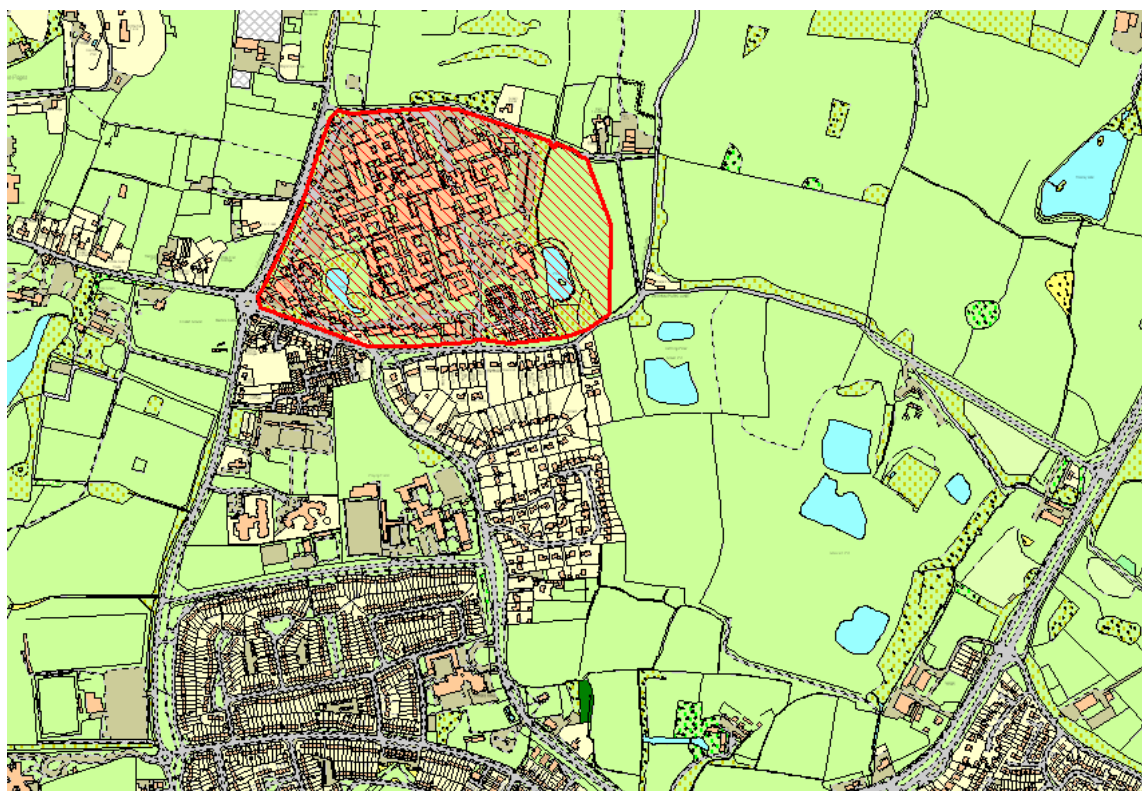


Registration Date:	19-Aug-2016	Application No:	P/06622/080
Officer:	Neetal Rajput	Ward:	Wexham Lea
Applicant:	Mrs. Janet King, Frimley NHS Foundation Trust	Application Type:	Major
		13 Week Date:	18 November 2016
Agent:	Jane Terry, Vail Williams LLP 550, Thames Valley Park, Reading, Berkshire, RG6 1RA		
Location:	Wexham Park Hospital, Wexham Street, Wexham, Slough, SL2 4HL		
Proposal:	Construction of an Emergency Department and Medical and Surgical Assessment unit, installation of Combined Heat and Power Plant at the existing energy Centre and associated service infrastructure, provision for 198 permanent visitor and 200 temporary staff parking spaces, together with associated access, roads, hard landscaping, infrastructure and associated works.		

Recommendation: Delegate to the Planning Manager for approval



1.0 **SUMMARY OF RECOMMENDATION**

- 1.1 This application has been referred to the Planning Committee for consideration as the application is for a major development and departure from the local planning policies.
- 1.2 Delegate the planning application to the Planning Manager for approval, subject to resolution of outstanding transport/highway matters, finalising of conditions, satisfactory completion of a S106 Agreement and final determination. This recommendation is subject to a referral to the Secretary of State as the proposed development falls within designated Green Belt.
- 1.3 Having considered the relevant policies below, the development is considered not to have an adverse affect on the sustainability and the environment for the reasons set out.

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 3.4 hectares and overall the site measures 23.98 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 A small unrelated part of the site is situated within flood risk zone. Ponds on the site also serve a water storage function.
- 2.5 The site is located within the Green Belt and is also identified on the Proposals Map as a 'Major Development Site in Green Belt' (CP2), an Area of Major Change (Proposals Map, Appendix. 5 para. 4), and Site Allocation Site No. 20 in the Site Allocations DPD.
- 2.6 For context, 111,327 patients attended Wexham Park Hospital's emergency department in 2014/15 and the hospital predominantly serves the communities of South Buckinghamshire, East and West Berkshires.

3.0 **Proposal**

- 3.1 A full planning application has been submitted for construction of an Emergency Department and Medical and Surgical Assessment unit, installation of Combined Heat and Power Plant at the existing energy Centre and associated service infrastructure, provision for 198 permanent visitor and 200 temporary staff parking spaces, together with associated access, roads, hard landscaping, infrastructure and associated works.
- 3.2 It should be noted that there is a car park which sits on the opposite side of Wexham Street adjacent to Pinewoods Nurseries is within the administrative boundary of South Bucks District Council (SBDC). Temporary consent (15/01264/TEMP) was granted by South Bucks District Council for 400 car parking spaces whilst the new car parking arrangements within the hospital site are completed. In parallel with this application, an application has also been submitted to South Bucks District Council for 198 permanent visitor car parking spaces and a further 200 temporary staff parking spaces on the Pinewoods Nurseries site. The temporary staff parking is being sought for a period of 5 years. This application is due to be heard at SBDC Planning Committee on the 23rd November 2016 with a recommendation of approval, subject to the receipt of the final comments from the county ecologist and completion of a legal agreement with Bucks County Council for the requisite provision of a road traffic order.
- 3.3 Planning approval (P/06622/075) in 2015 was granted to provide an additional 573 car parking, these works are currently being implemented on site. This will increase capacity on site and formalise the arrangement, with improved pedestrian circulation and better way-finding strategies with new digital display boards.
- 3.4 The development will comprise a new four storey building, situated on the existing tarmac hard standing car park. The proposed building will measure approximately 93.5m in width, 53.5m in depth and 22m in height.
- 3.5 The ground floor of the building incorporates the accident and emergency department, including treatment cubicles, imaging and diagnostic suites, visitor waiting areas and support functions. The first and second floor will cater for a number of specialist assessments and clinical teams who require further ongoing assessment from the emergency department at ground floor. The third floor will consist of the staff areas and workstations, main enclosed plant room space, and a screened open air plant space. Additional plant rooms which serve the building will also be located within a lower level basement.
- 3.6 The proposed building will be aligned parallel to Wexham Street but screened by a 15 metre deep belt of mature trees, up to 23m in height and woodland scrub. A new tree planting strategy will be introduced to replace the trees being removed. Important trees identified in the Arboricultural Survey will be retained.
- 3.7 Public access will be via 'Gate 2', which is the primary public entrance to the

hospital, whilst ambulance access will be via 'Gate 3'. There will be three principal entrances to the building, designated as the 'walk-in entrance' the 'assessment ward visitor entrance' and the 'emergency ambulance entrance'.

