



Quod

Planning, Design and Access Statement

Manor Farm Cables -
Iver Substation Corridor

OCTOBER 2025

Q240951

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1 Introduction

1.1 This Planning, Design and Access Statement (“this Statement”) has been prepared by Quod on behalf of Juniper Energy Limited (hereafter referred to as “Juniper” and/or “the Applicant”) in support of a planning application for grid connection cables (“Proposed Development”) on land between National Grid Substation in Iver, Buckinghamshire and a proposed data centre and Battery Energy Storage System (“BESS”) at Manor Farm, Slough (“the Site”).

1.2 The planning application seeks permission for the following:

“Installation of underground and ground mounted structures to support electrical connection and communication cables with temporary construction compounds, and associated infrastructure and works.”

1.3 The cable corridor passes through four different administrative boundaries of Buckinghamshire County Council (“BCC”), London Borough of Hillingdon (“LBH”), Slough Borough Council (“SBC”) and Royal Borough of Windsor and Maidenhead (“RBWM”). As a result, identical applications are submitted to all four Local Planning Authorities (“LPAs”).

1.4 A full planning application ref. P/10076/013 was submitted to SBC in December 2024 for a data centre and BESS (“the Facility”) on land known as Manor Farm, off Poyle Road to the east of Slough. An appeal has been lodged under Section 78(2) of the Town and Country Planning Act (1990)(“TCPA”) against the non-determination of the application (appeal ref. APP/J0350/W/25/3366043). The Facility is to be powered from existing substations at Iver and Laleham, which requires the creation of two electrical cable corridors to connect each substation with the Facility.

1.5 This application seeks permission for the cable corridor to the Iver Substation (“the Iver Substation Corridor”), and a separate planning application has already been submitted for the route to the Laleham Substation (“the Laleham Substation Corridor”).

1.6 Such cabling can be installed by utility providers without the need for planning permission under Part 15 of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended). In this case planning permission is being sought as the Applicant, a joint venture between Tritax Power Box Limited and EDF Power Solutions UK & Ireland, does not benefit from the same permitted development rights. However, the proposed development is of a form which would often be considered permitted development.

1.7 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires development proposals to be determined in accordance with the Development Plan unless material considerations indicate otherwise.

1.8 This Statement reviews the planning application proposals in light of the Development Plan (as applicable to the relevant local planning authority), having regard to relevant material considerations, including national planning policy and guidance. This planning application is accompanied by an Environmental Impact Assessment (“EIA”) Screening Appraisal which explains the Applicant’s view that the Proposal is not EIA development.

1.9 In addition, the planning application is supported by the following documentation:

Document	Author
Planning Drawings	JSM
Arboricultural Impact Assessment	SLR Consulting
Preliminary Ecological Appraisal Report	SLR Consulting
Ecological Impact Assessment	SLR Consulting
Shadow Habitat Regulations Assessment	SLR Consulting
Historic Environment Desk Based Assessment	SLR Consulting
Flood Risk and Surface Water Drainage Report	SLR Consulting
EIA Screening Appraisal	SLR Consulting
Preliminary Land Quality Desk Study	SLR Consulting
Biodiversity Net Gain (BNG) Assessment	SLR Consulting
Construction Traffic Management Plan (CTMP)	Pell Frischmann

1.10 This Statement is set out as follows:

- **Section 2 – Factual Background** confirms the relevant context of the Proposed Development, including a description of the Site.
- **Section 3 – Proposed Development** describes the application proposals for which planning permission is sought.
- **Section 4 – Planning Policy and Guidance** summarises the Development Plan and relevant national policy and material considerations.
- **Section 5 – Planning Considerations** provides an assessment of the proposed development against the relevant policies of the Development Plan having regard to relevant material considerations (including supporting guidance where appropriate).
- **Section 6 - Conclusion** provides a summary of the planning balance and justification for granting planning permission of the application proposals.

2 Factual Background

Site and Surrounding Context

- 2.1 The Site of the Iver Substation Corridor falls across BCC, LBH, SBC, RBWM and extends between the proposed data centre and BESS at Manor Farm located to the west of Poyle Road, Slough and Iver Substation located to the west of Uxbridge.
- 2.2 The Site is delineated in Planning Drawing 1 - Site Location (Figure 1 below).



Figure 1: Site Location Plan

- 2.3 The red line boundary forms a corridor for the Proposed Development. The cables will be located within this corridor, with the precise location to be determined by the Applicant and contractor in consultation with the relevant stakeholders.

- 2.4 The length of the proposed Iver Substation Corridor is approximately 17.5km. A breakdown of the cable corridor distance by Council is shown in Table 1.

Local Planning Authority	Approximate Cable Corridor Length (m)
BCC	5,603
LBH	3,782
SBC	5,181
RBWM	2,918

Table 1: Approximate Length of Cable Corridor in each LPA

- 2.5 The cable corridor, as set out in the Planning drawing Pack, takes the following route from the Facility to the Iver Substation, as set out in Table 2.

