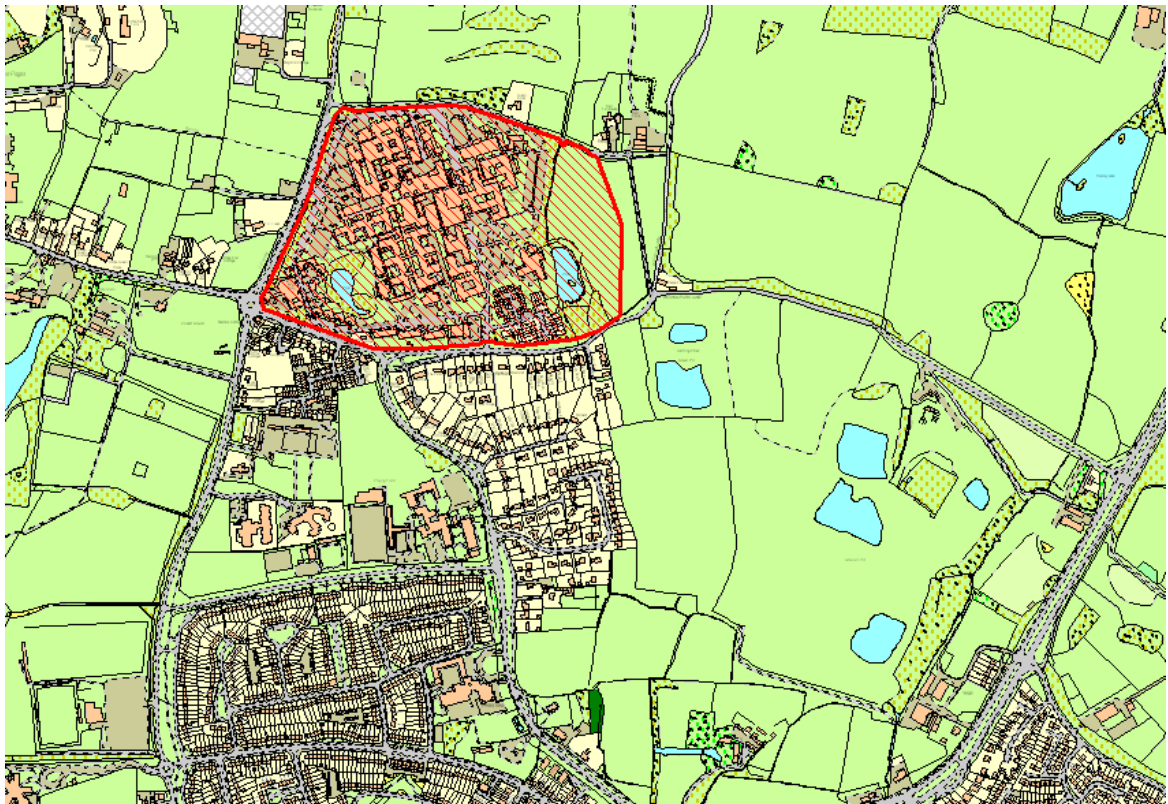


Registration Date:	21-Nov-2014	Applic. No:	P/06622/075
Officer:	Ian Hann	Ward:	Wexham Lea
		Applic type:	Major
		13 week date:	20th February 2015
Applicant:	Ms. Janet King, Frimley NHS Foundation Trust		
Agent:	Mr. Paul Zanna, Mayer Brown Limited Mayer Brown Limited, Zellig 204, The Custard Factory, Birmingham, B9 4AU		
Location:	Wexham Park Hospital, Wexham Street, Wexham, Slough, SL2 4HL		
Proposal:	RECONFIGURATION OF EXISTING CAR PARKING AND PROVISION OF AN ADDITIONAL 573 CAR PARKING SPACES.		

Recommendation: Delegated to the Acting Planning Manager



1.0 **SUMMARY OF RECOMMENDATION**

- 1.1 That Committee approve the principle of additional car parking provision at Wexham Park Hospital and that the application be delegated to the Acting Planning Manager for the conclusion of outstanding issues, completion of a Section 106 Agreement, finalising conditions and final determination. If no resolution to the outstanding matters is found than the application should be refused within the statutory 13 week time limit.

PART A: BACKGROUND

2.0 **Application Site**

- 2.1 The application site is Wexham Hospital which lies at the northern end of the borough, located on the east side of Wexham Street, Stoke Green, Slough. An access road runs to the north of the hospital and marks the boundary between Slough Borough Council and South Bucks District Council. The Application Site is a total of 24.22 hectares.
- 2.2 The site comprises of a number of single storey blocks with a central multistorey tower. In addition a number of two to four storey blocks located adjacent to the maternity area. Access into the site is from two access points on Wexham Street and two on Wexham Park Lane. The site is encompassed by a belt of semi mature trees which restrict views into the site from the surrounding areas.
- 2.3 To the north is the Wexham Park Golf course and to the east is open farmland. To the south of the site is Wexham Park Lane with a residential development beyond.
- 2.4 The site is located within the Green Belt and is also identified on the Proposals Map as a 'Major Development Site in Green Belt'.

3.0 **Proposal**

- 3.1 The proposals that are currently being considered involves the rearrangement of the existing parking arrangements along with the provision of some additional parking to provide a total of 573 new car parking spaces. The scheme will also see improvements to the internal ring road to improve access around the site to improve accessibility and 100 additional cycle parking spaces. The scheme will also see new landscaping around the site, new signage to help with wayfinding, street lighting, pay machine locations and CCTV.

- 3.2 The change in parking numbers will be as follows :

	Existing Spaces	Proposed Spaces	Difference
Car Parking Spaces	1,439	2,012	+ 573
Motor Cycle Parking Spaces	38	38	0
Disability Spaces	14	29	+15

Cycle Spaces	62	162	+ 100
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3.3 The parking spaces will be split between patients / visitors and staff members as follows:

Current Staff Parking	Increase In Staff Parking	Proposed Staff Parking Total
775 (54%)	331 (58%)	1106 (55%)
Current Patient / Visitor Parking	Increase in Patient / Visitor Parking	Proposed Patient / Visitor Parking Total
664 (46%)	242 (42%)	906 (45%)

- 3.4 The main western car park will be reconfigured on both sides of the main entrance, including the removal of trees between the parking bays, to allow a better circulation and movement. The car park will be laid out in a similar way to a supermarket car park with trees set within kerb height planters and at the end of the bays. This will become the main patient and visitor car parking areas.
- 3.5 The southern car park will be reorganised with rows of car parking laid out to work functionally better. An informal avenue of trees will form the boundary of the car parking along the ring road. Half of this car park will be for staff and half for patients/visitors. Additional disabled spaces will be allocated. From the southern car park will be a new car park that wraps itself around the existing pond within the site. This will retain trees and shrubbery on the peripheral areas notably the mature Yew tree. New tree and shrub planting will be located within the new car park. This will become the main patient and visitor car parking area.
- 3.6 The maternity car park will be re-organised by the removal of all the exiting trees. The car park will be laid in a broadly north /south alignment in a supermarket style car park with trees set within kerb height planters and at the end of the bays. The car park will be for visitors/patients with additional disabled car parking allocated.
- 3.7 The eastern car park will be expanded using the same alignment as the existing but spreading further westwards into the site. The existing poor quality oak tree will be removed to cater for additional car parking spaces and allow for the internal ring road to function more efficiently. This car park will be for staff parking only.
- 3.8 The northern car park will be reorganised in a broadly north/south configuration. By the introduction of additional access points on to the ring road the car park can gain additional spaces. This car park will be for staff parking only.
- 3.9 The existing road that runs around the site will become a two way road connecting all the new and reorganised car parking areas together.
- 3.10 A new payment system will be introduced including a new barrier control system and 2 no. additional pay on foot machines.

