DETAILED PROVISIONS/INITIATIVES	POLICY BACKGROUND	CIL COMPLIANCE
Travel Plan	To mitigate transport impacts and to promote sustainable travel modes	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. Contribution of £6,000 towards the monitoring of the Travel Plan.	Local Plan Policy T2 states: <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> Core Strategy Policy 7 of the Core Strategy 2006 – 2026, Development Plan Document 2008 states: <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>	Necessary – to mitigate the impact of the development by promoting cycle parking, car sharing schemes and public transport options. Directly Related – the Occupier will be required to promote sustainable travel modes for employees, such as buses. Fair and Reasonable – in line with the Developers Guide and to mitigate the impacts of the development in the locality.

CIL COMPLIANCE STATEMENT

			Transport and Highway Guidance Developer's Guide Part 3 states: <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> National Planning Policy Framework states: <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>	
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CIL COMPLIANCE STATEMENT

REQUIRED OBLIGATION	OBJECTIVE	DETAILED PROVISIONS/INITIATIVES	POLICY BACKGROUND	CIL COMPLIANCE
Traffic Regulation Order (TRO)	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. 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.	Financial contribution of £6,000 to be applied to secure an amended Traffic Regulation Order for amended parking restrictions. Contribution towards the drafting, advertising and making of the Traffic Order in line with the Developer Guide amounts.	Core Strategy Policy 7 (Transport) states: <i>Development proposals will, either individually or collectively, have to make appropriate provisions for: ... Improving road safety.</i> Transport and Highway Guidance Developer's Guide Part 3 states: <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> National Planning Policy Framework states: 115. In assessing sites that may be allocated for development in plans, or	Necessary – contribution required to ensure appropriate parking restrictions to ensure the safe operation of the highway for all users. Directly related – TRO will only be effective in the vicinity of the development (surrounding streets of the application site). Fair and Reasonable – based on adopted SBC Guidance - Transport and Highway Guidance Developer's Guide Part 3.

CIL COMPLIANCE STATEMENT

			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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CIL COMPLIANCE STATEMENT

REQUIRED OBLIGATION	OBJECTIVE	DETAILED PROVISIONS/INITIATIVES	POLICY BACKGROUND	CIL COMPLIANCE
Bus Stop/ Infrastructure Improvement	To improve the bus stop infrastructure which will encourage mode shift from cars to public transport by employees. 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.	£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.	Core Strategy Policy 7 (Transport) states: <i>Development proposals will, either individually or collectively, have to make appropriate provisions for:</i> • 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. Transport and Highway Guidance Developer's Guide Part 3 states: <i>It is important, particularly for larger developments, that you do not consider highways and transportation matters separately from other aspects</i>	Necessary – contribution required to ensure development contributes towards alternative means to transport. Directly related – Employees will benefit from greater accessibility to and from the site. Fair and Reasonable – based on adopted SBC Guidance - Transport and Highway Guidance Developer's Guide Part 3.

CIL COMPLIANCE STATEMENT

			<i>of a development's design. A co-ordinated approach to design is vital to:</i> <i>• help encourage walking, cycling and public transport.</i> National Planning Policy Framework states: <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>	
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CIL COMPLIANCE STATEMENT

REQUIRED OBLIGATION	OBJECTIVE	DETAILED PROVISIONS/INITIATIVES	POLICY BACKGROUND	CIL COMPLIANCE
Section 278 Works and Footpath	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. The footpath will provide access to public open space and join the blue/green loop to the nature reserve.	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.	Core Strategy 7 (Transport) states: <i>Development proposals will, either individually or collectively, have to make appropriate provisions for:</i> • Widening travel choices and making travel by sustainable means of transport more attractive than the private car; • Improving road safety. Core Strategy 12 (Community Safety) states: <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>	Necessary – to mitigate the impacts of the development and to ensure the safe operation of the highway for all users. Directly related – the highway works and footpath are directly linked to improvements required. Fair and Reasonable – the scope of the works are proportionate to the scale of development.