Local Planning Authority	Connection from the Facility to Iver Substation
SBC	The route exits the site of the Facility to the east onto Poyle Road, then travelling south to Golden Cross pub roundabout and travelling west along Stanwell Road.
RBWM	The route continues west along Stanwell Road through Horton village and north along Horton Road.
SBC	The cable route traverses Crown Meadow north onto Bath Road and travels northwest joining London Road (A4) and crossing under the M4 motorway at the Junction 5 Langley Roundabout. The route continues northwest on the A4 and then heads north along High Street (B470) and east on Parlaunt Road.
BCC	The cable route continues east on North Park, heading northeast along Skye Ings through Richings Park, connecting to Bathurst Walk and then heading north on Thorney Lane South crossing over the Great Western Railway line. The route continues along Thorney Lane North, heading east in Iver on the B470 and then crossing the M25 motorway onto Ford Lane and continuing east along the B470.
LBH	The route continues east along the B470, crossing the Grand Union Canal and then heading north on High Street and immediately east on Station Road. The route continues north along Cleveland Road and then onto Whitehall Road, heading west at Hinton Road and north along Cowley Road onto the A4020 Chapel Street Gyratory. The route exits the Gyratory to the west on the A4007, heading southwest along St John's Road and on Slough Road, crossing the Rover Colne.
BCC	The route continues along Slough Road and heads north along Cherry Tree Lane and then west to Six Acre Farm before entering the National Grid Iver Substation.

Table 2: Iver Cable Corridor Route

- 2.6 The Iver Substation Corridor route is located predominantly within adopted Highway land save for a small number of locations where bespoke construction techniques are utilised, as listed in Table 3.

Background and Wider Context

- 2.7 This planning application for proposed electrical and communications cabling is submitted in order to facilitate the delivery of a proposed data centre and BESS facility. An application for full planning permission for the Facility was submitted to Slough Borough Council on 13 December 2024 with the following description of development:

Demolition of existing buildings and redevelopment to comprise a Data Centre (Use Class B8) and Battery Energy Storage System 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.

- 2.8 The application is subject to an appeal under Section 78(2) of the TCPA 1990 with appeal ref no. APP/J0350/W/25/3366043. It was confirmed on 29 August 2025, that the Secretary of State for Ministry of Housing, Communities and Local Government has recovered the appeal.
- 2.9 There is a compelling and urgent need for the Facility, and this application provides the supporting infrastructure to facilitate its delivery. Both local and national policy place significant weight on the need to support economic growth and productivity for development opportunities. It fully aligns with the Government's drive to support economic growth, as well as the specific proactive steps it has taken to facilitate the delivery of data centres.
- 2.10 Data centres are central to the Government's economic and digitisation strategy, as expressed in the latest Industrial Strategy which support swift decision making for essential projects such as data centres.
- 2.11 The Government announced an AI Opportunities Action Plan (January 2025) which seeks to position the UK as a global leader in AI innovation. Data centres are recognised as being central to this strategy, describing them as "the engines of the AI age".
- 2.12 The importance of data centres was specifically recognised by the Government when it designated them as 'Critical National Infrastructure' in September 2024, a term used to identify national assets that are essential for the functioning of society, such as those associated with energy supply, water supply, transportation, health and telecommunications. In the associated press release, the Government noted that the move showed "the fundamental importance of data centres for the government".
- 2.13 Furthermore, the Centre for the Protection of National Infrastructure is the Government authority for protective security advice to UK national infrastructure. In their report 'Protection of Data-Centres' they set out that:

"As the UK's economy becomes increasingly dependent upon information for delivery of online services and governance of major organisations, commercial Data Centres are recognised as

forming part of the Critical National Infrastructure (CNI) – those assets deemed essential to the overall running of the country.”

2.14 The National Planning Policy Framework (“NPPF”) (February 2025) paragraph 85 has been updated to reference that planning decisions should make provision for: *“a) clusters or networks of knowledge and data-driven, creative or high technology industries; and for new, expanded or upgraded facilities and infrastructure that are needed to support the growth of these industries (including data centres and grid connections).”* This denotes the importance national policy is placing on the need for data centres and their role in contributing towards the economy.

2.15 Consistent with national policy, the need for data centres is also reflected in numerous recent appeal decisions, specifically in the Slough Availability Zone. In the recent Woodlands Park decision (PINS ref no. 3347353) the secretary of state decision states:

“a significant and substantial demand for new data centres in the Slough Availability Zone (SAZ), that the provision of data centres would make a significant contribution to the UK economy, and that the appeal proposal would make a significant contribution to this need”.

2.16 The other element of the Facility is the BESS. BESSs are used to store energy at times where supply exceeds demand and release it back into the national grid as and when required. Battery storage is widely considered vital infrastructure to support the production of renewable energy and for energy security. It is also especially important in providing resilience to the local power network which is highly constrained.

2.17 In 2022, the UK Government published British Energy Security Strategy, which sets out ambitions to reduce the UK’s dependence on imported fuels by investing in renewables and supporting infrastructure to deliver a “radical long-term shift” towards energy independence and net zero. BESSs are critical infrastructure to support the shift to renewable energy, by storing energy at times of high levels of production and returning it back into the national grid when demand increases. The Government has said the decarbonised power system would need to be underpinned by technologies that can respond to fluctuations in supply and demand, which includes energy storage.