- 3.11 A new tree planting strategy will be introduced to replace the trees being removed. Trees will be located at the end of the car parking bays with an under storey of ground cover planting. Additional tree planting to be set within raised kerbs within the car parking at regular intervals. The trees around the lake lost through the car parking will be replaced with indigenous species and an ecologically diverse under storey to enhance the setting of the lake.
Important trees identified in the Arboricultural Survey will be retained.
- 3.12 A pre application consultation exercise was undertaken by the applicant's with a display being in situ at the hospital and manned for 2 days although was left unmanned at other times but still on display. This was advertised via flyers to local properties, posters, staff news updates, and press articles. 200 people attended the event and 143 survey replies were received (95 from staff, 47 from public and 1 from an MP). 83.9% agree the principle of the scheme and 79% supported to proposal. Some concern was raised with regards to spaces close to the nursery building and the proposals were amended to remove some parking from around these areas.
- 3.13 The applicant also entered pre application discussions with the Council prior to the above consultation and advice was given with regards to what would be required to make the scheme acceptable in planning terms. However when the scheme was submitted some issues are still left to be resolved, as outlined in the report below. A further meeting has been held with the applicant's agent to resolve some of these issues but some issues are still being discussed, as outlined below. The scheme has come before this committee as the applicant has stated a need to get development commenced on site by the middle of April in order to safeguard the funding that has been granted for the works and the next committee on 1st April would make it difficult for this to happen.
- 3.14 The applicant states in the Design and Access Statement submitted with the application that the scheme has come about from a need to "resolve the largest issue from patients who stated that the care was excellent but the car parking a complete disaster with most taking up to 20 minutes in finding a space. In addition staff has to park off site and get a bus in from there to the hospital. By increase of spaces both issues should be resolved." It is anticipated that the off site staff parking which currently takes place at the former football stadium at "The Park" will be discontinued if permission is granted for the increased on site parking, although there is no commitment to this.
- 3.15 The following documents have been submitted along with this planning application:
- Application Form
 - Plans
 - Design & Access Statement
 - Transport Assessment
 - Draft Travel Plan
 - Draft Car Parking Management Strategy
 - Arboricultural Method Statement and Tree Survey Report
 - Flood Risk Assessment and Drainage Strategy
 - Ecological Survey

- Pre – Application Consultation Report

4.0 Planning Background

4.1 The following planning applications are relevant to on site parking at the hospital site:

<u>Application Number</u>	<u>Proposal Description</u>	<u>Decision</u>	<u>Date of Decision</u>
P/06622/005	Erection of single storey building and provision of additional parking	Approve	20/08/1992
P/06622/009	Extension to car park to provide an additional 57 spaces	Approve	07/09/1992
P/06622/010	Extension to car park to provide an additional 37 spaces	Approve	07/09/1992
P/06622/011	Extension to car park to provide an additional 28 spaces	Approve	07/09/1992
P/06622/014	Single storey extension and lay out of new car park of 25 spaces	Approve	29/06/1993
P/06622/016	Continued use of car parking area for additional car parking	Approve	02/09/1993
P/06622/025	Additional car parking and service road	Approve	05/02/1996
P/06622/027	Formation of access, construction of gates and drive	Approve	14/06/1996
P/06622/029	220 Bedroom block, 20 x 2 storey houses and associated parking	Approve	26/08/1997
P/06622/041	Additional car parking (85 spaces)	Approve	03/04/2000
P/06622/042	Additional car parking	Withdrawn	29/01/2003
P/06622/043	Additional car parking (40 spaces)	Approve	03/04/2002
P/06622/054	120 bedsits with parking and landscaping	Approve	11/09/2003
P/06622/059	Provision 34 car parking spaces	Approve	25/03/2003
P/06622/060	Extension to coronary care unit and 19 parking spaces	Approve	04/09/2003
P/06622/065	Installation of Entrance / exit barriers	Withdrawn	06/04/0226
P/06622/067	Installation of Entrance / exit vehicle control barriers	Approve	20/08/1992
P/06622/071	Creation of 12 parking spaces on existing bin store	Approve	10/0/2011
P/06622/072	Reorganisation of parking on 3 areas and layout of 65 replacement spaces	Approve	07/05/2013

5.0 Consultation

5.1 Highways and Transport

Additional Comments received 01/02/15

Further to the comments below a meeting was held with the applicant's consultant on 27/1/15. Following the meeting the applicants' consultants have advised that some broad principles have been agreed and that further information will be submitted prior to committee.

The additional staff parking spaces are intended to replace the off-site parking at the Park (former site of Slough football club) which has a temporary planning consent from SBDC. The Park has consent to provide 253 staff parking spaces and it is anticipated that the Park site will be relinquished once the new parking has been implemented at the hospital. The local highway authority holds a concern that if the new proposed parking receives planning consent, but the use of the Park site was to continue then the Trust's Travel Plan would be undermined and this would lead to a greater proportion of staff travelling to the site than currently do so.

The proposal will lead to a local reassignment of traffic which will make the nearby roundabout more congested in peak times and more hazardous for vulnerable road users. The local highway authority is of the view that the proposed development will lead to an increase in vehicle trips to the site. Furthermore there is no guarantee that the overspill parking that affects residents in the Wexham Ward will cease, as anecdotally it has been acknowledged by the Trust that it is likely that those parking in these streets would not be eligible for a parking permit after the new parking is implemented. Therefore in order to address these issues the local highway authority is currently in discussion with the applicant in respect of securing a mitigation package. This package is likely to cover:

- Highway safety improvements to the Church Lane/ Wexham Road / Wexham Street / Stoke Green roundabout;
- Financial contribution towards implementing residents parking scheme / waiting restrictions in the Wexham Ward;
- Improvements to the accessibility of the site by non-car modes;
- Improvements to on-site facilities for cyclists;
- Long term commitment to the Trust Travel Plan including the existing bus service between town centre and the hospital;
- Travel Plan monitoring contribution and commitment to TRICS based monitoring of mode share.

Further comments regarding the site proposals and the mitigation package will be provided in due course once this information has been received from the applicant.

Original comments

A pre-application meeting was held with the applicant and their consultants in October 2014 and comments were provided at the meeting that were prepared prior to the meeting. Many of the pre-app comments have not been properly addressed in the TA.