CIL COMPLIANCE STATEMENT

		5. Works to formalise the emergency access including kerbing, surfacing, drop down bollard with FB approved locks, and signage. 6. Construction and dedication as highway of new 3.0m footway/cycleway along the length of the frontage of the site along Poyle Road. 7. Installation of signage to prevent right into site. 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.	<i>behaviour and the impact upon the wider community.</i> Transport and Highway Guidance Developer's Guide Part 3 states: <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> <i>• help encourage walking, cycling and public transport.</i> National Planning Policy Framework states: <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>	
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CIL COMPLIANCE STATEMENT

			<i>with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.</i>	
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CIL COMPLIANCE STATEMENT

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.	To provide a minimum 5-metre-deep landscaping strip south of the northern public footpath. To provide a plan that shows but is not limited to: a. result in improvement and maintenance of the landscaping b. biodiversity details c. soft landscaping species 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.	Saved policy CG1 in the saved Local Plan (2004) states: <i>Proposals for development within the countryside or other open areas in the Colne Valley Park will not be permitted unless they:</i> <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> Core Strategy Policy 2 states:	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. Directly related – the applicant is able to provide this on land within their ownership – ‘blue line’ and will be adjacent to public footpath. Fair and Reasonable – the enhanced

CIL COMPLIANCE STATEMENT

			<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> <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> National Planning Policy Framework states: <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> <i>b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of</i>	landscaping strip is required to mitigate against the loss of the Colne Valley Regional Park, green belt and strategic land.
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CIL COMPLIANCE STATEMENT

			<i>quantity and quality in a suitable location.</i>	
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CIL COMPLIANCE STATEMENT

REQUIRED OBLIGATION	OBJECTIVE	DETAILED PROVISIONS/INITIATIVES	POLICY BACKGROUND	CIL COMPLIANCE
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