2.18 A key component of the Energy Security Plan is to move away from fossil fuels to clean energy, which has the dual benefit of reducing emissions and tackling climate change, as well as securing greater energy independence.

2.19 BESSs are a key component of flexible infrastructure as they store energy produced when supply levels are high, for example solar energy on sunny days and wind power on windy days and put energy back into the grid when demand is high. In the Future Energy Scenarios report (2023), the National Grid Electricity System Operator (“NGESO”) estimate that there will need to be a minimum of 30 gigawatts (‘GW’) of storage capacity in the country to meet the net zero 2050 target.

2.20 The updated NPPF makes reference to national infrastructure growth ambitions by making it *“simpler and faster to build the clean energy sources needed to meet zero carbon energy generation by 2030”.*

- 2.21 The National Policy Statement for Energy (2023) also highlights the importance of Energy Storage in achieving net zero and providing flexibility to the energy system, so that high volumes of low carbon power, heat and transport can be integrated.
- 2.22 Recent appeal decisions further support the identified need for battery energy storage. An appeal for a battery energy storage facility in the Green Belt in Mill Hill, Barnet was allowed (PINS Reference: 3298962) with the Inspector noting that the proposal was required to improve energy storage particularly for renewable inputs to the national grid and that it was important to accommodate the fluctuating nature of energy generated from renewable sources. As a result, very significant weight was afforded in its favour as it would assist in meeting the government's net zero targets.
- 2.23 Overall, there is a clear and compelling need for data centres and battery storage facilities and recent appeal decisions have demonstrated the role both play in facilitating economic growth, renewable energy production and achieving net zero targets.
- 2.24 The proposed cable corridor will provide the electrical connection to an existing substation to enable the Facility to operate.

3 Proposed Development

- 3.1 The proposed development is to install cables to connect National Grid transmission substation at Iver to the proposed data centre and BESS Site at Manor Farm. The data centre/BESS site is located approx. 7.5km from Iver substation, as the crow flies, with circa 17.5km of cable corridor connecting the two sites. The cabling will provide the power required for the data centre to operate and a connection to the national grid for the BESS.
- 3.2 The proposed grid connection will be for the majority underground and will involve the following:
- The excavation of a temporary trench to accommodate the cabling infrastructure consisting of up to two 33 kilovolt (kV) dual circuits, together with associated communications cabling – unless a trenchless solution is proposed e.g. under M25 infrastructure or a watercourse.
 - In limited sections the cable may be located above ground structure (e.g. connected to a bridge structure).
 - Each 33kV cable will comprise of three strands of cables, with each cable in a separate duct.
 - The construction trench will be 0.6 - 1 metre (m) wide and typically at a depth of up to 3(m). However, due to existing services, some sections of the route are anticipated to be installed at a greater depth.
 - The construction trench will be infilled once the required cabling components have been laid; and
 - At approximately 500m intervals along the grid connection route, it is necessary to install a joint bay where lengths of the cable can be joined together. Each joint pit would be below ground level and would measure circa 500mm x 300mm.
- 3.3 The route between the substation and the Facility is predominantly urban in nature, thereby limiting the potential available route options. As a result, a significant length of this route is provided along public highway.
- 3.4 The majority of the route is located within the highway where a temporary open cut trench will be created.
- 3.5 The trench will feature the cables contained within ducts. The ducts will be embedded in cabling sand. The trench would then be backfilled with excavated material. Surplus material would be taken to the nearest suitable commercial landfill facility.
- 3.6 Where the trench is in the surfaced area of a public road, the trench edges would be cut with a circular saw and the material excavated. The running surface of the road would be reconstructed to Highways standards. Where the trench is constructed in the verge or grassed areas, the trench area would be reseeded with grass where the covering with existing turf could not be re-used.
- 3.7 The Applicant commits to no tree loss along the cable route corridor.