Existing Site Issues

Para 2.14 of the TA raises some of the site issues:

- internal vehicular routes around the hospital site and movements are limited by barrier controls and one-way restrictions (clockwise between Gates 3 and 2 and between Gates 2 and 1);
- The existing layout of the site and limits upon internal movements mean that vehicular circulation is currently poor. This inefficiency means that staff and visitors can spend a long time searching for spaces. It also results in trips out onto the public highway between gates;
- In addition to on-site parking provision, off-site parking is currently provided for staff at The Park, located along Wexham Road to the south of the site, where there are 253 parking spaces;
- Informal off-site car parking, in the form of on-street parking, is also observed to occur, primarily along Wexham Street, Forest Close, Norway Drive, Church Lane service road and Grangewood. On-street parking along Wexham Street, where the maximum parking duration is limited to 2 hours, appears to be the result of hospital visitors, with that along other roads, where there are no parking restrictions, seemingly largely the result of hospital staff.

Trip Generation

- TA says increased parking will not lead to increase trip generation rather it will lead to reassignment.
- This is incorrect if there are 253 spaces at the Park and 331 new spaces being provided then the provision of the additional 78 spaces will generate be new trips to the hospital site as it will allow a greater number of permits to be issued;
- There is no firm commitment to ending the lease at the Park. In order to prevent new staff trips being generated then the lease on the Park will need to be terminated as soon as all spaces are available on-site. As it new parking area is made available then the same number of spaces will need to be reduced from the Park car park.
- Secondly the 242 visitor spaces will attract some new trips as improving the availability of spaces will make driving to the site more attractive as there will be greater certainty that a space will be available.
- The prohibition of parking on Wexham Street is not guaranteed as it is subject to the outcome of a public consultation.
- Trip generation section of the TA needs to be revisited.

Car Parking

- The rationale for the parking is understood to be it's a nightmare for visitors and patients to find parking as the circulation of car parks is poor.
- Secondly, a rationalisation of staff parking – all new parking will be on-site and the Trust will not have to lease parking off-site;
- If the first reason is so important why are proportionally fewer spaces being provided for visitors than staff?
- No commitment is given to terminating the lease of the Park (offsite parking) and therefore the proposal does not comply with Policy 7 of the

LDF. If the lease on the Park is not terminated then the provision of new parking will create new demand.

- The TA has used Policy T2 of the Slough Local Plan to support its case for providing an increasing in parking provision. The TA in effect implies that the overspill parking that is occurring in the residential streets around the hospital will reduce following the implementation of the additional parking. However this assumption contradicts what the hospital's own Travel Plan Coordinator Jennifer Counsell wrote in her handover note that
"The majority of staff parking off-site are ineligible for a parking permit and are deemed to be able to travel to work by alternative means. On-street parking blocking private drives, on private roads or in places that cause an obstruction to the free movement of traffic causes a number of issues between Wexham Park Hospital and our neighbours. There is a lot of bad feeling from residents on Norway Drive, and Stoke Green and Benjamin Lane in particular where our staff park on pavements, private roads and verges."
Therefore it can be concluded that the new parking provision is unlikely to make any noticeable difference to current overspill parking issues and thus the Trust will need to fund through the S106 agreement resident parking schemes in these areas on roads that are adopted. The detail will need to be agreed prior to the determination of the application.
- Whilst a large number of video surveys were conducted at the site in order to prepare this application, there would appear to be no understanding of actual parking accumulation and bay occupancy within this TA. This information may be known by the Trust, it just has not been provided within this document.

Car Park Design

- Consideration of multi-storey car parks have not been considered due to cost as stated in the pre-app meeting by the hospital representative. This means that bays are provided at surface level only. This raises an issue as to whether the proposal complies with the Green belt policies in NPPF and LDF, as the new parking would appear to extend beyond what might be considered "some infilling". Car parking per se in the green built is considered inappropriate development and therefore much greater justification is required as to why the proposed development is appropriate;
- The car park will need to achieve Safer Parking Scheme – the Park Mark award and maintain the quality of the car park going forward. This to be secured through the S106 agreement.

Car Park / Site Circulation

- Whilst it is welcomed that a circulatory road is being created, although was there not one before? It would appear that with the proposed design there will still be a lot of unnecessary circulation within the site as staff and visitor parking is mixed together. Could this not have been avoided?
- The design of the parking areas makes it very hard to implement VMS systems guiding staff and visitors to available bays as virtually all of the parking is accessed from the circulating road. It is considered that if VMS

- cannot be implemented then this is considered a major missed opportunity.
- The TA does not identify where the key points of staff and visitor demand is generated on the site. Understanding this will guide where car parks for visitors and staff would be best located;
 - Further explanation is required on why this design solution has been brought forward;
 - At the pre-app meeting, the potential for the bus service to circulate was discussed. The consultant team agreed to go away and investigate, but it would appear to have been overlooked.
 - Concerns were raised about the difficulty for buses accessing the stop at the main entrance and it was questioned whether the disabled parking and other drop off bays could be relocated to prevent delay to bus services. No progress has been made on this.
 - There must be many examples of good practice design of car parks in the NHS and it is considered further work needs to be done in relation to this proposal;

Access

- Further consideration needs to be given as to whether the barrier at Gate 4 is set far enough back into the site in order to prevent queuing back onto the public highway;
- The 90 degree parking bays in the vicinity of Gate 4 will obstruct vehicle entry and should be deleted;
- It would be appropriate if all of the site access junctions included visibility splays on the drawings just to ensure that adequate vehicle visibility and pedestrian visibility can be achieved from all access points;

Walking

- Limited pedestrian facilities are provided to the development from Slough and South Bucks District;
 - o E.g. lack of lighting, lack of footways, poor crossing facilities, narrow footways, pavement / verge parking concerns; speeding traffic,
- With the proposed capacity improvement at the Church Lane roundabout the ability for pedestrians to cross this arm of the roundabout may be made worse;
- Very limited footways are provided within the site and new circulation road and additional parking will make walking along the circulation very unattractive and unsuitable for pedestrians, particularly the infirm and young children. This was raised at the pre-app and has not been in any way addressed in the TA or the proposals.
- The failure to provide footways within the site will need to be revisited and revised proposals submitted.
- An off-site S106 package will need to be agreed with the applicant.

Cycling

The cycle provision is reported as being very good – this is an overstatement of the reality.

- The cycleway leading to the town centre for a section of Wexham Road is 1m wide. This section of the route is not far from the hospital. The width of the route does not conform to any current standards. There is no or very

limited directional signing along the route. The section of on-road cycle lanes that form part of the route on Wexham Road south of Grassmere Road are very narrow and are often obstructed by parked vehicles;

- There is no cycle provision to the north. Wexham Street is narrow and traffic speeds are at least 40mph if not higher;
- There is a cycle route directional sign to Stoke Green to the west but this requires cyclists tackling the roundabout which due to its entry speeds and wide circulatory carriageway is very hazardous for cyclists;
- The cycle route to the south east via Church Lane terminates at Benjamin Lane.
- No improvement to cycle facilities to or within the development is proposed. The layout of the parking within the site will make it more hazardous for cyclists using the internal roads due to the amount of 90 degree bays reversing out into the circulating road
- Gate 3 will be closed and therefore cyclists will not be able to access this safer part of the site.
- A S106 package will need to be agreed with the local highway authority to improve cycle access to the site.