- 3.8 With respect to the Combined Heat and Power Plant (CHP) which would be located at the existing Energy Centre, this development is currently undergoing assessment by the Carbon Energy Fund in order to ascertain the energy needs and carbon reduction targets. A subsequent application will be made when the full extent of the proposals have been defined. Details of the CHP will be conditioned.
- 3.9 A 5 Year Illustrative Masterplan has been submitted with this application to inform the short and long-term strategy for the site and to avoid piecemeal development. Once the construction of the new department is complete, there will be a full 'decamp' of the existing department into the new building. The existing emergency department building will remain in situ. In the short to medium term, the existing emergency department building will be used to decant wards due for refurbishment. Over time and as part of the longer term masterplan for the hospital, other departments on site in buildings which are no longer fit for purpose will be relocated into the current emergency department building. Phased demolition of existing poor condition buildings located either around the perimeter or within existing courtyards is being explored by the Trust, as well as a study into the feasibility of demolishing the existing seven storey Tower Block which would reduce the scale of the site considerably.
- 3.10 The applicant's entered two pre-application discussions with the Council prior to submission of this application and advice was given with regards to what would be required to make the scheme acceptable in planning terms. It should be noted that as this development is situated within the Green Belt, the application will be referred to the Secretary of State following Planning Committee for consideration.
- 3.11 The applicant sought a Screening Opinion in July 2106 as to whether or not an Environmental Impact Assessment was required under the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011. An assessment was carried out with the conclusion reached that an EIA was not required. The Screening Opinion included advice from consultees and it was concluded that further information on matters such as land contamination, drainage and air quality should be provided with submission of the planning application.
- 3.12 A total of three public consultation events were held between May and July 2016, two at the hospital and one at Queensmere Shopping Centre with members of the public, stakeholders, staff and councillors being invited to the events. The events were widely advertised via personal invitation, newspaper, display boards, BBC Radio Berkshire, Trust's website and magazine articles. Feedback was gathered from 54 attendees (primarily staff and stakeholders). As exacted from the Statement of Community Involvement, the key themes identified as result of the consultation are listed below:
- *"Helipad - two respondents commented on the helipad although the*

- views on location were different.*
- *Parking - making sure that there is sufficient parking located nearby was the most common issue raised.*
- *Ensuring access for wheelchairs and beds, and storage for wheelchairs near entrance.*
- *Staff raised specific concerns around staff rooms and storage.”*

Furthermore, a survey concluded that 40% of participants strongly agreed that the new facility will offer a better experience for patients.

3.13 The following documents have been submitted along with this planning application:

- Application Form
- Plans
- Planning Statement
- Very Special Circumstances Case
- Alternative Sites Assessment (EDAR and car parking)
- Transport Assessment
- Travel Plan with Covering Letter
- Flood Risk Assessment for EDAR
- Flood Risk Assessment for Pinewoods
- Overshadowing and Amenity Report
- Ventilation and Flue Height Statement
- Noise Statement
- Sustainability Statement
- Waste Management Policy
- Statement of Community Involvement
- Air Quality Assessment
- BREEAM Pre- Assessment
- Noise, Dust and Vibration Environmental Monitoring Report
- Lighting Impact Assessment
- Great Crested Newt Survey
- Arboricultural Impact Assessment
- Tree Survey Report
- Archaeological Impact Assessment
- Ground Investigations Volume 1
- Ground Investigations Volume 2
- Design and Access Statement for EDAR
- Visual Impact Assessment for EDAR
- Design and Access Statement for Pinewoods
- Visual Impact Assessment for Pinewoods
- Ecology Report for EDAR
- Ecology Update Letter for EDAR
- Ecology Report and Update for Pinewoods
- Drainage Statement for Pinewoods
- Full Set of Planning Drawings for EDAR and Car Parking
- Preliminary s.278 Drawings

- Pre-application Consultation Report

4.0 Planning Background

4.1 Planning History:

P/06622/081 Non-material minor amendment to planning application P/06622/075 for reconfiguration of existing car parking and provision of an additional 573 car parking spaces to allow changes to car parking layout and reduction in car parking spaces to 467.

Currently under consideration.

P/06622/079 Submission of details pursuant to planning permission P/06622/076 dated 7th March 2016 - Condition 3 (external materials).

Conditions Complied With; Informatives 25-Aug-2016

P/06622/078 Non-material minor amendment to planning application P/06622/076 for construction of a single storey extension to existing unit to allow changes to cladding, rooftop and reduction in the canopy.

Approved with Conditions; Informatives 18-Aug-2016

P/06622/077 Variation of condition 2 (approved plans), submission of details for condition 3 (samples of materials) and removal of condition 4 (tree survey report & arboriculture method statement) pursuant to planning permission P/06622/074 dated 26th June 2014.

Approved with Conditions; Informatives 26-Apr-2016

P/06622/076 Construction of a single storey extension to the existing maternity unit and associated works

Approved with Conditions; Informatives 07-Mar-2016

P/06622/075 Reconfiguration of existing car parking and provision of an additional 573 car parking spaces.

Approved with Conditions; Informatives 30-Nov-2015

P/06622/074 Erection of single storey extension to paediatric high dependency unit.

Approved with Conditions; Informatives 26-Jun-2014

P/06622/073 Erection of single storey extension to existing wrvs cafe with mono pitch

roof.

Approved with Conditions; Informatives 23-Aug-2013

P/06622/072 Reorganisation of existing parking within 3 areas of the hospital:
Area 1 (northern end): removal of existing redundant buildings and the laying out of 65 no. replacement spaces for staff.
Area 2 (existing patient parking, western end): remodel parking layout to include new signs & road markings.
Area 3 (staff & patient parking, western end): re-designation to increase patient parking, some alterations & existing barrier to be relocated.

Approved with Conditions; Informatives 07-May-2013

P/06622/071 Application for the creation of 12 no. car parking spaces on existing temporary bin store.

Approved with Conditions; Informatives 10-Mar-2011

P/06622/070 Installation of a 40m guyed wind monitoring mast which will be required to monitor site conditions for a period of 3-12 months

Approved (LPP); Informatives 02-Mar-2009

P/06622/069 Erection of single storey extension to paediatric block to accommodate safeguarding unit for children at risk

Approved with Conditions; Informatives 25-Apr-2008

P/06622/068 Installation of feature roof supported on 4 no. glulam columns to enclose an existing courtyard to create an extended outpatients waiting area servicing pathology and x-ray department.

Approved with Conditions; Informatives 10-Sep-2007

P/06622/067 Installation of entrance / exit and vehicle control barriers

Approved with Conditions; Informatives 30-Aug-2006

P/06622/066 Conversion of former kitchen / dining area (including minor changes to the external appearance of the building) to create new day surgery unit together with the erection of a glazed link corridor and single storey extension to create an enlarged cleaners store and enclosure of existing courtyard

Approved with Conditions; Informatives 05-Jun-2006

- P/06622/065 Installation of entrance/exit barriers
Withdrawn by Applicant 06-Apr-2006
- P/06622/064 Installation of 2no. 600mm, 7no. 300mm and 1 no. 150mm diameter transmission dishes.
Approved with Conditions; Informatives 14-Mar-2006
- P/06622/063 Erection of single storey infilling extension to existing accident and emergency and acute medical unit
Approved with Conditions; Informatives 08-Sep-2005
- P/06622/062 Erection of single storey extension with flat roof to the southern elevation of block 31 to provide a therapy room for chemotherapy treatment for children
Approved with Conditions; Informatives 22-Sep-2004
- P/06622/061 Installation of telecommunications apparatus attached to roof comprising 3 no. slim antennas, 4 no. transmission dishes, 1 no. service cabinet and 1 no. meter cabinet.
Approved with Conditions; Informatives 23-Sep-2004
- P/06622/060 Extension to coronary care unit to provide six additional beds, angiography suite and associated road and eighteen parking spaces
Approved with Conditions; Informatives 04-Sep-2003
- P/06622/059 Provision of additional car parking spaces totalling 34
Approved with Conditions 25-Mar-2003
- P/06622/058 Installation of temporary buildings for use as hospital wards to provide 26 additional bed spaces
Withdrawn (Treated As) 21-Jul-2011
- P/06622/057 Extension to existing library and construction of a new skills laboratory store
Approved with Conditions 25-Mar-2003
- P/06622/056 New building for MRI suite

- Approved with Conditions 25-Mar-2003
- P/06622/055 Erection of new labour ward, operating theatre and ancillary accommodation
Approved with Conditions 14-Jun-2002
- P/06622/054 Demolition of 3 no. bungalows and the erection of 3 no blocks of two storey accommodation with use of roofspace to provide 120 no bedsits with parking, landscaping, bin stores and cycle stores
Approved with Conditions; Informatives 11-Sep-2003
- P/06622/053 Erection of two storey building to provide new surgical services including new operating theatres and expansion of sterile services department and construction of temporary car park.
(AMENDED PLANS 16/11/01 & 19/3/02)
Approved with Conditions; Informatives 24-Apr-2002
- P/06622/052 Erection of a single storey flat roof building (temporary permission for 5 years) (amended plans 10/01/02)
Approved (Limited Period Permission) 13-Feb-2002
- P/06622/046 Erection of an extension to the gastro intestinal unit
Approved with Conditions 05-Sep-2000
- P/06622/042 Additional car parking
Withdrawn (Treated As) 29-Jan-2003
- P/06622/035 Erection of pitched roof single storey extension to provide a surgical/medical skills laboratory
Approved with Conditions; Informatives 16-Oct-1998
- P/06622/031 Erection of extension to psychiatric block to house new low voltage switch gear. (amended plans received 01.05.97)
Approved with Conditions 02-May-1997
- P/06622/024 Submission of reserved matters regarding design external appearance and landscaping pursuant to planning permission

p/6622/008.(conditions 2 and 4)(amended plans dated 16/09/95 and 22/09/95)

Approved with Conditions; Informatives 22-Sep-1995

P/06622/020 Erection of extension to existing special care baby unit

Approved with Conditions 29-Mar-1995

P/06622/017 Construction of compounds for waste disposal compactor, clinical waste trailer, and refuse bins.(amended plans dated 12.01.94)

Approved with Conditions 07-Feb-1994

P/06622/013 Installation of 3no 600mm microwave dishes on roof.