3.8 Figure 2 below provides an indicative cross-section of the cable corridor trench.

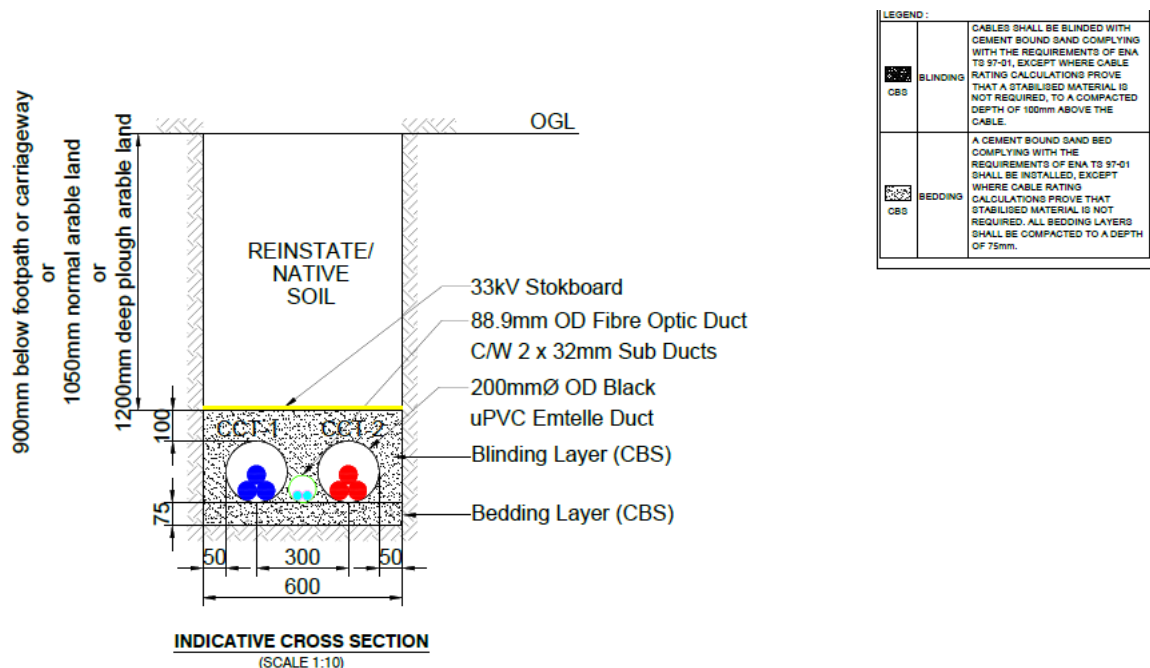


Figure 2: Indicative trench cross section along Iver cable route

3.9 The precise location of the cable route is yet to be defined within the red line boundary corridor. The redline therefore provide some flexibility for the final cable route location. The flexibility in the placement of the corridor allows for unforeseen obstructions and other construction difficulties, for example, where existing unrecorded underground infrastructure (cabling, pipework etc.) exists.

3.10 At certain locations on the route, a bespoke construction solution is required, for example across a watercourse or railway. In these cases, one of three solutions will be employed:

- Open cut trench within a highway structure (e.g. bridge);
- Ground mounted structure (e.g. cables fixed to the side of an existing bridge); and
- Trenchless solution such as Horizontal Directional Drilling (“HDD”).

3.11 There are 17 instances where a bespoke solution is required which are identified as I-1 – I-17 and are shown on plan ref. JSM-RL-EDF-24-0631_33kV RLB P05. Table 3 identifies the proposed construction solution(s) for each location. A final decision will be taken during the detailed design process.

Location	Bespoke Construction Method
I-1	Bridge Solution
I-2	Bridge Solution

I-3	Bridge Solution
I-4	Bridge Solution
I-5	Trenchless
I-6	Bridge Solution
I-7	Excavation underneath culvert
I-8	Trenchless
I-9	Trenchless
I-10	Bridge Solution
I-11	Bridge Solution
I-12	Bridge Solution
I-13	Trench in Highway
I-14	Trenchless
I-15	Bridge Solution
I-16	Bridge Solution
I-17	Bridge Solution

Table 3: Bespoke Construction Methods

Construction Methodology and Phasing

- 3.12 The construction methodology employed for installation will be set out in a Construction Management Plan (“CMP”) to be agreed with the various local planning and highway authorities under a pre-commencement condition discharge.
- 3.13 The cable route construction timeline will be created in conjunction with a Section 50 licence confirmed by the relevant Highways Authority. Detailed timings of the construction programme will also be created in conjunction with local businesses which may potentially be affected by the works.
- 3.14 In general, it is intended that the cable laying operation will be undertaken on a phased basis with an identified section being constructed and completed prior to moving on to a new section.

Typically, a linear trench section of approximately 25 m will be excavated, with the cabling being laid and the trench being reinstated prior to progressing with further excavations works.

- 3.15 The precise length of cable being laid on a given day will be dependent upon the nature of the ground encountered and its complexity, having regard to issues such as the presence of existing infrastructure, trees, bespoke construction solutions, etc.
- 3.16 The decision as to the order in which route sections are constructed will be taken by the appointed contractor in consultation with the Highways Authority and having regard to any other identified constraints. This will be documented in the CMP.
- 3.17 For areas of verge and unmade ground, the excavation and reinstatement will be carried out using existing excavated materials where possible. If the original 'turf' is unable to be re-laid or is of a poor quality, then new topsoil and grass seed will be used. Digging will be undertaken using mechanical aids except where trees or other obstructions exist when sensitive installation techniques such as hand digging, vacuum excavation, etc. will be employed.
- 3.18 When installing cables within hard surfaced areas (such as roadway, footpaths or cycleways), these sections will be open cut using a floor saw and/or a mechanical pecker to break up the top surface. Mechanical means would then be used to remove the subsurface and associated materials to the correct depths. Once the cable is installed, the original surface would then be reinstated to the relevant specifications for the type of surface in agreement with the relevant Highways Authority.
- 3.19 Machinery and materials will be kept at temporary laydown areas, the location of which will be agreed as part of the CMP. Machinery may also be temporarily stored overnight at the location of the previous day's completed cable trench behind secure fencing.