Public Transport

- There is no stated commitment to maintaining the WP1 service. The frequency of this service has recently reduced from 4 services an hour to three.
- WP2 service – where is this proposed to go between as mentioned in J Counsell's handover note;

Travel Plan

The pre-app meeting comments stated that an updated Travel Plan was required to support the planning application. Re-submitting the 2009 is not acceptable as it is 6 years out of date and there are a number of inconsistencies. The importance of this was stressed at the pre-app meeting. Without an updated Travel Plan this application cannot be determined. This should come as no surprise to the Trust as Jennifer Counsell's handover note warns the Trust of this requirement.

The local highway authority does not want to see the Hospital's Travel Plan undermined by the proposed car parking increase and therefore without the Travel Plan being updated there is a real risk that this will happen.

The handover note which forms part of the Travel Plan comments that:

- Staff Travel survey was undertaken in 2012 and Financial report in 2013. Why has this information not been submitted?
- What was the outcome of the HMRC investigation of the salary sacrifice scheme?
- There is clearly a lot of information available to hand in terms of monitoring current mode share and use of various measures (cycle parking, cycle salary sacrifice pool cars, permit take up etc) this could have been included
- Peter Evans Partnership has already been commissioned to prepare much of the information needed to update the travel plan.
- The handover note indicates that the 2009 Travel Plan does not yet have

Board approval. This does not give me much confidence that if a travel plan was secured by condition that a document would be submitted anytime soon.

Policy

- The TA has not sufficiently demonstrated that Core Policy 7 of the LDF and Policies T2, T8 and T15 of the Slough Local Plan have been adequately addressed;
- Compliance with NPPF and LDF Policies on the Green Belt have not been demonstrated sufficiently in the submitted application,

Car Park Management Plan (CPMP)

- Whilst it is considered acceptable for some elements of the CPMP to be submitted to and approved by the local planning authority prior to the commencement of any works on the site, this does not mean all of this acceptable.
- It is stated that the approved CPMP will incorporate a mechanism for the determination as to whether overspill on-street parking has been alleviated. This will need to be agreed before determination of the application and the monitoring methodology and baseline incorporated within the S106 agreement. If the measures proposed do not work then the S106 agreement shall need to set out and secure further remedial measures to be implemented;

Traffic Counts and Traffic Assignment

- The traffic counts were undertaken in July 2014. July is not considered a neutral month and therefore the consultant that the counts are robust;
- Detailed checks of traffic assignment have not yet been undertaken, but will be done so in due course;

Junction Assessment

- At this time the junction modelling has not been checked, but this will be done following the Meeting on 27/1/15.;
- However concern is raised about the performance of the Church Lane arm of the roundabout;
- Taking account of the local highway authority's view that trip generation will increase as a result of this development then it is considered there will be an impact on the Church Lane arm of the A412 Uxbridge Road junction as well. Despite being requested to look at this in the scoping, this has not been addressed,

Highway Safety

From the accident analysis there would appear to be a high number of killed and seriously injured accidents within the study area (i.e. main routes to the hospital site) and this needs further consideration by the local highway authority. No speed surveys have been done as part of the TA which is regrettable and this information may be requested going forward.

Potential Junction Improvement

The Council's Road Safety Manager has provided comments on her thoughts on

the junction improvement scheme. The re-design of this roundabout will need to be agreed prior to going to committee and the works secured through S278 and implemented prior to occupation. The scheme should include a:

- Reduction of speed limit from 40mph to 30mph on all approaches to the roundabout and also on Church Lane at and close to its junction with Wexham Park Lane;
- Complete redesign of all kerblines at the roundabout, including the central island, in order to significantly increase deflection on all arms;
- Improving all pedestrian / cycle crossing facilities through the roundabout junction;
- Provision of a new footway on the north side of Church Lane / Wexham Park Lane leading to the maternity unit entrance.

All of the above measures are necessary for road safety due to the poor collision history at this junction. The Council has received reports of non injury collisions involving vehicles leaving the carriageway and crashing into nearby properties, due to the high traffic speeds in the area. It is considered that the increase in trip generation and the re-assignment of traffic will make the existing situation worse with this development and therefore will need to be mitigated.

It is unclear as to whether the applicant has also consulted Buckinghamshire County Council (BCC) as this site adjoins South Buckinghamshire DC to which BCC is the highway authority.

Recommendation

As currently presented the application does not contain sufficient information for the Local Highway Authority to determine the impacts of the proposed development on the safety and operation of the public highway and the wider transportation network. Therefore, the proposed development is contrary to Slough Borough Council's Core Strategy 2006-2026 Core Policy 7. Further discussions are due to take place with the applicant shortly.

Detailed Comments on Travel Plan

The Travel Plan (TP) is now almost six years old and is out of date. The TP should have been updated in 2014 and this has not happened. The three-page 'Travel Plan Review Statement' (TPRS) is not acceptable as the TP should have been re-written completely for the planning application itself. The TPRS states that "it is appropriate that the preparation and approval of the updated Travel Plan be a condition of any planning consent granted" This does not confer with previous statements by the trust that the TP would be updated in 2014, including in the detailed 'handover notes' from the Trust's Travel Plan Coordinator which have been included with the application documents.

Such a significant expansion in the number of parking spaces will lead to higher traffic flows on surrounding roads – possibly to the detriment of other road users. This expansion is also likely to negate the progress of the 2009 TP. The application does not set out any recent staff travel data or real rationale for the increase in staff parking at the site, and this must be given.

The application does not set out whether the merger with Frimley Trust has

resulted in an increase in staff / patients at the site, or whether these figures will stay largely the same. This needs to be clearly clarified as part of the application in order for us to have a meaningful interpretation of the context of the proposals. Currently it is difficult to predict whether the increase in staff parking spaces will simply result in more staff parking on site when they had previously been using sustainable modes. Furthermore an analysis of the figures for permit applications / appeals etc would have provided a useful context, but is not provided in any level of detail.

Rationale for the reconfiguration and expansion of parking facilities.

The Design and Access Statement (DAS) explains that this application has been submitted to increase car parking at Wexham Park Hospital (WPH) to increase capacity for both visitors and staff by creating new car parks on undeveloped land and by reorganising existing arrangements. The reason is to resolve the largest issue from patients who stated that the care was excellent but the car parking a complete disaster with most taking up to 20 minutes in finding a space. In addition staff has to park off site and get a bus in from there to the hospital. Given the main rationale being the visitor parking, why is 58% of the new provision for staff?

Car parking and car access

The proposed extra provision of car parking is weighted towards additional staff parking (331) with visitor parking (242), 58% and 41% of new spaces respectively. This does however undermine the rationale for the application if the main problem is visitor parking – please clarify the need for such large quantities of additional staff parking. The ratio for total parking figures is 45.9% visitor and 55.9% staff. If the problem at WPH is a lack of visitor parking is caused by overspill from staff parking – as stated under the Car Parking Management Strategy (CPMS) – then is the reason for the expansion a perceived need to actually expand parking rather than manage the poorly constrained staff parking?