Approved with Conditions 01-Feb-1993

P/06622/009 Extension to car park to provide an additional 57 spaces

Approved with Conditions 07-Sep-1992

P/06622/006 Installation of gas fired boiler flues and gas meter chamber to block 4 nurses home.

Approved with Conditions 31-Jul-1992

P/06622/002 Erection of single storey extension to cardiac research unit to provide two offices meeting/waiting room.

Withdrawn (Treated As) 24-Jan-1991

5.0 **Consultation**

5.1 Highways and Transport

In summary, it is considered that the proposed scheme will lead to an increase in trip generation from the new enlarged Emergency Department and Assessment Redevelopment (EDAR) compared to the existing A&E, including the additional staff required to work within the EDAR and in the future when the existing the A&E wards are redeveloped. The Transport Assessment (TA) has not provided a full analysis of the level of trip generation, but it's the Local Highway Authority's (LHA) view that it will be greater than what is in the TA currently.

The offsite highway works at the Wexham Street / Church Lane roundabout still need to be agreed with the local highway authority; they are not considered adequate at present to improve junction operation in terms of capacity and pedestrian crossing facilities. This should be resolved with further consultation with the local highway authority on this matter.

The off-site measures also include:

- A reduction in the speed limit from 40mph to 30mph along Wexham Street from a location just north of Gate 1 to the roundabout (Wexham Street / Stoke Green / Church Lane / Wexham Road) including all approaches;
- A zebra crossing from the Pinewood car park to link to the pedestrian facilities on site at Gate 2; and a shared footway/cycleway scheme; and
- Amendments to the site access.

The LHA's view on the proposed measures is as follows:

- The reduction in the speed limit from 40mph to 30mph is welcomed, but the start of the 30mph limit should be on the south of Wexham Court Primary School rather than where suggested. The consultant was made aware of an existing speeding problem on the bend to the south of the junction with Wexham Park Lane / Church Lane in pre-application discussions and therefore given the speed limit is being changed I see no reason why the start of the reduction in speed limit cannot be extended further along Church Lane. This change should be agreed with BCC, which is the LHA for Church Lane;
- The design of the roundabout does not meet the requirements of the LHA and changes need to be made to address capacity, safety and reduced crossing distance. Further discussions should be held with SBC/BCC LHAs;
- The proposed zebra crossing is accepted in principle, but could be provided as a tiger crossing and the scheme should be implemented through a S278 agreement with BCC;
- The proposed shared footway/cycleway is welcomed, but further design attention is needed at the roundabout to ensure that safe crossing to the south side is achieved.

Required Changes or Further Information to the Application:

- Further information on the justification for the need for the new car parking and full future baseline position of the parking including the additional 422 spaces;
- Width of the footway on the west side of the EDAR is too narrow and can be widened by amending the dimension of the parallel parking bays opposite;
- Review the design of the raised table near the main pedestrian entrance to the hospital as buses may ground themselves on the length of the crossing and other design issues in this area as set out above;
- Cycle parking provision at the EDAR needs to be separate for staff and visitors as this will affect security. Ensure that cycle parking agreed as part of P/06622/075 is delivered;
- Re-design the roundabout in discussion with BCC and SBC jointly;
- Make changes to the 398 space Car Park Layout in South Bucks;
- Make changes to the site access as set out above;
- Make changes to the zebra crossing to include cycles (tiger crossing);
- Ensure other points listed above are addressed.

Section 106 Agreement with the Trust, Slough BC, SBDC and BCC:

The applicant will need to enter into a Section 106 agreement with Slough Borough Council, this s106 agreement will obligate the developer to enter into a section 278 agreement for the satisfactory implementation of the works identified in the highways schedule and for the collection of the contributions schedule. The S278 agreement will be with BCC and possibly SBC depending on the precise location of the borough boundary and the extent of the cross boundary agreement between BCC and SBC.

Where it is stated as necessary, it is not fully clear at this time whether this is required,

but at detailed design this may become necessary.

The highways schedule includes:

- All necessary changes to lining and signing on Wexham Street to remove the parking bays and introduce double yellow lines;
- Temporary access point (as necessary);
- Installation of permanent access to new Pinewoods car park;
- Reconstruct of the footway fronting the application site (as necessary);
- Reinstatement of redundant access points to standard to footway construction (as necessary);
- Installation of street lighting modifications (as necessary);
- Drainage connections;
- Dedication as highway maintainable at the public expense, free of charge, of sight line areas for the new car park access (as necessary);
- Construction and dedication as highway maintainable at the public expense, free of charge, the amendments to the main access road and adjoining footway;
- Highway boundary marking using granite setts at the main access (Gate 2);
- Zebra crossing or tiger crossing on Wexham Street and associated lighting;
- Changes to the site access (Gate 2) including splitter island, footway alterations, double height kerbs, amendments to site signing;
- The roundabout improvement scheme (final design still to be agreed);
- Changes to the speed limit signing from 40 to 30mph;
- The footway/cycleway scheme on the west side of Wexham Street;
- Potential dedication of land, free of charge, for maintenance at the public expense in the north east corner of the roundabout to enable a better scheme.

The applicant should prepare a s278 Adoption Layout (Slough Borough Council Drawing Number 8/27/**P1) to show the works required. This plan should be appended to the s106 and correspond to the Highway Works Schedule.

The transport schedule includes:

- Contribution to fund amendments to waiting restrictions in BCC on Wexham Street (sum to be provided by BCC);
- VMS and car park guidance system for new car park linked to wider Trust scheme on rest of hospital site;
- Circa £6,000 contribution to fund amendments to speed limit on Wexham Street, Stoke Green, Church Lane, Wexham Road (sum to be provided by BCC and SBC jointly);
- Detail of how the contribution will be repaid by SBC to the Trust;
- Any obligations from previous S106s that are required to be included (SBC legal to advise).

5.2

Tree Officer

“The report by Silverback Arboricultural Consultancy, Arboricultural Impact Assessment dated May 2016 gives details of trees to be lost by and those to be retained in a table below section 2.2. The report is supported by a plan, without reference number, plotting the position of the trees in relation to the proposed development.

Some trees to be removed listed in the table have already been removed and most of the others still to be removed are poor quality or small trees which it

would be acceptable to remove in the context of this development.

However I have two issues with the proposal:-

- Tree T24 a B category oak is shown as removed and there seems to be no reason to remove it, accordingly I would like the tree to be retained.
- Trees T28 a B category Oak and T29 a B Category Hornbeam are shown as retained. These trees, especially the Oak are import to the density of the wooded screen along Wexham Street and are important individually. These trees are unfortunately plotted incorrectly, they in fact are on and forward of the proposed curb line and are in the proposed parking spaces PS05 PS06. The plan is annotated that the existing curb will be retained but as the curb aside these trees are not straight but borders a large shrub bed which extends into the proposed road. This bed should be modified in shape but mostly retained which will allow the trees to be retained and the road used, this cannot be achieved unless the parking spaces PS05 and PS06 are lost. I believe it is desirable to retain these trees we therefore need the plans to show the modification so the trees are not lost to the development.

Further to the above it would be necessary to have a tree protection plan that relates to this development and the trees now to be retained, including the above. In addition an Arboricultural Method Statement describing the implementation of the protection measures and describing methods to be used for any work within any Root Protection Areas, including the reshaping of the above area near trees T28 and T29.

An amended drawing has been provided, whereby T24, T28 and T29 now properly considered and protected to allow their retention. This has addressed the issues with the original proposals effect on the trees of the site. Condition the tree protection scheme.”

5.3

Drainage Officer

“In principle I am happy with the drainage strategy for the Emergency department and the drainage design that has been provided as it is an improvement to the existing discharge rate, I will require information on 5.0 Existing Surface Water Drainage once results have been gathered for our approval.