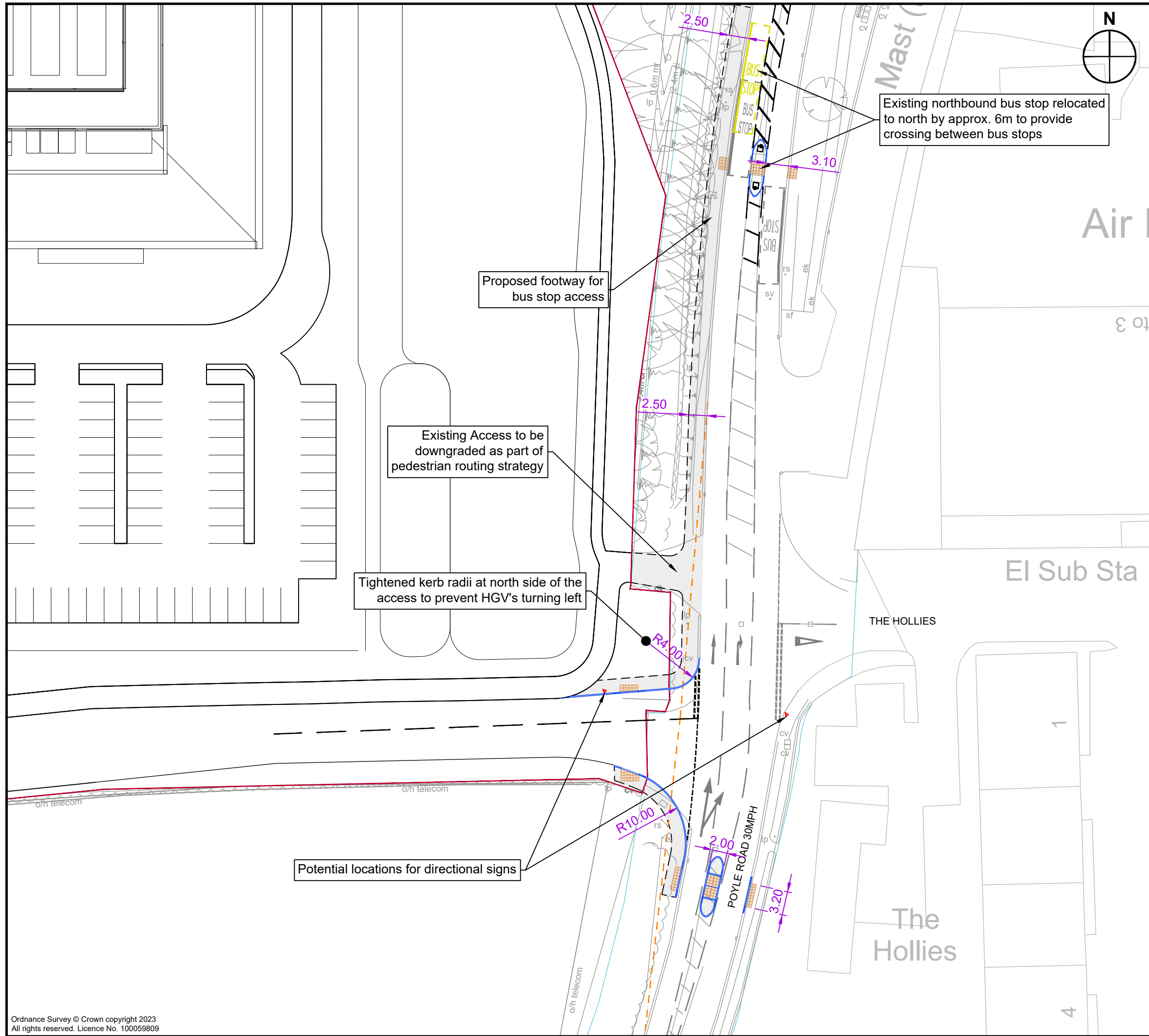
CIL COMPLIANCE STATEMENT

				development site to be restored if it is not completed. 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. The obligation reflects their commitment to deliver within this time.
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CIL COMPLIANCE STATEMENT

Appendix C Site Access Design





Notes:

- This is not a construction drawing and is intended for illustrative purposes only.
- White lining is indicative only.

Key

- Extent of Public Highway
- Site boundary
- Proposed kerb
- Proposed edging kerb
- Proposed road markings
- Proposed footway
- 2.4m x 43m Visibility Splay

F	Minor amendments	NS	JW	13.10.25
E	Amendments to layout	NS	JW	10.10.25
D	Layout updated	JB	EW	12.12.24
C	Layout updated	JB	EW	31.10.24
B	Layout updated	JB	EW	15.10.24
A	REVISED MASTERPLAN ADDED.	KR	EW	31.07.24

REV.	DETAILS	DRAWN	CHECKED	DATE

STATUS:

INFORMATION ONLY

CLIENT:

MANOR FARM PROPCO LIMITED

PROJECT:

Manor Farm, Poyle

DRAWING TITLE:

Access Design Option 2

SCALES:

1:500 at A3

DRAWN:	CHECKED:	DATE:
NS	JM	22.11.2023

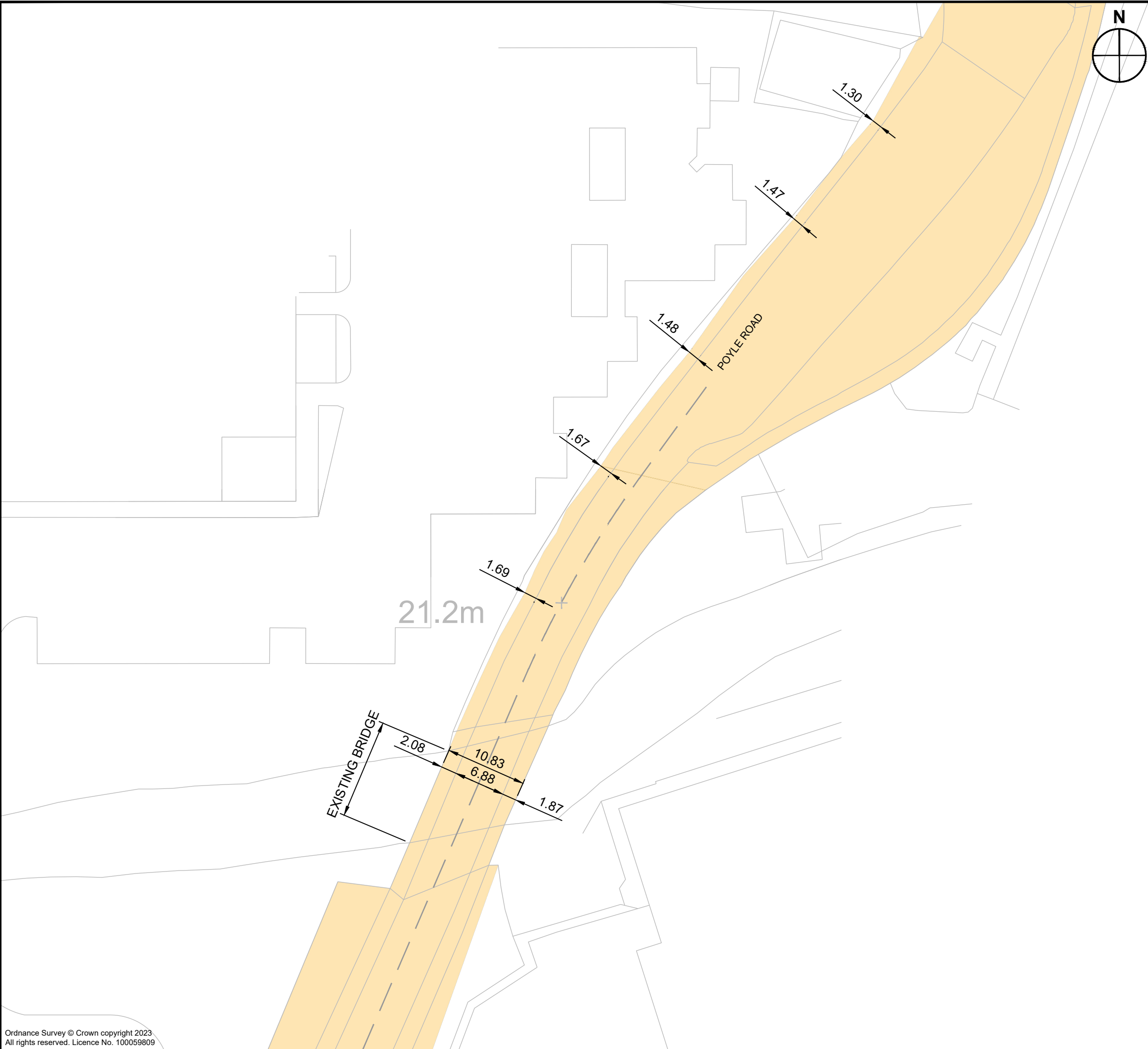
SLR

DRAWING NUMBER:	REVISION:
237679/PD02	F

Appendix D Poyle Road Widths Review



X:\Projects\2300000\237679 - Manor Farm, Poyle\DRAWINGS\237679_PD14 - Existing Poyle Road Bridge.dwg



Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

Key
Extent of Public Highway

-	-	-	-	-
REV.	DETAILS	DRAWN	CHECKED	DATE

STATUS:
INFORMATION ONLY

CLIENT:
MANOR FARM PROPCO LIMITED

PROJECT:
Manor Farm, Poyle

DRAWING TITLE:
Existing Poyle Road Bridge

SCALES:
1:500 at A3

DRAWN: NS	CHECKED: EW	DATE: 21.10.2025
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DRAWING NUMBER: 237679/PD14	REVISION: -
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Appendix E Active Travel Trip Generation and Distribution



This Appendix outlines the anticipated distribution on pedestrians and cyclists.

Pedestrian and Cyclists Volumes

The Transport Assessment (TA V6) stated the AM and PM peak volumes of walking and cycling traffic. The full 24-hour active travel trip rates are demonstrated in Table A-1.

Table A-1: 24-hour Active Travel Forecast Trips (MF1)

Time Period	Two-Way Trips		
	Walking	Cycling	Total
00:00-01:00	0	0	0
01:00-02:00	2	0	2
02:00-03:00	0	0	0
03:00-04:00	0	0	0
04:00-05:00	0	0	0
05:00-06:00	0	0	0
06:00-07:00	2	7	9
07:00-08:00	5	2	7
08:00-09:00	7	1	8
09:00-10:00	3	2	5
10:00-11:00	7	0	7
11:00-12:00	6	1	7
12:00-13:00	18	0	18
13:00-14:00	5	2	6
14:00-15:00	2	1	3
15:00-16:00	5	0	5
16:00-17:00	1	2	2
17:00-18:00	6	5	11
18:00-19:00	2	1	2
19:00-20:00	0	1	1
20:00-21:00	0	1	1
21:00-22:00	0	0	0
22:00-23:00	0	0	0
23:00-24:00	0	0	0
Total	71	23	94

This multi-modal trip generation exercise forecasts a total of 71 pedestrians and 23 cyclists accessing the site on a typical weekday. Of these, 18 pedestrians make an (assumed) short journey between 12:00-13:00 during a typical lunch break, as the raw data shows eight departures and 10 arrivals.

Pedestrian and Cyclists Origin / Destination

The 2011 Census data has been investigated to determine the usual residence of employees working in MSOA Slough 014 (the location of the proposed development). The



2021 census data is not considered applicable due to Covid-19 and its impact on the validity of the results.

The journeys have been assessed for 'on foot' and 'bicycle', and the resultant MSOAs (for usual residence) have been grouped by those travelling north from the site access and south from the site access.

This percentage split is demonstrated in Table A-2.

Table A-2: MF1 Active Travel Distribution Percentage

Direction from Site Access:	Percentage Split		
	Walking	Cycling	Total
North	96%	84%	93%
South	4%	16%	7%

Therefore, across a 24-hour period the distribution of all active travel users is forecast to be as set out in Table A-3.

Table 2-2: MF1 Active Travel Distribution (24-hour period)

Direction from Site Access:	24-hour Active Travel Distribution		
	Walking	Cycling	Total
North	68	19	88
South	3	4	6