The application is also unclear on the exact number of spaces that will be provided at the site pre and post development. The TP states that there are currently 1,377 parking spaces which would total 1,950 with the increase in spaces. I understand that around 66 spaces were recently added by WPH. The Transport Assessment (TA) states there are currently 1,439 totalling 2,012 post-development (906 for visitors and 1106 for staff). The DAS does also state that there will be 2,012 after the development. The site plan showing proposed parking arrangements shows a total of 913 visitor spaces and 830 staff spaces (totalling 1743 spaces). This needs clarification or correction, as these differing figures are concerning.

There will be 25 disabled parking spaces, 4 electric charging points and 4 car club / car share bays.

Additional off-site parking is currently provided for staff at 'The Park', located along Wexham Road to the south of the site, where there are an additional 253 [staff] parking spaces. Informal off-street parking is noted to occur along Wexham Street, Forest Close, Norway Drive Church Land and Grangewood. This means total parking provision for staff of 1,359 spaces post-development (using the original staff parking figure of 1106 from the TA), should the parking at 'The Park' remain. There is a limited statement of intent to "reduce dependence on the offsite car

parking.” However, does this will mean parking at this location will also continue after the development? The plans for this matter should be clarified. Limited information is given regarding off-site parking provision at ‘The Park’ and how long this will occur for, and timescales for removing this facility. These need to be included as part of this application. It is understood by SBC that this provision was only for two years and thereafter a permanent solution would be found. If this application is the permanent solution, then that should not involve usage of The Park even in the short term.

Car park and vehicle management

The CPMS states that staff living within 5 miles of the hospital site are not currently eligible for an on-site car parking permit, however the TP states this boundary as 1.5 miles. Staff eligible for an on-site parking space are required to pay 1.2% of their salary for a car parking permit, however through the car share work with the Trust the council believes this is 1% (reduced to 0.8% if car sharing). The TP needs to be updated to clarify both of these points as there are anomalies. Data for permits should also be included, e.g. how many staff are provided with permits currently, and whether this process is likely to change in future.

The ambulance entry is to the northern access point. The main vehicle entrance and exit will be via the western access point, and the entry/exit at southern entrance point. The south western access point will be closed off to traffic. All access points are designed to accommodate cars. Access to the car parks will be through barriers control points. The CPMS states that the redevelopment will replace the barriers with a modern system at revised locations. This will help to reduce delay and prevent back log onto the highway.

Drop off facilities will be provided at the main entrance and will not be restricted by the entry / exit barriers, this is welcomed however the movement of buses should not be restricted by this.

The improved layout and circulation of traffic within the site should reduce cruising time to find a parking space. However the car park should be improved by using smart parking measures (in conjunction or otherwise) with redevelopment of the parking to reduce cruising. Adding spaces may not be the best way of managing parking, or should be considered as part of the wider proposal. For example, Variable Messaging Signs (VMS) could be used to display availability of car parking in various parts of the site before someone drives into a particular area of visitor or staff parking.

The proposed layout of the staff versus visitor parking is unnecessarily convoluted and it would be simpler – and would reduce vehicle idling – if the proposals were simplified – having visitor parking on one side of the hospital, and staff on another. This could be realised by having staff to the north of the main entrance round to maternity, and visitors to the south of the main entrance round to maternity, meaning that both groups can access both sides of the hospital easily, but without the complex need for different sections of each car park to be for different users.

Cycle parking improvements

The TP, TA and DAS state there will be an addition of 100 cycle parking spaces –

which is a welcome addition. However there is ambiguity of final figure for cycle parking. The TP state that the current number of cycle parking spaces is 32. The redevelopment is set to add 100 cycle parking spaces, yet the TP states that this will total 162 spaces after development. There are either 130 spaces being added or 30 missing from the TP assessment. This needs clarification or correction.

The proposed locations for cycle parking are not in view of any of the CCTV cameras on site and this needs to be rectified. The use of sustainable modes such as cycling needs to be actively encouraged and supported at the site particularly with the parking constraints.

No detail is given about the type of cycle parking proposed, this information is needed. Cycle parking must be secure, weatherproof and convenient, and of a type that can be easily used by staff and visitors. Secure cycle parking for staff (in conjunction with publicly-accessible cycle parking for visitors) must be provided.

There is no assessment or rationale behind the placement of these additional spaces – are these locations meeting the need of cyclists, is this enough to meet demand and is this enough to allow a future growth in the number of people cycling?

Car share bays

The provision of car share bays as part of this application is supported, however there must be clarity as to their use – on the plan it details ‘car share / car club bays’ – they must be car share only, with additional provision for any pool / club vehicles. The location of the four proposed car share bays is welcomed due to their proximity to the main entrance, however these must be sufficiently signposted / communicated to staff to ensure that car sharers can benefit, as there is the danger that staff do not know they are there and will not naturally pass past this area either. What SBC don’t want to see is a situation whereby the new bay location is not properly communicated to staff and the bays are therefore then not used to their full extent, and are later removed due to not being used sufficiently.

Further provision of car share bays above the four proposed bays is recommended given the level of increase in staff parking (in particular they should also spread out across the site, e.g. some on the maternity side of the hospital). The car share bays need to be sufficiently attractive (location-wise) to staff in order that they use them. The process for administering and enforcing the car share permits / bays must also be noted.

There is no mention in the documents of the trust’s car share scheme www.heatherwoodandwexham.liftshare.com ; promotion and uptake of this site and car sharing generally has been very poor since its inception in Autumn 2013. There needs to be further information on how the trust plans to promote and utilise this site going forward. This site has been match funded by WPH and Slough Borough Council (SBC) as part of the Local Sustainable Transport Fund and poor uptake is not acceptable in the context of the large investment by both these parties, and the efforts made to offer support from SBC / Liftshare (for free) to support the trust in promoting this; which have not been taken up due to lack of resource at the trust.

Supporting measures as part of TP

No mention is given to any supporting TP measures that will accompany this large increase in car parking. Within the context of the increased parking we would need to see intensive, innovative complementary measures to support the use of cycling, walking and public transport. There is little to no mention of how other modes will be encouraged as part of these redevelopments.

There is no mention of improved staff shower, changing and locker facilities as part of the proposals, to support those walking / running / cycling to work. Improvements to these facilities must be included as part of the proposals in order to support active modes.

There is no mention of the LSTF workplace support programme, through which the trust is receiving support and TP measures from SBC. This needs to be included in the updated TP.

There is no mention of improving walking and cycling routes as part of the TP. In order to actively encourage walking and cycling to the site, improvements are needed and should be innovative and over and above 'the norm' in the context of particularly needing active travel to this site due to parking constraints. Improvements should include walkways through the car parks, improvements to cycle routes to the site, linkages of south side of site to the Church Lane roundabout via off-road routes. Contributions will be sought to this effect by SBC.

There is no mention of ongoing commitment to and promotion of bus services to / from the hospital as part of the redevelopment. This must be clarified, and measures to promote and support use of bus services to staff should be confirmed and committed to.

Future monitoring of TP

As is the case with all development-related applications requiring a TP, we would require TRICS-standard monitoring of the TP at Year 0 (before new works begin), plus at 2.5 Years and 5 Years from the first survey. This will need to be funded by the developer and secured through the S106 agreement.