The proposed car park to the west of the Hospital site falls within South Berks ownership, therefore approval of the drainage strategy will need to come from them as it is outside of our boundary.”

5.4

Berkshire Archaeology

“CgMs Consulting, June 2015, this report was prepared in relation to a previous proposal within the existing Hospital site (Application P/06622/075) relating to new car parking. This previous proposal included works to the existing hard

surface car park to the south of the main Hospital entrance off Wexham Street (Area J in CgMs' report), which is the site of the proposed new Emergency Department. CgMs' report does not include an assessment of the proposed new staff and visitor car park on a green field site to the west of Wexham Street. This element of the proposal lies within the authority of South Bucks District Council. Berkshire Archaeology is aware that the Council's archaeological advisor, Buckinghamshire County Council's Historic Environment Service, has recommended a programme of field evaluation and investigation in relation this proposed new car park.

As regards those elements of the proposal within the authority of Slough Borough Council, this is primarily focused on the site of the new Emergency Department. This is a proposed building of considerable size (a footprint of c. 0.35ha) whose construction has the potential to impact significantly on below ground deposits. The site of the proposed new building is currently a hard surface car park, the construction of which may have had some impact on below ground deposits but only at a superficial level.

CgMs' desk based assessment report broadly concludes that, in areas outside of the main Hospital buildings, there is a low to moderate potential for prehistoric and Saxon evidence and a moderate potential for post-medieval evidence in the south-west of the site. In its assessment of Area J, the report concluded that, as the car park works would consist only of alteration to the layout of the existing car parking spaces and would involve minimal groundworks, no archaeological work was required. It can also be noted that a recent archaeological watching brief during car park construction in Area A of CgMs' report, to the south of the proposed new Emergency Department, did not reveal any evidence for buried remains.

On balance and in view of the more significant impacts associated with the proposed new Emergency Department building, Berkshire Archaeology recommends that a watching brief is maintained during construction work as a precautionary measure, should the proposal be permitted."

The condition recommended has been included.

5.5 Wexham Court Parish Council

"We see this application as falling into 2 parts – 1) the proposed A&E unit and 2) the proposed car park which falls within green belt land.

With regard to the proposed A&E unit, we do not object to this development. The parish council fully recognizes the state of the existing A&E unit, which is not fit for purpose in respect of current demands and agrees that the development of a 21st century facility is of paramount importance. We would though insist that the County Council Highways Dept undertakes a full and thorough assessment of the proposed vehicle movements, as this stretch of Wexham Street has for a long time been a significant problem and a wide reaching redevelopment of this stretch of road and associated parking restrictions seems long overdue.

With regard to the car park, which currently has temporary permission only, we do recognize that a more permanent car parking facility is required to supplement the additional hospital on-site development, which already suffers from chronic car parking shortage which results in dangerous overspill onto Wexham Street and adjacent residential roads which are now the subject of parking restrictions, with the proposed A&E Unit significantly eroding the existing level of car parking further. However, the proposed car park is to be located on green belt land which we see as contrary to NPPF. On the one hand, we appreciate and accept that a more altruistic view may have to be taken with regard to the proposed overall development. On the other hand, this Parish Council has long opposed any proposed car park incursion onto green belt land, whether this is Wexham Park Hospital or the Spire Hospital (also on Wexham Street). We note that the accompanying Very Special Circumstances report contains commentary from the Case Officer that in his / her opinion very special circumstances exist to have allowed the initial temporary car park approval. (It is not clear to us if this is a Slough or South Bucks Case Officer). However, it is not the role of this Parish Council to interpret planning law and to decide if 'very special circumstances' exist; our view is that this land is green belt and needs to be protected. Therefore for this reason we object to the proposed car park development as it stands."

5.6 Police Architectural Liaison

No response has been received at the time of writing this report. Members will be updated via the Amendment Sheet should any response be received.

5.7 South Bucks District Council

Bucks County Highway Authority should be consulted in order to assess whether the proposal would lead to any adverse highway implications within South Bucks.

5.8 South Bucks would raise an objection if only the car park element of the scheme, which falls within SBDC was implemented and not the works on the hospital site. Similarly, if the development on the hospital site is approved without the scheme for parking in South Bucks, it would have severely negative implications for the car parking in the vicinity where parking is already a significant problem.

5.9 Natural England

"Natural England has no comments to make on this application.

The lack of comment from Natural England does not imply that there are no impacts on the natural environment, but only that the application is not likely to result in significant impacts on statutory designated nature conservation sites or landscapes."

5.10 Environment Agency

“We consider that planning permission could be granted to the proposed development as submitted if planning conditions are included. Without these conditions, the proposed development on this site poses an unacceptable risk to the environment and we would object to the application.”

The recommended conditions have been included.

5.11 Land Contamination

“I have reviewed the documents submitted with the above application, especially the two reports prepared by ESG Ltd.

Please see my comments below:

A. *“Volume 1 Desk Study” (Report no. D6013-16/1, dated July 2016):*

- *Section 9 Geotechnical Aspects: the need for piling foundations identified in this section warrants additional intrusive site investigation in order to assess the likelihood of creating a preferential vertical pathway for contaminants to migrate, should they be present;*
- *Section 10 Conclusions: based on the findings of the Desk Study carried out it was recommended that an intrusive site investigation should to be carried out; this was completed, and the report below produced to summarise the result:*

B. *“Volume 2 Factual Interpretative Report” (Report no. D6013-16/2, dated July 2016):*

- *Section 6 Proposed Works & Section 7.5.2 Excavation and Earthworks: it is proposed that as part of the development a “cut and fill exercise” it is likely to be carried out in order to level the ground. Although it is acknowledged that the full details are unknown at this stage, once available this should be submitted to the Local planning Authority for review and approval.*

It is also suggested that some of the excavated materials will be reused on site. Depending on the proposed re-use it is highly recommended that additional sampling and analysis is carried out on these soils in order to deem them suitable for the proposed new use, without posing harm to future site users. Details on the excavated materials should be submitted to the LPA, once available, including quantity, marked up plans with the areas where these are stockpiled, quantity re-used on site and were, quantity exported off-site (if necessary), and any other relevant information, etc.

- *Section 8 Geoenvironmental Assessment: the revised Conceptual Site Model and Risk Assessment using the results of the intrusive investigation conclude that the site did not exceed the Soil Guide Values (SGVs) and Generic Assessment Criteria (GACs) for a “residential without plant uptake” scenario. Thus, no additional remedial actions will be required.*
- *Section 9 Gas: although just one gas monitoring session was carried out, it is acknowledged that no exceedances were recorded, and thus no remedial*

gas protection measures will be required.

Based on the above I recommend that a Watching Brief should be kept during the development works in order to deal with any unexpected contamination that could be encountered.”

5.12 Royal Borough of Windsor and Maidenhead

“No objection to the above proposal.”

5.13 Environmental Quality Team:

“The development will not give rise to a significant impacts on local air quality and dispersion modelling (although this needs to be treated with caution particular as recently emission factors have been revised upwards in line with real world emission testing of EURO 6 diesel cars EFT V7 – which this assessment predates uses EFT V6.2) indicates the development will not give rise to any breaches of the air quality standard. However this does not mean as the consultant states ‘the location is considered suitable for the proposed end-use without the inclusion of mitigation methods’

The development needs to proceed in line with sustainable transport objectives as outlined within NPPF therefore the Trust should prepare a sustainable travel plan which includes a target driven approach to supporting more uptake of ULEVs as well as public transport, cycling and walking (both visitors and staff). It is recommended that 10% of the car parking should include Electric vehicle infrastructure but this shall be phased in as part of the sustainable travel plan over a period of 4 years (up to 2020). At the commencement of the development it is strongly recommended a ‘rapid charger’ 50 kW DC with AC Type 2 CCS/Chademo connections is installed within the visitor car park and at least 2 Type 2 post mounted ‘fast chargers’ within the temporary staff car park to promote uptake of ULEVs.

The construction phase of the development will not give rise to adverse air quality impacts subject to suitable dust controls and mitigation as outlined in table 19 of the REC air quality assessment report. It is recommended that these control are implemented a part of a Construction Environmental Management Plan. It is recommended a condition is imposed within the consent requiring a CEMP to be completed and approved by the LPA.”