4 Relevant Planning Policy

- 4.1 Cabling, such as that proposed in this planning application, can generally be installed by utility providers without the need for planning permission under Part 15 of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended). In this case planning permission is being sought as the Applicant is not a utility provider and hence does not benefit from the same permitted development rights.
- 4.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications are determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 4.3 The Development Plan for each local planning authority across the cable corridor is as follows:
- **Buckinghamshire County Council**
 - South Bucks Local Plan (1999)
 - South Bucks Core Strategy (2011)
 - **London Borough of Hillingdon**
 - London Plan 2021
 - London Borough of Hillingdon Local Plan Part 1 Strategic Policies (2012)
 - London Borough of Hillingdon Local Plan Part 2 Development Management Policies (2020)
 - **Slough Borough Council**
 - Slough Core Strategy Development Plan Document (December 2008)
 - Slough Site Allocations Development Plan Document
 - Slough Local Plan Saved Policies (2004)
 - **Royal Borough of Windsor and Maidenhead**
 - Royal Borough of Windsor and Maidenhead Local Plan (2022)
- 4.4 A detailed review of the relevant policy maps has identified that the proposed cable corridors are subject to a series of designations as summarised in Table 4.

Local Planning Authority	Land Use Designations
Buckinghamshire County Council	- Biodiversity Opportunity Area - Colne Valley Park - Green Belt - Iver Conservation Area
London Borough of Hillingdon	- Green Belt - Conservation Areas (Uxbridge Moor, Rockingham Bridge, The Greenway and Cowley Lock)

	- Area of Special Local Character (Orchard Drive, Hamilton Road and Clayton Way) - Areas forming links in Green Chains - Regionally Important Geological Site
Slough Borough Council	- Green Belt - Strategic Gap - Colne Valley Park - Area liable to Flooding - Public Open Space / Allotments
Royal Borough of Windsor and Maidenhead	- Green Belt - Safeguarded Sand and Gravel Resources

Table 4: Policy Designations along the Iver Substation Corridor in each LPA

4.5 A review of the relevant policies is set out below.

Buckinghamshire County Council

South Bucks Core Strategy (2011)

4.6 Core Policy 6 (Local Infrastructure Needs) expects the Council to work with service and infrastructure providers to ensure new or improved infrastructure is delivered. Similarly, new development is required to provide for the necessary infrastructure needs.

London Borough of Hillingdon

London Plan 2021

4.7 Policy GG6 (Increasing Efficiency and Resilience) seeks to improve energy efficiency and support the move towards a low carbon circular economy, contributing towards London becoming a zero carbon city by 2050 and requires an integrated and smart approach to the delivery of strategic and local infrastructure.

4.8 Policy SI6 (Digital Connectivity Infrastructure) supports the delivery of full-fibre or equivalent digital infrastructure.

4.9 Policy G2 (London's Green Belt) requires the Green Belt is protected from inappropriate development, in line with national planning policy tests.

4.10 Policy G7 (Trees and Woodlands) requires development proposals to ensure that, wherever possible, existing trees of value are retained.

London Borough of Hillingdon Local Plan Part 1 Strategic Policies (2012)

4.11 Policy EM1 (Climate Change Adaptation and Mitigation) encourages the installation of renewable energy for all new development in meeting the carbon reduction targets savings set out in the London Plan.

- 4.12 Policy EM2 (Green Belt, Metropolitan Open Land and Green Chains) seeks to maintain the current extent, hierarchy and strategic functions of the Green Belt, Metropolitan Open Land and Green Chains. Any proposals for development in Green Belt and Metropolitan Open Land will be assessed against national policies, including the very special circumstances test.
- 4.13 Policy EM6 (Flood Risk Management) requires new development to be directed away from Flood Zones 2 and 3 in accordance with the principles of the NPPF.

[London Borough of Hillingdon Local Plan Part 2: Development Management Policies \(2020\)](#)

- 4.14 Policy DMHB 14 (Trees and Landscaping) expects all development to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit.
- 4.15 Policy DMEI (Reducing Carbon Emissions) requires all developments to make the fullest contribution to minimising carbon dioxide emissions in accordance with London Plan targets.

[Slough Borough Council](#)

[Core Strategy DPD \(December 2008\)](#)

- 4.16 The Core Strategy DPD contains the spatial vision, objectives and strategic policy for the Borough. It includes policies to guide development, as well as protect the natural and historic environment.
- 4.17 Core Policy 1 (Spatial Strategy) sets out all development will take place within the built-up area, predominantly on previously developed land, unless there are very special circumstances that would justify the use of Green Belt land. The policy also requires that a strategic gap be maintained between Slough and Greater London.
- 4.18 Core Policy 2 (Green Belt and Open Spaces) confirms that the existing areas of Metropolitan Green Belt are to be maintained and notes that development will only be permitted in the Strategic Gap and the open areas of the Colne Valley Park if it is essential to be in that location.
- 4.19 Core Policy 10 (Infrastructure) requires development to be supported by sufficient existing, planned and committed infrastructure, including utilities.