Recommendation

The application is not acceptable in its current form due to lack of information, conflicting information, and lack of commitment to the use of sustainable modes to the site. I have not been able to fully review the Travel Plan in the usual way due to it being so out of date. The travel plan is not acceptable in its current form and I am not confident that it can be effectively implemented at the hospital. The travel plan must be updated. The data and information provided with the application must be improved in line with the comments above.

If the TP cannot be improved prior to the determination of this application, I recommend that the TP update / review is made a compulsory requirement of the Section 106 agreement, with no works on site being allowed until the TP has been fully developed. The Section 106 agreement would cover all elements of TP requirements including TRICS monitoring, implementation of measures, and the

need for up to date data to be in the travel plan.

5.2 Tree Officer

The proposals will require removing a substantial number of trees. It is undesirable to lose such a large number of trees from this site, some predate the hospital and some were planted to enhance the hospital at the time of development, these have now established and have grown to a reasonable size. These trees are prominent within the site. However as there is a buffer of trees and shrubs on the site boundaries screening the site, the loss of these trees from within the site will have limited effect on external views into the site.

I would note that a group of three new parking spaces are to be created in the existing south most line of parking nearest to Wexham Street, this requires the removal of a mature oak and hornbeam which are part of the buffer of trees on Wexham Street; this has not been noted on the tree report/plan and I would ask that the construction of these three spaces is not undertaken to allow these trees to be kept.

Presently the trees in the car parking areas do serve to greatly lessen the impact of the car parking, in some areas giving the appearance of cars parked within an area of trees and shrubs. This effect however does require a significant amount of the area to be used for landscaping. The proposal will increase the view of the cars and their visual impact.

The application proposed retaining most of the high value trees within the site to achieve this in some areas the car parking surface will extend into the RPA of the retained trees. The process of excavation and construction are potentially damaging to trees. The applicant has supplied a tree protection plan which shows the areas where it is necessary to use tree protection methods. To be effective this plan needs to be supported by an arboricultural method statement (AMS) which should give full detail of the construction methods to be used, the timing of operations etc as recommended by BS 5837:2010

Summary

The proposal requires the removal of many trees of low individual value and a few of higher value. There will be a significant effect on the appearance of some of the site due to the number of trees removed and the loss of the collective visual effect of those trees which greatly enhances the site.

If the lack of parking needs to be addressed to ensure the efficient use of the site, the impact of the tree loss must be mitigated by new planting, the proposed landscaping scheme does supply a suitable degree of mitigation. Further the trees that are proposed to be retained must be protected from damage to ensure their long term survival.

Accordingly I would recommend the landscape scheme is implemented and that a full arboricultural method statement is required by condition prior to commencement of the development and the development is not started until the AMS is approved by the Council.

5.3 Berkshire Archaeology

This application has possible archaeological implications as indicated by Berkshire's Historic Environment Record. Little is known about the archaeology of suburban Slough as no archaeological investigations were undertaken as the town developed and spread in the early and mid 20th century. However recent archaeological excavations and investigations on the northern fringes of Slough are beginning to demonstrate the archaeological richness of the gravel and brickearth deposits in the north of Slough.

Excavations in 2008 at Wexham Road, some 350m south of the Hospital, recorded a multi-period site with the main focus of activity being an Early Iron Age (700 – 400 BC) enclosed farmstead and two Early Saxon (AD 450 – 600) post-built hall houses. The latter are particularly notable as remains of this period (previously known as the Dark Ages) are scarce.

Even more extensive remains were found immediately to the south-east of the Hospital site and south of Wexham Park Lane at All Souls Farm Quarry. Excavations here between 2005 and 2008 recorded an unenclosed Middle Bronze Age farmstead which radiocarbon dating confirmed as dating to the period 1400 – 1250 BC. One Bronze Age cremation burial placed in a pottery urn was also identified and is likely to be the remains of one of the Bronze Age farmers. The excavations also recorded an enigmatic Late Bronze Age (800 – 700 BC) enclosure and an extensive Roman settlement, with waterlogged plant remains, including rare evidence for the cultivation of hops.

One kilometre to the south-west of the Hospital, excavations in 2014 in advance of a proposed extension to Slough cemetery recorded a medieval farmstead. Exploratory excavation recorded a number of features containing a rich and well-preserved assemblage of medieval pottery dating to the late 11th – 14th century.

This application proposes a number of new car parks and upgrading of existing car parks. The proposed works are of a reasonable scale and area. While some of the works will involve

upgrading of existing hard surface car parks, some of the proposed new car parking spaces are currently under grass and have not demonstrably been previously developed or disturbed. Details of the nature and extent of below ground impacts from the development proposals are unclear at this stage but elements of the proposals, such as topsoil stripping and the excavation of service and drain runs, have the potential to impact on buried archaeological remains.

Therefore, Berkshire Archaeology raises no objection subject to a condition.

5.4 Wexham Court Parish Council

No response has been received. Members will be updated via the amendment sheet should any response be received.

5.5 Police Architectural Liaison

No response has been received. Members will be updated via the amendment sheet should any response be received.

5.6 South Bucks District Council

No response has been received. Members will be updated via the amendment sheet should any response be received.

5.7 Buckinghamshire County Council

No response has been received. Members will be updated via the amendment sheet should any response be received.

6.0 **Neighbour Notification**

6.1 The following neighbours have been consulted with regards to this application:

1-40 Opal Court, Wexham, Slough

Flats 1-78, Block A, Opecks Close, Wexham, Slough

Flats 1-48, Block B, Opecks Close, Wexham, Slough

Flats 1-96, Block C, Opecks Close, Wexham, Slough

Flats 1-35, Block D, Opecks Close, Wexham, Slough

Flats 1- 36, Block E, Opecks Close, Wexham, Slough

Flats 1-36, Block F, Opecks Close, Wexham, Slough

Slough Ambulance Station, Wexham Park Lane, Wexham, Slough

1, 2, Huxley Close, Wexham, Slough

5, 6, 68, Benjamin Lane, Wexham, Slough

The Old Corner House, Old Cottage, Old Reading Room, 2 Wexham Cottages, 3 Wexham Cottages, Church Lane, Wexham, Slough

Site notice displayed

Advert in local news paper

6.2 No responses have been received from the neighbour consultations. Members will be updated via the amendment sheet should any response be received.