6.0 **Neighbour Notification**

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

No’s. 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
Greenacres, Wexham Park Lane, Wexham, Slough, SL3 6LX
Old Cottage, Church Lane, Wexham, Slough, SL3 6LB
Fir Trees, Wexham Street, Stoke Poges, Slough, SL3 6NA
PINEWOOD NURSERIES, Wexham Street, Stoke Poges, Slough, SL3 6NB
Stoke End Cottage, Stoke Green, Stoke Poges, Slough, SL2 4HN
No's. 1 - 2 Park View, Stoke Green, Stoke Poges, Slough, SL2 4HW
No's. 1 - 7, Red Lion Cottages, Stoke Green, Stoke Poges, Slough, SL2 4HP
RED LION, Stoke Green, Stoke Poges, Slough, SL2 4HN
THE CRICKET CLUB, Stoke Green, Stoke Poges, Slough, SL2 4HT
No's. 2 - 3 Wexham Cottages, Church Lane, Wexham, Slough, SL3 6LA
No's. 2- 6, Church Lane, Wexham, Slough, SL3 6LB
Orchard End, Church Lane, Wexham, Slough, SL3 6LB
The Old Reading Room, Church Lane, Wexham, Slough, SL3 6LB
The Old Corner House, Church Lane, Wexham, Slough, SL3 6LB
No's. 1 – 18 (odd and even), Huxley Close, Wexham, Slough, SL3 6LW
Wexham House, Wexham Park Lane, Wexham, Slough, SL3 6LX
Greystones, Wexham Park Lane, Wexham, Slough, SL3 6LX
The Pantiles, Wexham Park Lane, Wexham, Slough, SL3 6LX
The Oaks, Wexham Park Lane, Wexham, Slough, SL3 6LX
Magnolia, Wexham Park Lane, Wexham, Slough, SL3 6LX

Little Cottage, Wexham Park Lane, Wexham, Slough, SL3 6LX

Lammas House, Wexham Park Lane, Wexham, Slough, SL3 6LX

Merry Lea, Wexham Park Lane, Wexham, Slough, SL3 6LX

House In The Wood, Wexham Park Lane, Wexham, Slough, SL3 6LX

No's. 1 – 2, Lodge Cottages, Wexham Road, Wexham, Slough, SL2 4HQ

Tudor Cottage, Wexham Road, Wexham, Slough, SL2 4HE

No's. 1 -2 Post Office Cottages, Wexham Road, Wexham, Slough, SL2 4HH

Post Office, Wexham Road, Wexham, Slough, SL2 4HE

Wexham Cottage, Wexham Road, Wexham, Slough, SL2 4HJ

Sunnyside, Wexham Road, Wexham, Slough, SL2 4HE

No's. 2 – 68 (odd and even), Benjamin Lane, Wexham, Slough, SL3 6AB

Magnolia Cottage, Wexham Street, Slough

Publicity: In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015, site notices were displayed at the site. The application was advertised in the edition of the Slough Express, 23rd September 2016.

- 6.2 There has been an enquiry from a resident regarding the intensification of the helicopter pad as a result of this application. The following response has been received from the agent:
- 6.3 *"Currently air ambulance use averages out at about once or twice a month only. No changes are proposed to the use of the helipad as a result of the current application... the Trust have confirmed at over the past 2 years the helipad was used a total of 13 times so it is not in regular use. It is not anticipated this will increase as a consequence of the proposal."*
- 6.4 An objection was also received regarding the proposed car park, the resident was given the contact details of the case officer at SBDC.
- 6.5 Members will be updated via the Amendment Sheet should any further responses be received.

PART B: PLANNING APPRAISAL

7.0 Policy Background

7.1 The following policies are considered to be most relevant to the assessment of this application:

7.2 The National Planning Policy Framework, 2012 (NPPF) and the National Planning Practice Guidance

The NPPF states that unless material considerations dictate otherwise development proposals that accord with the development plan should be approved without delay and that weight should be given to existing local policies and plans will be dependent on their degree of consistency with the NPPF.

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.

7.3 Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008

- 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)
- Core Policy 12 (Community Safety)

7.4 Adopted Local Plan for Slough, Adopted March 2004

- EN1 (Standard of Design)
- EN3 (landscaping Requirements)
- EN5 (Design and Crime Prevention)
- T2 (Parking Restraint)
- T8 (Cycling Network and Facilities)

Other relevant documents

7.5

- The Slough Local Development Framework Site Allocations Development Plan Document, Adopted November 2010
- Site Allocation Policy 1 Site Specific Allocation 20
- Proposals Map Policy 1 Area of Major Change
- Slough Borough Council Developer's Guide Parts 1-4

Composite Local Plan – Slough Local Development Plan and the NPPF - PAS Self Assessment Checklist

7.6

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission are determined in accordance with the development plan unless material considerations indicate otherwise. Annex 1 to the National Planning Policy Framework advises that due weight should be given to relevant policies in existing plans according to their degree of consistency with the Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).

The Local Planning Authority has published a self assessment of the Consistency of the Slough Local Development Plan with the National Planning Policy Framework using the PAS NPPF Checklist.

The detailed Self Assessment undertaken identifies that the above policies are generally in conformity with the National Planning Policy Framework. The policies that form the Slough Local Development Plan are to be applied in conjunction with a statement of intent with regard to the presumption in favour of sustainable development.

It was agreed at Planning Committee in October 2012 that it was not necessary to carry out a full scale review of Slough's Development Plan at present, and that instead the parts of the current adopted Development Plan or Slough should all be republished in a single 'Composite Development Plan' for Slough. The Planning Committee endorsed the use of this Composite Local Plan for Slough in July 2013.

New Local Plan

7.7

The Council agreed at its Planning Committee meeting in February to review its Local Plan. In October the Council released its figure for expected unconstrained housing need. The new local plan will seek to accommodate a significant increase in housing and associated infrastructure to meet the needs of its community.

7.8

The main planning issues relevant to the assessment of this application are considered to be as follows:

- 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 Green Belt Assessment

8.2 The fundamental aim of Green Belt is its openness and permanence. The exemption from the 'presumption in favour of development'¹ of Green Belt designated land requires proposals for inappropriate development to demonstrate Very Special Circumstances (VSC) to be permitted. Any case in support of the scheme would need to refer back to National Planning Guidance as set out within the National Planning Policy Framework which states:

87. As with previous Green Belt policy, inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.

88. When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.

89. A local planning authority should regard the construction of new buildings as inappropriate in Green Belt [exceptions given].

8.3 The hospital site is designated as a Major Developed Site in the Green Belt. The Core Strategy allows for some infilling or redevelopment to take place 'provided it has no greater impact on the Green Belt' (Core Strategy Para 7.27, see also 7.24) and proposals for major redevelopment or replacement of the hospital are managed through the preparation of an Action Area Plan for the site in conjunction with the Trust.' (Core Strategy Para 7.33).

8.4 Core Policy 2 further states that *the existing areas of Metropolitan Green Belt will be maintained and Wexham Park Hospital and Slough Sewage Works will continue to be designated as Major Existing Developed Sites within the Green Belt.*

8.5 The principles of the Core Strategy are developed in the Site Allocations DPD. Site Allocations Policy 1 states that proposals in accordance with their Proposed Use and Site Planning Requirements will be considered acceptable in principle. It also confirms that proposals will need to be developed in accordance with the Development Plan and national planning guidance unless material considerations determine otherwise.

8.6 Site Allocation SSA1 allocates the site for medical and healthcare uses. The associated schedule for Wexham Hospital (ref. SSA20) requires proposals for comprehensive redevelopment to:-

- Be for hospital and healthcare related development only as per a

¹ NPPF Para 14.

Masterplan.

- Ensure the footprint does not extend further east beyond the existing developed envelope.
- Address car parking (in particular staff parking) issues in advance of or alongside any proposals to increase the intensity of use on the site.
- Include a full transport assessment, the study area of which to be agreed with Slough Borough Council in advance.

- 8.7 Given the footprint, scale and location of the proposed building it is not considered the application can be determined under the policy principle within the Core Strategy, and it must therefore be assessed in line with its Green Belt designation. The proposed building is greater in terms of scale than the existing buildings on site which are predominantly single storey. As such, this accompanying this application, a 'Very Special Circumstances Report' and 'Alternative Sites Assessment' has been submitted to allow the Council to assess whether in balance the need for and benefits of the proposal outweigh the harm to the purposes of the Green Belt and Other Harm.
- 8.8 It is recognised that whilst there may be some harm to the openness of the Green Belt by virtue of the scale and mass of the proposed built form, this harm will be minimal given that the location of the proposed building is sited on previously developed land. The proposed building will sit within the existing envelope of Wexham Park Hospital and when viewed from outside the site boundary the visual impact will be limited due to the existing tree line providing screening of the building.
- 8.9 As a result, of the location of the proposed building within the existing hospital site, the proposed development will not lead to unrestricted sprawl, there will be no increased risk of merging or encroachment on a neighbouring town, there is no impact on the character of a historic town and the proposal will, *'assist in urban regeneration, by encouraging the recycling of derelict and other urban land.'* Permission for the new Emergency Department is sought to provide a hospital facilities that meet modern day standards and for the site to operate and function more efficiently. The proposed building will provide a new facility incorporating both modern emergency care and specialist medical and surgical services to create an integrated acute care centre to meet the needs of the local and wider community.
- 8.10 Furthermore, benefits of the proposal include provision of essential healthcare infrastructure, additional capacity to accommodate population growth, delivery of a Masterplan to improve legibility, landscaping and the public realm of the site, and the extent to which the proposal supports delivery of the Governments agenda for Sustainable Development². These matters are further discussed in the section below.