[Saved Policies of the Slough Local Plan \(March 2004\)](#)

- 4.20 Saved Local Plan Policy CG9 (Strategic Gap) confirms that any proposals which threaten the clear separation or the role of open land within the strategic gap will not be permitted.
- 4.21 Saved Policy CG1 (Colne Valley Park) sets out that proposals for development within the countryside or other open areas in Colne Valley Park will not be permitted unless they:

[“Maintain and enhance the landscape and waterscape of the park in terms of its scenic and conservation value and its overall amenity;](#)

[Resist urbanisation of existing areas of countryside;](#)

[Conserve the nature conservation resource of the park; and](#)

Provide opportunities for countryside recreation which do not compromise the above.”

- 4.22 Where development is permitted in these areas, the Policy requires measures to mitigate any visual impact and/or enhance nature conservation and/or provision of new or improved access to the countryside will be sought by agreement and/or condition.
- 4.23 Policy EN34 (Utility Infrastructure) requires development to ensure sufficient capacity exists or extra capacity of utility infrastructure is provided in time to serve the development.

Royal Brough of Windsor and Maidenhead

Borough Local Plan (2022)

- 4.24 Policy IF1 (Infrastructure and Developer Contributions) states that the Council will work in partnership with infrastructure service providers and developers to ensure that the infrastructure needed to support development is provided in a timely manner.
- 4.25 Policy IF7 (Utilities) states that *“Expansion of electronic communications networks and the provision of suitable infrastructure to achieve this are supported”*. The Council will support development proposals that result in improvements to telecommunications networks.
- 4.26 Policy QP5 (Development in Rural Areas and the Green Belt) states that green belt land will be protected from inappropriate development.

Material Considerations

National Planning Policy Framework (2025)

- 4.27 The NPPF (February 2025) sets out the Government’s planning policies for England and how these are expected to be applied.
- 4.28 Paragraph 8 underpins the Framework by setting out the three overarching objectives that need to be mutually pursued in order to achieve sustainable development. In particular, clause 8a sets out the need to *“build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure”*.
- 4.29 Paragraph 11 of the NPPF sets out the 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. Paragraph 11 Part D states that where there are no relevant development plan policies, or they are out-of-date, permission should be granted unless there is a strong reason for refusal as set out in the NPPF or adverse impacts would significantly and demonstrably outweigh the benefits.
- 4.30 Paragraph 85 sets out that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. It confirms 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.

- 4.31 Paragraph 87 states that planning decisions should recognise and address specific locational requirements of different sectors. Sub-paragraph (a) adds that this includes making the provision for *“clusters or networks of knowledge and data-driven, creative or high technology industries; and for new, expanded or upgraded facilities and infrastructure that are needed to support the growth of these industries (including data centres and grid connections)”*.
- 4.32 Paragraph 116 with regards to the promotion of sustainable transport and highways impact, states that *“development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.”*
- 4.33 Paragraph 143 sets out the five purposes of the Green Belt. Paragraphs 153 explains that inappropriate development is harmful to the Green Belt and should not be approved except in very special circumstances, which will not exist unless the potential harm to the Green Belt by reason of its inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.
- 4.34 Paragraph 158 confirms that engineering operations which preserve the openness of the Green Belt and do not conflict with the purposes of the Green Belt, is not inappropriate development, as such very special circumstances do not need to be demonstrated.
- 4.35 Paragraph 170 confirms inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, where necessary, the development should be made safe for its lifetime without increasing flood risk elsewhere.
- 4.36 Paragraph 177 confirms that when it is not possible for development to be located in areas with a lower risk of flooding, the ‘exception test’ may have to be applied. Paragraph 178 sets out that in order to pass the ‘exception test’ the following should be demonstrated:
- a) the development would provide wider sustainability benefits to the community that outweigh the flood risk; and*
 - b) the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.*
- 4.37 Paragraph 215 states *“Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use”*.

Planning Practice Guidance

- 4.38 The Planning Practice Guidance (“PPG”) was originally published in 2014. The PPG adds further context to the NPPF and it is intended that the two documents are read together.

Slough New Local Plan

- 4.39 SBC have been working on a new Local Plan for Slough to cover the period from 2016 – 2036. Upon its adoption, the Local Plan will replace the existing Core Strategy, Site Allocations and Local Plan Saved Policies.
- 4.40 The latest stage in its preparation was the Regulation 18 consultation on the proposed spatial strategy, which took place in November 2020 to January 2021. The timetable for the Local Plan is currently uncertain, with the latest LDS being out of date.

Emerging Local Plan 2024-2039

- 4.41 Buckinghamshire County Council is also working on a new emerging local plan for the period 2024-2039. The Regulation 18 Consultation is taking place October and November 2025. With Regulation 19 Consultation due for Summer 2026 and submission to the Planning Inspectorate in December 2026.