PART B: PLANNING APPRAISAL

7.0 Policy Background

7.1 The application will be assessed against the following policies:

The National Planning Policy Framework (NPPF)

The NPPF states that unless material considerations dictate otherwise development proposals that accord with the development plan should be approved without delay. That planning should not act as an impediment to sustainable growth and should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. It also states that high quality design should be secured and a good standard of amenity for all existing and future occupants of land and buildings. Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

Local Development Framework, Core Strategy 2006-2026, Development Plan Document

- Core Policy 1 (Spatial Vision and Strategic Objectives for Slough)
- Core Policy 2 (Green Belt and Open Spaces)
- Core Policy 5 (Employment)
- Core Policy 6 (Retail, Leisure and Community Facilities)
- Core Policy 7 (Transport)
- Core Policy 8 (Sustainability & the Environment)
- Core Policy 10 (Infrastructure)

Adopted Local Plan for Slough

- EN1 (Standard of Design)
- EN3 (landscaping Requirements)
- T2 (Parking Restraint)

7.2 The main planning considerations are considered to be:

- Principle of development
- Design and appearance on the character of the area
- Impact on neighbouring residents
- Transport and parking
- Other issues

8.0 Principle of development

8.1 Core Policy 2 of the Council's Core Strategy states that the existing areas of the Metropolitan Green Belt will be maintained and Wexham Park Hospital will continue to be designated as a Major Existing Developed Site within the Green Belt. The supporting guidance to the strategy states that within the Major Developed Sites in the Green Belt some infilling development can take place provided there is no

further impact upon the Green Belt.

- 8.2 The proposed increase in parking spaces at the site would result in the laying of some additional hardstanding which would be considered as infilling development and would not encroach further upon the Green Belt. Therefore the proposed additional car parking is in principle considered acceptable and could be supported subject to the resolution of some fundamental issues such as design and traffic impacts that are considered in detail below.
- 8.3 Furthermore there is considered to be a need for the proposed increased parking numbers at this hospital site. It is accepted that parking on the site is currently problematic with lack of parking spaces and poor circulation around the site leading to people driving around the site to find spaces, haphazard parking around the site and increased levels of on street parking causing problems in neighbouring residential streets. Therefore the rearranged and additional parking is considered to be necessary and the principle of the development is acceptable.
- 8.4 Therefore the need for the rearranged and extended parking area is met and would not impact upon the Green Belt site is considered suitable for housing and hotel mixed use scheme. The number of spaces and the rearranged parking layout is dictated by the design and constraints that arise from the site.

9.0 **Design and appearance on the character of the area**

9.1 The National Planning Policy Framework confirms the following:

“Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people” (para 56).

“Although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment” (Para61).

“Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions” (Para 64).

“Local planning authorities should not refuse planning permission for buildings or infrastructure which promote high levels of sustainability because of concerns about incompatibility with an existing townscape, if those concerns have been mitigated by good design (unless the concern relates to a designated heritage asset and the impact would cause material harm to the asset or its setting which is not outweighed by the proposal’s economic, social and environmental benefits.” (Para 65).

9.2 Core Policy 8 of the Core Strategy requires that, in terms of design, all development:

- a) Be of high quality design that is practical, attractive, safe, accessible and adaptable;
- b) Respect its location and surroundings;
- c) Provide appropriate public space, amenity space and landscaping as an integral part of the design; and
- d) Be in accordance with the Spatial Strategy in terms of its height, scale, massing and architectural style.

- 9.3 Policy EN1 of the adopted Local Plan states that development proposals are required to reflect a high standard of design and must be compatible with and/ or improve their surroundings in terms of scale, height, massing/ bulk, layout, siting, building form and design, architectural style, materials, access points and servicing, visual impact, relationship to nearby properties, relationship to mature trees; and relationship to watercourses.
- 9.4 The site currently benefits from extensive and mature planting around its boundaries which severely restricts views in and out of the site. Therefore the proposed changes to the surface of areas around the site would not have any detrimental impact upon the surrounding area as they would not be viewed from the surrounding area. Likewise the changes would not have any impact upon the existing site which is already predominantly covered by hardstanding and buildings. The proposed additional hardstanding and changes to parking arrangements would therefore not have any impact upon the character or appearance of the area of the existing site.
- 9.5 The proposals will see the loss of some of the existing planting around the site. The existing boundary planting will be retained to ensure that the above mentioned screening is retained. Where one mature tree was scheduled to be removed on the southern boundary it has been agreed to keep this tree with the loss of three spaces to ensure that the appropriate screening is retained. Amended plans are to be provided to show this change.
- 9.6 A number of trees will be removed from within the site. However these trees or group of trees are not considered to be important to the setting of the site and are generally low quality trees and their loss is not objected to, subject to an appropriate level of replacement planting, including some mature specimens being incorporated in the landscaping plan. Further details can be secured via condition. The trees which are being retained will be protected during the period of construction, the details of which can be secured via condition.
- 9.7 The proposed CCTV cameras, pay machines and signing are considered to be appropriate for a site of this type and will not impact upon the character and appearance of the site or surrounding area.
- 9.8 Therefore it is considered that the proposals will not have a detrimental impact upon the character and appearance of the surrounding area complying with the relevant policies in this regard.
- 10.0 **Impact on neighbouring residents**

- 10.1 The National Planning Policy Framework outlines the following:
- “Within the overarching roles that the planning system ought to play, a set of core land-use planning principles should underpin both plan-making and decision-taking. These 12 principles are that planning should ... always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings (Para 17).
- 10.2 Core Policy 8 states “The design of all development within the existing residential areas should respect the amenities of adjoining occupiers and reflect the street scene and the local distinctiveness of the area ... Development shall not give rise to unacceptable levels of pollution including air pollution, dust, odour, artificial lighting or noise”.
- 10.3 Policy EN1 of the Local Plan requires that “Development proposals are required to reflect a high standard of design and must be compatible with and/or improve their surroundings in terms of a) scale, b) height, c) massing/Bulk, d) layout, e) siting, f) building form and design, g) architectural style, h) materials, i) access points and servicing, j) visual impact, k) relationship to nearby properties, l) relationship to mature trees and m) relationship to water courses. These factors will be assessed in the context of each site and their immediate surroundings. Poor designs which are not in keeping with their surroundings and schemes which result in over-development of a site will be refused.”
- 10.4 Policy EMP2 of the Local Plan requires that: “there is no significant loss of amenities for the neighbouring land uses as a result of noise, the level of activity, overlooking, or overbearing appearance of the new building”.
- 10.5 The proposals will not have any impact upon the neighbouring residential properties due to the separation distance of approximately 17m between the nearest neighbouring property and the site. With such a separation distance there will be no impact on loss of privacy or any other impact on residential amenity.
- 10.6 It is therefore considered that the proposals provide a scheme which will not have any adverse impact the surrounding buildings and complies with the relevant policies.
- 11.0 **Transport and Parking**
- 11.1 “Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to
- accommodate the efficient delivery of goods and supplies;
 - give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
 - create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
 - incorporate facilities for charging plug-in and other ultra-low emission vehicles;
- and

- consider the needs of people with disabilities by all modes of transport.

If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- the accessibility of the development;
- the type, mix and use of development;
- the availability of and opportunities for public transport;
- local car ownership levels; and
- an overall need to reduce the use of high-emission vehicles.