2 NPPF Para.s 6 and 7 and references therein

8.11 Very Special Circumstances

8.12 A Very Special Circumstances Case has been prepared to support the justification for Green Belt development:

8.13 Prior to the Trust acquiring Wexham Park Hospital, refurbishment and redevelopment of the site was undertaken in an ad hoc manner throughout the 1990s to the present day. This led to the site developing in a piecemeal fashion where buildings are not 'future-proofed' and services are currently not fit for purpose as they no longer meet modern day clinical requirements. The Trust have identified a number of constraints at the site which need to be overcome; those fundamentally being poor and inefficient circulation and flow of patients, poor quality ward accommodation, with a low proportion of single rooms, emergency department is undersized and dysfunction.

8.14 The Trust are seeking to comprehensively redevelopment the site to provide a significantly improved emergency department and address the issues above. The submitted Masterplan reflects the Trusts commitments to develop the site more holistically, taking to consideration what the hospital requires both now and in the future.

8.15 The existing emergency department covers a large catchment area including Slough, South Bucks, Windsor and Maidenhead, Wycombe and Chiltern, with thousands of patients attending everyday. It is therefore of vital importance that the hospital can provide a high quality emergency department that can provide for the local population but also improved working environment for staff.

8.16 It is understood that the Trust has explored a number of options for the Emergency Department including refurbishment, demolition and rebuild and a standalone new building. It was concluded that the most viable, practical and least disruptive option would be to provide an improved Emergency Department within a new standalone building.

8.17 In terms of need, the layout is to provide a comprehensive patient care within one building to avoid moving patients long distances across the site which is how the hospital currently operates. The Emergency Department will also provide a number of single rooms for patients which will upgrade existing facilities and contribute to the hospital's current undersupply of single rooms.

8.18 Overall, the new building will improve the patient experience by improving patient flow, meet the growth in demand for unscheduled healthcare services. This is considered to be a major step in the redevelopment and modernisation of the whole hospital site which is welcomed as the proposal will provide a far higher quality of care to patients and working environment for staff.

8.19 A full 'Alternative Sites Assessment' has been undertaken to assess other potential sites which could accommodate the proposed development. This

assessment concludes that there are no other suitable sites or solutions which could provide the required Emergency Department. Sites were discounted from this process for a number of reasons including, cost, practicalities, accessibility, whereby new facility must be co-located within an existing Acute Hospital; patient capacity (accommodate 110,000 emergency attendees a year) and size, catchment - ambulance travel/distance times from other Acute Hospitals is too great.

8.20 The Trust therefore considers that there are no other alternatives but to provide a new building within the envelope of the existing hospital site. The design and layout of the proposed development has been carefully considered to ensure the impact on the openness of the Green Belt and any 'urbanising' effect has been kept to a minimum.

8.21 The inappropriateness, and other harm, by the introduction of a new building needs to be balanced against the very special circumstances, those being; the extremely important public service and health facility that the hospital provides to cater for the local and wider community, the significant need to improve and modernise and expand the existing hospital facilities and the justification that there are no other suitable locations for the proposed development.

8.22 When balancing all of these above matters together, it is considered that very special circumstances do exist that outweigh the harm caused by the inappropriateness and other harm of the proposed development and it is considered that the proposal should be supported.

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” (Para 61).

“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 restricts views in and out of the site. Notwithstanding the screening, given the scale, height, bulk and mass of the proposed development, the siting and design must be given careful consideration.

9.5 *Visual Landscape Assessment:*

A 'Visual Impact Assessment' has been undertaken which highlights that during summer months the proposed building will be barely visible looking north east along Wexham Street screened by the line of mature trees and only the northern elevation will be visible looking south east. During winter months the new building will be slightly more visible from outside the site but will still be very much concealed by the existing tree line. The new building will therefore only be fully visible when viewed from within the site. In addition, when viewing the building from the public highway (Wexham Street) it can only be viewed against the well-developed backdrop of the existing hospital site and not against open Green Belt land.

9.6 A visual survey of the proposed development was also undertaken to assess the impact of the development on views from existing sensitive sites and boundaries, notably historic buildings, parkland and public vantage points along key roads/settlements and public rights of way. These views identified were as follows:

- Grade 1 listed Stoke Park Mansion, within the Grade II registered Stoke Park
- The B416 running through Stoke Green
- The edge of the existing greenbelt settlement Wexham Street
- The A412, which runs along the boundary of Grade II registered Langley Park and Caine Valley Regional Park
- The edge of the existing greenbelt settlement George Green and adjacent public footpath
- Pinewood Nursery North-West of the hospital
- The principal northbound and southbound approaches to the site/ hospital entrance from Wexham Road and Wexham Street

The survey concludes that due to the surrounding landscape character; fields

9.7 and paddocks with mature tree cover along boundaries, golf courses with mature tree plantations, private residences and small greenbelt settlements with good vegetation cover, there are few views of the hospital complex and the proposed Emergency Department. It is therefore considered that the proposed development has minimal impact on the surrounding conservation areas and historic parkland. The development will have no impact on the setting of Stoke Park Mansion or on long distance views from the property.

9.8 The proposed development will have an impact on the immediate views of the site at the main entrance, from the A412. As the existing view is of car parking and existing low density buildings it is considered that although the change is significant, it will not have a detrimental impact on the overall view. It is considered that the new building will provide a high quality design and an opportunity to redevelop this site more comprehensively.

Height:

9.9 Furthermore, it should be noted that the proposed building will measure approximately 22m in height, it will still be significantly lower than the existing tower which measures approximately 31m in height. The following will be viewed from each elevation:

North elevation:

9.10 The north elevation will be seen both from the public highway and existing 'Gate 2', bus and taxi forecourt. This elevation is one of the public faces of the building when viewed from the existing gate 2. The overall massing of the building is below the existing mature tree belt.

South elevation:

9.11 The proposed south elevation will be seen from the existing residential accommodation onsite and is composed primarily of the emergency egress stair core and the covered ambulance apron. The proposed windows on this elevation are either high level or reduced to prevent overlooking. The infrequent use and temporary nature of this space does not pose an overlooking issue.

East elevation:

9.12 The east elevation is not overlooked from the public highway, however it is viewed by the existing hospital estate. The façade maintains the same rhythm of windows and high quality cladding material. The plant room is set back from the main facade to reduce the appearance of the building from the street level.

West elevation:

9.13 The assessment ward entrance and stair core is located on the west elevation and forms the main element in order to break up the rhythm of the facade. This elevation is screened from the public highway by the mature tree belt but is

viewed by the public who have access along the western side of the building.

9.14 *Materials:*

Given the size of the proposed development, a pallet of materials are proposed to break up the bulk and mass, this includes brick plinth which wraps around the perimeter of the ground floor storey and vertically on the stair cores. The stair core is the only element with a large window in order break up the mass and overall scale of the core. A band of lightweight rain screen aluminium cladding panels, set as grey and colour ribbons within the stories above to break up the massing of the second element. The materials that have been chosen are considered to be of a high quality as they will provide a robust and durable finish.

9.15 *Soft Landscaping/ Trees:*

9.16 The application proposes an extensive and detailed landscape plan for the site and the Council's Tree Officer raises no objection to the proposal.

9.17 Due to the tight constraints of the site, soft landscape areas will be limited to the 'Arrival Forecourt' and zones adjacent to the existing patient ward and MRI building. The 'Arrival Forecourt' will provide a welcoming, high quality setting to the public entrance with a generous planted backdrop as the existing trees are retained. The smaller sheltered spaces to the east of the building will be planted to provide attractive reflection spaces, overlooked by the adjacent wards.

9.18 The principal aims of the planting zones are to create an attractive, calming outdoor environment. This will include ornamental, shade tolerant species to both attract wildlife and provide all year interest. The proposed landscaping plan is to be conditioned.