Summary

- 4.42 The cable corridor is located across four local planning authorities and various land use designations such as the Green Belt, Strategic Gap, and Colne Valley Regional Park where planning policy requires proposals for inappropriate development to demonstrate that any harms are outweighed by very special circumstances and that development has an essential requirement to be in that location. However, the proposed development is mainly underground electrical cabling predominantly within the public highway which is an engineering operation that will not impact Green Belt purposes and hence is not 'inappropriate development'.
- 4.43 National policy is highly supportive of data-driven digital infrastructure. In particular, data centres and associated grid connections have been specifically identified as critical national infrastructure and express support is given for zero carbon energy generation.

5 Planning Considerations

- 5.1 This section of the Statement provides an assessment of the proposed development against the key policies of the Development Plan, having regard to relevant material considerations.

Principle of Development

- 5.2 NPPF Paragraph 87a states that planning decisions should recognise and address specific locational requirements of different sectors and makes provision for “*clusters or networks of knowledge and data-driven, creative or high technology industries; and for new, expanded or upgraded facilities and infrastructure that are needed to support the growth of these industries (including data centres and grid connections)*”.
- 5.3 The NPPF is also supportive of renewable and low carbon energy and associated infrastructure.
- 5.4 The proposed cable corridor works are required to support the critical infrastructure of a data centre and BESS. The proposed works are for the majority underground, located within the highway and following the installation works the land will be returned to its original state. The works are, therefore, by definition temporary in nature and thus the impact of the development on the surrounding area is also temporary.
- 5.5 It should be noted that cabling of this kind can generally be installed by utility providers without the need for planning permission under Part 15 of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).
- 5.6 Therefore, the principle of development, which facilitates the delivery of critical national infrastructure via grid connections is supported by national policy.

Flood Risk

- 5.7 A comprehensive Flood Risk Assessment (FRA) has been undertaken in accordance with BS 8533:2017 and relevant national and local planning policies and guidance. All potential sources of flood risk to the site have been systematically assessed.
- 5.8 An initial screening identified potential flood risks from fluvial and tidal sources, surface water, groundwater, sewer and water main infrastructure, reservoirs, canals, and possible infrastructure failure. The assessment concluded that, following construction, the cable route would not be subject to significant flood risk.
- 5.9 It is confirmed that the proposed development falls within the ‘Essential Infrastructure’ classification and is necessary to support the operation of the associated data centre and BESS. These elements are consistent with wider strategic policy objectives for economic growth and the transition to a zero-carbon energy system, thereby delivering substantial sustainability benefits.
- 5.10 Post-installation, the flood risk to the cable is assessed as very low, in particular with the associated flood mitigation measures implemented during the construction phase, which will

ensure any temporary flood risks are appropriately managed. Accordingly, the development is considered to meet the requirements of the Exception Test.

- 5.11 Overall, it is anticipated that the temporary ground works associated with excavating the trench for the cabling, and the subsequent reinstatement of the topsoil/ground will not be at a high risk of any type of flooding and will not increase the risk of flooding to the surrounding area. No drainage measures are expected for these temporary works.
- 5.12 Therefore, the flood risk and hydrology impact of the proposed development is minimal and in line with local and national policy.

Ecology and Biodiversity Net Gain (BNG)

- 5.13 The proposed cabling route prioritises the use of existing highways where possible, which minimises the potential impacts on ecology, although works along the highway will generally be installed within grass verges and footpaths.
- 5.14 This Application is supported by a Preliminary Ecological Appraisal and Ecological Impact Assessment which determines that the proposed development area provides limited ecological value throughout the extent of the route. The proposed development will have negligible impact on the onsite habitats, habitats beyond the site and those protected species that may be using them. In certain locations along the Iver Cable Corridor the proposed cabling is adjacent to designated habitats, although no proposed works will take place in these locations.
- 5.15 All grassland habitat along the cable corridor route that is to be excavated ensure the retention and replacement of turf following the construction of the trench, allowing for reinstatement of the habitat within a two-year period and preventing long term impacts. All habitats that cannot be reinstated within two years are to be avoided through micro-siting.
- 5.16 The watercourses will be crossed using trenches within the highway, trenchless techniques or ground mounted structures on overbridges.
- 5.17 Given the nature and location of works, overall ecological impacts are minor, and with the inclusion of embedded mitigation measures effects are either eliminated or reduced to levels that are not significant. Mitigation measures can be secured and delivered by a CMP and CEMP for the Proposed Development. All ecological surveys have been undertaken to support this planning application. The works will require Ecology Method Statements prior to the beginning of the works as part of the CEMP required as a pre-commencement planning condition.
- 5.18 The Biodiversity Net Gain Assessment calculates the baseline biodiversity value for the habitats within the red line boundary. It identifies that poor condition habitats comprise the majority of habitat units that could be impacted within the red line boundary subject to detailed design.
- 5.19 An appropriate Biodiversity Net Gain Scheme will be provided at detailed design stage which will outline that proposed development will meet the statutory BNG requirements by off-site biodiversity credits.