- 11.2 Core Policy 7 (Transport) seeks to ensure that all new developments are sustainable, located in accessible locations and hence reduces the need to travel. It requires that development proposals will, either individually or collectively, have to make appropriate provisions for:
- 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.
- 11.3 Local Plan Policy T2 requires residential development to provide a level of parking appropriate to its location and overcome road safety problems while protecting the amenities of adjoining residents and the visual amenities of the area.
- 11.4 The applicant's have stated during the course of pre application discussions and the application itself that the driving force behind these changes is the fact that due to the number of parking spaces and poor circulation there is an increase in off site parking in the surrounding streets causing problems to these areas. However it can be seen from the split of the proposed spaces between visitors / patients and staff is weighted in favour of staff. While it is accepted that there is a problem with staff parking on site, partly necessitating in the need for of site parking at "The Park" being provided, there is no real evidence provided to show that the split of spaces will help relieve some of the off street parking pressure. It has been stated in a recent meeting that staff are also using patient spaces and this causes more problems with capacity in the patients / visitor spaces, caused in part by passes working across the whole of the site. While this may be part of the problem no real evidence has been provided in this regard and further support has been required to show that the split of spaces is proportionate and will help to resolve some of the on street parking problems.
- 11.5 The applicant's have stated that the design of the car parking layout is a supermarket style being in rows with supplemented planting. However the layout causes some concerns particularly with the staff and patient / visitor parking being located in the same areas and adjacent to each other. This would still result in vehicles circling the site to look for spaces rather than the distinct groups being in specific locations (for example staff parking being to the north of the site and patient / visitor parking being in the south of the site). This point has been accepted by the applicant's who are to provided amended plans on this point (details to be provided on the amendment sheet). The use of a variable message

system across the site is also recommended by Council Transport Consultants so that people will know where the spaces are rather than circulating the site to find them. This measure is being considered by the applicants and will form part of the on going negotiations, as there is some concern with regards to cost of providing such a system. The provision of an internal circulation road is supported but this needs to be in provided in connection with the above suggestions to reduce unnecessary site circulation when looking for spaces. The overall design will need to achieve a Park Mark Award and a commitment to this could be secured via a Section 106 Agreement as well as a car parking management plan to ensure that the car park will be appropriately managed.

- 11.6 The Councils Transport Consultants have raised some concerns with regards to the area around by the bus stop as it is considered that this area is difficult to access for buses and the provision of additional spaces including disabled parking, drop off bays and electric charging points may make this situation worse. The applicant's have stated that they will look at this area of the site to see if the situation would be made worse and how this could be improved if so. Furthermore additional consideration will be given to see if the bus service can use the internal circulation road so that other areas of the hospital can be serviced. Further details will be provided via the amendment sheet.
- 11.7 Some concern has been raised with regards to the access barrier at gate 4 as due to its location may result in some vehicles backing up onto the highway. The applicant's have agreed to look at this and confirmed in the recent meeting that the barrier can be repositioned to overcome this concern.
- 11.8 The applicant's have stated that no additional services or accommodation is currently proposed at the hospital and therefore these proposals would not result in any additional traffic movements. However there is some concern that if the proposed scheme is implemented and the existing off site parking is retained at "The Park" then there will be a larger increase in parking provision for staff than covered in the application and would result in increased trips to and from the site. It is also considered that some additional trips would occur if it becomes easier to park at the site. Therefore it is requested that the Section 106 Agreement should include a commitment to no longer use "The Park" for off site parking once the new parking spaces come into use. The applicant's have currently not agreed to this as they state it is a separate planning matter, but as the site fall in South Bucks this can not be controlled by Slough Borough Council and further negotiations are ongoing with regards to this point.
- 11.9 The additional trips would have an impact upon the Church Lane / Wexham Park Lane roundabout which is already operating at full capacity and improvement works will need to be made to the roundabout. The applicant's have agreed that such improvements will need to be made however there is some disagreement as to the amount of work that would be required. The applicant's have stated that they would be willing to offer a contribution for off site works at a level which reflects the scale of the proposed development and negotiations are ongoing with regards to these issues. Any updates will be provided on the amendment sheet.
- 11.10 There would be a desire through this application to see a continuing commitment to

the bus service that runs between the bus station and the hospital and this should be secured via a Section 106 Agreement and discussions are continuing with this regard.

- 11.11 Cycle and walking routes to and from the site are poor and not considered to promote sustainable modes of transport to the site and these proposals should allow for improved cycle and walking infrastructure to and from the site. The applicant's have confirmed that improvements would encourage walking and cycling to the site and therefore support the travel plan and would be willing to make a Section 106 contribution to such works. Further details are forming part of the ongoing negotiations and any additional progress will be reported on the amendment sheet.
- 11.12 As well as off site cycling and walking provision some regard has been given to onsite provision of these facilities also. The applicant's have agreed to improve cycle parking provision and improve walking routes around the site and this forms part of the ongoing negotiations.
- 11.13 The Travel Plan that has been provided to date as part of the application has been assessed and is not considered to be acceptable with regards to the information provided, and lack of commitment to sustainable transport methods. Therefore an updated travel plan is required along with improved and up to date data. Negotiations are ongoing with regards to the Travel Plan and Members will be updated with regards to these negotiations on the amendment sheet. Any Travel Plan will be secured via a Section 106 Agreement along with any monitoring fee associated with the Section 106 Agreement.
- 11.14 A Section 106 Agreement would be required for some of the issues raised above. Negotiations are ongoing with regards to these issues and the Section 106 Agreement but the head of terms are anticipated to be the following:
- Cessation of staff parking at "The Park" upon completion of the new staff parking spaces.
 - Contributions for improvements of off site cycling and walking infrastructure.
 - Off site highway works and junction works.
 - Travel Plan and monitoring fee.
 - Car park management strategy.
 - Commitment to achieve Park Mark Standard.

However this is not a final list of contributions and a final list of heads of terms is being negotiated.

12.0 **Other Issues**

- 12.1 The site is situated within flood zone 1 and therefore is suitable for all development with no risk of fluvial flooding. Surface water will discharge via the watercourse using gullies and drains and will not result in surface water flooding
- 12.2 While there may be some ecological value in the ponds, streams, trees and hedgerows in the site there is no evidence found of protected / noticeable species.

However the ponds and trees have the potential to support bats, birds and newts and therefore further surveys are required with a method statement to ensure that no harm is caused to animal habitat. This can be secured via condition.

12.3 Berkshire Archaeology have confirmed that there is the potential for the site to contain archaeological remains and the proposed development may impact such remains so a condition should be added to any permission to secure a programme of archaeological works prior to the commencement of works.

13.0 Summary

13.1 The proposed development would not have any impact upon the Green Belt or the character and appearance of the surrounding area or neighbouring residential amenity. Some issues with regards to transport and highway issues still need to be overcome and negotiations are continuing in this respect.

PART C: RECOMMENDATION

14.0 **Recommendation**

14.1 That Committee approve the principle of additional car parking provision at Wexham Park Hospital and that the application be delegated to the Acting Planning Manager for the conclusion of outstanding issues, completion of a Section 106 Agreement, finalising conditions and final determination. If no resolution to the outstanding matters is found then the application should be refused within the statutory 13 week time limit.

15.0 **PART D: CONDITIONS AND INFORMATIVES**

15.1 The following is list of condition headings which are subject to change following the ongoing discussions and negotiations.

1. Work to commence within three years.
2. List of approved plans.
3. Details of finished surfaces.
4. List of approved reports.
5. Details of cycle parking provision.
6. Detailed Landscaping Plan.
7. Archaeology Report.
8. Ecology Report.