9.19 The west and south are laid out as efficiently as possible to provide circulation, parking and servicing space within the tight constraints of the site. The design ensures there is minimal infringement of the existing mature tree belt in order to protect this important asset.

9.20 *Hard Landscaping:*

9.21 A simple palette of robust, durable materials is proposed to provide clear spatial definition around the site. The Arrival Forecourt, and small staff terrace to the rear, will be concrete paving flags to compliment the building elevation.

9.22 Public and private pedestrian routes will be tarmac, the table-top crossing will be surfaced in heavy duty concrete setts to create a 'shared surface' for pedestrians to cross the road to the Arrival Forecourt.

9.23 Access roads, parking bays and the ambulance drop-off will be also be tarmac, or red tarmac for the ambulance bays. Existing tarmac will be retained where feasible, or dressed with a new wearing course, along Opecks Close and the Main Entrance Road. Robust, quality seating, with backs and arm

rests, will be introduced at key entrance locations.

9.24 On balance, it is considered that the proposal 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 An Overshadowing and Amenity Report and Lighting Impact Assessment has been undertaken to assess the impact of the new building on the closest residential occupiers onsite. The report has identified that the shadows which are cast by the proposed development fall away from the residential building and therefore in terms of impact on residential amenity, no concerns are raised.

10.4 The proposed building maintains the privacy of the habitable rooms to the south residential accommodation by orientating the new patient windows approximately east-west. Small windows are placed on the south facade to limit overlooking, whilst one larger stair core window enlivens the composition. This larger window is offset 20.7m from the closest adjacent window; combined with the infrequent use of this secondary stair by staff only this would not create an overlooking issue. With such a separation distance there will be no impact on loss of privacy or any other impact on residential amenity.

10.5 There will be a separation distance of over 50m to the nearest neighbouring properties, located on Wexham Street and Church Lane. Given this distance and the relationship of the site with neighbouring properties, it is considered that there would be no adverse impacts on the amenities of these neighbouring properties as a result of the proposed development.

10.6 A Lighting Impact Assessment has also been undertaken to analyse the spill light of exterior lighting for the proposed development. The technical report sets out that ambulance drop off lighting will be positioned close to the existing building façade directed towards the road. Additional obtrusive light shields will be applied to minimize light spill from luminaires. Roadway and on street parking lighting layout has also been assessed and sets out that obtrusive light

shields will be applied to minimize light spill. Lighting has been carefully considered and designed in a manner which will minimise the impact on the surrounding environment and there will a compliance condition.

10.7 It is therefore considered that the proposals provide a scheme which will not have any adverse impact the surrounding occupiers and complies with the relevant policies.

11.0 **Transport and Parking**

11.1 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.*

11.2 The Councils Transport Consultants has undertaken a detailed assessment, the following issues have been raised below. It should be noted that the agent has responded to the matters raised in a Technical Note.

11.3 *Trip Generation:*

In summary the comments indicate that the proposals could lead to a higher trip generation than that set out in the Transport Assessment submitted with the planning application. This is due to the fact that the existing Emergency Department building could be used to provide additional services, over and above its proposed role to accommodate existing wards during periods of refurbishment. The agent has confirmed that this is not the position of the Trust. However, capacity testing undertaken at the access junctions closest to the existing Emergency Department (Gates 1 and 2) indicate that they will operate with significant spare capacity in future years, namely 2021. As such, despite it not being the intention of the Trust, the provision of additional low levels of use of the existing Department would not have a material impact on the operation of the junctions used to access the building. In addition the proposals provide for additional parking which, if necessary could accommodate any additional demand.

11.4 *Parking Strategy:*

Key points raised regarding the parking strategy:

- The baseline parking space provision was unclear from the TA;
- Consideration should have been made to the future baseline i.e. the total number of spaces that will be available on the hospital site when the EDAR building is built out and all of the spaces on the previous car park

- expansion scheme P/06622/075 are available;
- Based on the car park survey peak time of 1200-1230hrs, it was perceived that none of the spaces located at The Park were needed, nor would the additional 398 spaces at Pinewoods (permanent car park proposed as part of the planning application) in the long term; and
 - Variable Message Signing (VMS) should be provided for the new parking area on the Pinewoods site.

The agents have sought to address the issues raised above in a supplementary Technical Note, this provides clarification regarding the baseline parking space provision and agreement that VMS can be conditioned, although as the car park falls within the SBDC, the onus is them to seek this requirement.

11.5 *Impact on the network and roundabout:*

The offsite highway works at the Wexham Street / Church Lane roundabout still need to be agreed with the local highway authority as proposed they are not considered adequate at present to improve junction operation in terms of capacity and pedestrian crossing facilities. The agents have suggested a way forward Way to liaise and work closely with Highways Officers at both Slough Borough Council and Bucks County Council to ensure that an agreed and deliverable roundabout design can be prepared and constructed. A condition has been recommended:

'The EDAR shall not be occupied until detailed plans have been submitted to and approved in writing by the Local Planning Authority relating to line, level, layout and construction of the off-site highway works hereby approved on Wexham Street, including the roundabout improvement works at the junction to Stoke Green / Wexham Road and Church Lane. In addition these works shall also be laid out and constructed and all the works completed prior to the first occupation of any part of the aforementioned development.'

Reason: In the interests of maintaining a safe and efficient highway network in accordance with paragraph 32 of the National Planning Policy Framework'.

11.6 *Ambulance Parking:*

There is provision for 11 ambulance bays adjacent to the proposed development which is accepted. Vehicle tracking confirms the ambulances can access and egress these appropriately.

11.7 *Cycle Parking:*

64 cycle parking spaces are currently provided on the hospital site, 38 of these are Sheffield stand spaces, 20 spaces are within bike sheds and there are 6 bike boxes. The number it does not include the additional 100 cycle parking spaces that were to be provided with P/06622/075 and therefore cycle details have been conditioned.

11.8 *Vehicle, Pedestrian and Cycle Access:*

Minor changes are proposed to the design of the Main vehicle access (Gate 2), these changes relate to a new splitter island to accommodate pedestrian crossing and the introduction of tactile paving. The Highways Officer has requested minor changes should be made to the alignment of footways on the north side of the main access (Gate 2) and land to be dedicated.

A new pedestrian crossing (zebra crossing) will be implemented across Wexham Street to provide access from the proposed Pinewood parking and Gate 2.

A shared footway / cycleway is proposed along Wexham Street (western side) between the roundabout and just north of the Pinewood parking area as requested by the LHA. However it is requested that the applicant re-considers how this ties into the roundabout to ensure a safer crossing environment on the west side of the roundabout i.e. kerb realignment rather than just white lining.

11.9 *Construction Traffic:*

It is stated in the TA that a detailed Construction Traffic Management Plan will be provided prior to the commencement of construction of the new EDAR. This will be secured by a planning condition and will include, but not exclusively:

- Information on the consultation that has been held with local interest groups, residents and local Councils and how the concerns raised by these groups will be addressed;
- Information on the proposed build timetable;
- Details of the typical number of HGV and construction worker car movements per day during peak construction periods;
- Details of the routing of construction vehicles and in particular HGVs. The routing will be agreed with the appropriate Highways Officers and will seek to avoid the main urban areas of Slough;
- A commitment to limit the number of HGV movements to and from the site during the morning and evening peak hours;
- Information on how construction worker parking will be managed during the overall build phase;
- Details of construction worker welfare provision including site compound facilities; and
- A commitment to provide wheel washing facilities to limit the amount of mud/spoil transferred from the site to the adopted highway.

11.10 *Servicing and Deliveries:*

The proposed bin store location is marked on the plans. This is an acceptable location, however no refuse vehicle tracking is provided. A delivery and drop-off bay is provided immediately outside the ED building. The swept paths for the vehicles accessing this are acceptable (small rigid NHS delivery vehicle).

A fuel tanker delivery bay will also be provided to service the emergency backup electricity generator required as part of the EDAR proposals. Whilst the internal

roads have been designed to allow for large articulated HGV movements these are likely to be very limited and scheduled well in advance. As such any large vehicle movements will be managed to ensure they do not interfere with the day to day operation of the EDAR. The swept path for this vehicle is considered acceptable.

11.11 *Travel Plan:*

The Trust have submitted a completed Travel Plan Monitoring Report as part of this application, within the template provided by SBC, detailing the actions undertaken by the Trust since the last Travel Plan document was produced in 2015. The Trust have made good progress with various actions since the Travel Plan was updated in 2015, including the appointment of an officer, the implementation of cycle parking, and the implementation of staff benefits schemes such as Cycle scheme, incentives for staff to use public transport, and promotional activities / events to support and promote the use of sustainable transport to the site. The next staff travel survey will be in Spring 2017, with the next TRICS SAM survey planned for 2018.