- 5.20 The baseline biodiversity figure includes various poor condition habitats which are suitable for reinstatement within a 2-year period, therefore minimising any long-term impacts of the cable construction. As such, the baseline biodiversity value for the proposed development is expected to be further reduced.

Arboricultural

- 5.21 An Arboricultural Impact Assessment has been prepared in support of this application.
- 5.22 All trees/groups and hedgerows within the red line boundary of the cable corridor are to be retained. The Applicant is committed to no tree loss, and the route selection is informed by the location of protected trees and avoids them where possible.
- 5.23 Works will seek to avoid root protection areas, but where necessary sensitive construction techniques will be explored e.g. hand digging.
- 5.24 Therefore, the proposed development has no determined impact on trees in line with local and national policy.

Transport

- 5.25 A Construction Transport Management Plan (“CTMP”) has been prepared in support of the Iver Cable Corridor Planning Application.
- 5.26 The installation of the cabling will have a temporary effect on highways for construction purposes and in some cases road closures and diversion.
- 5.27 An assessment, as set out in Section 5 of the CTMP, of peak daily construction traffic associated with the Proposed Development confirmed the scale of construction traffic is minor and is not expected to adversely affect the operation of the surrounding road network.
- 5.28 A range of mitigation measures and traffic management measures have been considered to manage and minimise any temporary impacts during the construction phase. To note this will be subject to the lead contractor appointment and in accordance with the relevant highways authorities. These include temporary lane closures, footway diversions, and traffic control measures. In sensitive areas, such as crossing the M25, trenchless techniques (e.g. HDD or tunnelling) are proposed to minimise disruption to key transport routes.
- 5.29 The construction-related traffic impacts are temporary and transitory. With the proposed management measures in place, it is concluded that there are no transport or highways constraints that would preclude the construction of the Proposed Development, in line with local and national policy.

Archaeology and Built Heritage

- 5.30 An Historic Environment Desk Based Assessment (“DBA”) has been prepared in support of the application submission.
- 5.31 The proposed route alignment has been established having regard to known areas of archaeological value. The cable corridor alignment has sought to avoid or minimise impact on

any sensitive heritage locations, but any works will be temporary in nature and within the public highway.

- 5.32 No built heritage constraints have been identified in relation to the proposed cable route, and no further heritage assessment work is necessary.
- 5.33 The Historic Environment DBA concludes that no archaeological assets of high significance are expected within the cable route corridor. While below-ground remains of negligible to local significance may be encountered, they are not considered to pose a constraint to the design or delivery of the development.
- 5.34 The proposal is consistent with the relevant heritage policies set out in the national and local policies, confirming no harm to known areas of archaeological value and built heritage.

Contaminated Land

- 5.35 A Preliminary Land Quality Desk Study is submitted in support the application proposals.
- 5.36 Potential contamination has been identified within made ground along the proposed cable route due to historical land uses outside the control of the developer. While this contamination does not pose a barrier to the cable's successful installation, precautionary measures are necessary to mitigate risks to human health and the environment. Overall, with these precautionary actions, the identified risks can be effectively managed, and no significant land quality constraints are expected to impede the cable installation.

Landscape and Visual

- 5.37 The installation of the cabling will have a minor temporary effect during the course of construction, and therefore the wider visual and landscape impact is temporary and thus negligible.

Summary

- 5.38 The proposed works are mainly underground, located within highway verges and following the land will be returned to its original state. They are by definition temporary in nature and therefore, result in no impact to the site and surrounding area in terms of trees, ecology, flood risk, built heritage or transport. Therefore, confirming the development proposal is in accordance with the relevant Development Plan for each LPA and the NPPF.
- 5.39 The proposed cable corridor works are required to support the critical infrastructure of a data centre/BESS. Cabling of this nature is often installed by utility providers under Part 15 of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) without the need for permission as it is generally considered that the works will not result in unacceptable impacts.

6 Conclusions

- 6.1 This Planning, Design and Access Statement addresses the relevant planning considerations relating to the proposed Manor Farm Cables - Iver Substation Corridor. This Statement is one of a number of supporting documents which together support the application proposals.
- 6.2 The proposed development seeks to install cables to connect National Grid transmission substation in Iver to the proposed data centre and BESS Site at Manor Farm. The cabling will provide the contractually agreed power required for the data centre to operate and a connection to the national grid for the BESS. Both offering critical national infrastructure.
- 6.3 There is a compelling and urgent need for this application, which facilitates the Facility, and provides the supporting infrastructure for its delivery. Both local and national policy place significant weight on the need to support economic growth and productivity for development opportunities. It fully aligns with the Government's drive to support economic growth, as well as the specific proactive steps it has taken to facilitate the delivery of data centres.
- 6.4 This Statement confirms that the proposed works, which are mainly underground and located in adopted highways, will result in negligible to no harm on the surrounding area.
- 6.5 This Statement has demonstrated that the proposed development is in accordance with the Development Plan, in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, having regard to material considerations which strongly support the grant of planning permission.
- 6.6 For the reasons set out in this Statement and the planning application documentation as a whole, planning permission should be granted for the development proposal.