The Trust has made good progress with the implementation of actions since the last Travel Plan was drafted in 2015. The Travel Plan Monitoring Report submitted is acceptable. The Trust are already bound to Section 106 agreements relating to the Travel Plan and monitoring via TRICS SAM surveys, so there is no additional requirement for commitments or contributions from a Travel Plan point of view.

11.12 With respect to mitigation, please refer to the Highways & Transport Consultation section of the report. Any updates from the Council's Transport Consultant regarding the Technical Note will be provided on the Amendment Sheet.

12.0 **Other Issues**

12.1 *Flooding / Drainage:*

The site is situated within flood zone 1 and therefore is suitable for all development with no risk of fluvial flooding. The Councils Drainage Officer and Lead Local Flood Authority, have assessed the application and the proposed drainage strategy that accompanies the application. No objections to the proposal from a flooding or drainage point of view is raised, subject to the inclusion of relevant conditions on any permission granted.

12.2 *Ecology:*

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. Ecology reports have been undertaken for Wexham Park Hospital and concluded that no further survey work is required. The proposals will enhance the quality of the environment through the use of additional landscaping and planting to encourage biodiversity and ecology onto the site.

12.3 *Archaeology:*

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 secure a programme of archaeological works prior to the commencement of works.

12.4 *Sustainability:*

A BREEAM Pre-Assessment has been submitted which confirms that a rating of excellent will be achieved, as such this has been conditioned accordingly. The BREEAM criteria seeks to ensure that the development is sustainable on terms of design by reducing carbon emissions outputs.

Furthermore, the proposals incorporate the installation of Combined Heat and Power (CHP) Plant at the existing Energy Centre. The details of the CHP plant will be conditioned and ensure that the construction of the CHP will be undertaken prior to occupation of the Emergency Department.

12.5 *Noise:*

A Noise Impact Assessment has been undertaken which assesses the plant noise emission levels from the proposed building. With appropriate noise mitigation measures in place, acceptable plant noise emission limits should be met, this will be conditioned accordingly. With respect to the residents living in Opecks Close, as sirens and blue lights will be turned off when ambulances arrive at Gate 3, it is not considered that there will be an adverse impact on residents living along Opecks Close.

12.6 *Air Quality:*

The site lies outside the Air Quality Management Area. The Environmental Quality Team have assessed the submitted Air Quality Assessment, there are no concerns raised. For further details, please refer to section 5.13 of this report.

13.0 **Summary**

13.1 The proposed development would not have a detrimental impact upon the Green Belt or the character and appearance of the surrounding area or neighbouring residential amenity.

PART C: RECOMMENDATION

14.0 **Recommendation**

- 14.1 Delegate the planning application to the Planning Manager for approval, subject to resolution of outstanding transport/highway, finalising of conditions, satisfactory completion of a S106 Agreement, if required and final determination. This recommendation is subject to a referral to the Secretary of State as the proposed development falls within designated Green Belt.

15.0 **PART D: DRAFT CONDITIONS AND INFORMATIVES**

- 15.1 Please note that this is not the final list of conditions and amendments may be made prior to planning permission being granted.

1. Time limit

The development hereby permitted shall be commenced within three years from the date of this permission.

REASON To prevent the accumulation of planning permissions, and to enable the Council to review the suitability of the development in the light of altered circumstances and to comply with the provisions of Section 91 of the Town and Country Planning Act 1990.

2. Approved Plans

The development hereby approved shall be implemented only in accordance with the following plans and drawings hereby approved by the Local Planning Authority:

- a) Drawing No. WED-BDP-XX-XX-PL-A-919001 Rev P05, Dated 11/07/2016, Recd On 19/08/2016
- b) Drawing No. WED-BDP-XX-00-PL-A-209001 Rev P04, Dated Apr 16, Recd On 19/08/2016
- c) Drawing No. WED-BDP-XX-01-PL-A-209001 Rev P03, Dated May 16, Recd On 19/08/2016
- d) Drawing No. WED-BDP-XX-02-PL-A-209001 Rev P03, Dated May 16, Recd On 19/08/2016
- e) Drawing No. WED-BDP-XX-03-PL-A-209001 Rev P03, Dated May 16, Recd On 19/08/2016
- f) Drawing No. WED-BDP-XX-05-PL-A-209001 Rev P02, Dated Mar 16, Recd On

19/08/2016

- g) Drawing No. WED-BDP-XX-XX-EL-A-209002 Rev P04, Dated Mar 16, Recd On 19/08/2016
- h) Drawing No. WED-BDP-XX-XX-EL-A-209001 Rev P04, Dated Mar 16, Recd On 19/08/2016
- i) Drawing No. WED-BDP-XX-XX-EL-A-209005 Rev P02, Dated Jul 16, Recd On 19/08/2016
- j) Drawing No. WED-BDP-XX-XX-EL-A-209011 Rev P02, Dated Jul 16, Recd On 19/08/2016
- k) Drawing No. WED-BDP-XX-XX-EL-A-209007 Rev P02, Dated Jul 16, Recd On 19/08/2016
- l) Drawing No. WED-BDP-XX-XX-DT-L-900004 Rev P01, Dated 06/07/2016, Recd On 19/08/2016
- m) Drawing No. WED-BDP-XX-XX-DT-L-90000 Rev P02, Dated 01/08/2016, Recd On 19/08/2016

REASON To ensure that the site is developed in accordance with the submitted application and to ensure that the proposed development does not prejudice the amenity of the area and to comply with the policies in The Local Plan for Slough, 2004.

3. Details of external materials

The external materials to be used on the development hereby approved shall carried out in accordance with:

Sample Board, Recd On 19/08/2016

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Core Policy 8 of the Adopted Local Development Framework Core Strategy 2006-2026, Development Plan Document, December 2008 and Policy EN1 of the Adopted Local Plan for Slough, 2004.

4. Contamination – Remediation strategy (EA)

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

REASON The site is within a Total Catchment Source Protection Zone (SPZ3) for an abstraction from the Chalk which needs to be protected from contamination, in accordance with National Planning Policy Framework, para 109.

5. Dispose of surface water (EA)

The development hereby permitted shall not be commenced until such time as a scheme to dispose of surface water has been submitted to, and approved in writing by, the local planning authority. The scheme shall be implemented as approved.

REASON The site is within a Total Catchment Source Protection Zone (SPZ3) for an abstraction from the Chalk, in accordance with National Planning Policy Framework , para 109.

6. Watching Brief (LPA)

The developer shall carry out a watching brief during site work and shall draw to the attention of the Local Planning Authority to the presence of any unsuspected contamination (to soil or/and water, determined by either visual or olfactory indicators) encountered during the development.

In the event of contamination to land and/or water being encountered, no development or part thereof shall continue until a programme of investigation and/or remedial work to include details of the remedial scheme and methods of monitoring, and validation of such work undertaken has been submitted to and approved in writing by the Local Planning Authority.

None of the development shall be commissioned and/or occupied until the approved remedial works, monitoring and validation of the works have been carried out and a full validation report has been submitted to and approved in writing by the Local Planning Authority.

In the event that no significant contamination is encountered, the developer shall provide a written statement to the Local Planning Authority confirming that this was the case, and only after written approval by the Local Planning Authority shall the development be commissioned and/or occupied.

REASON To ensure that any ground and water contamination is identified and adequately assessed, and that remediation works are adequately carried out, to safeguard the environment and to ensure that the development is suitable for the proposed use.

7. BREEAM 'Excellent' Rating

Evidence confirming that the development achieves a BREEAM New Construction rating of no less than 'Excellent' shall be submitted to and approved in writing by the Local Planning Authority. The evidence required shall be provided in the form of a post construction assessment, conducted by an

accredited Assessor and supported by relevant BRE accreditation certificate, shall be submitted within 6 months following the first occupation of the development.

REASON In order to comply with the requirements of Core Policy 8 of the Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

8. CHP

Prior to commencement of the proposed development, details of the Combined Heat and Power Plant (CHP) shall be submitted to and approved in writing by the Local Planning Authority. The CHP shall be installed prior to first occupation of the proposed development and maintained and retained in perpetuity.

REASON In order to comply with the requirements of Core Policy 8 of the Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

9. Construction Management Plan

Prior to the commencement of development a construction management plan and programme shall be submitted to and approved in writing by the Local Planning Authority.

The construction management plan and programme shall include details of the following:

- (a) Construction Traffic Management Plan shall include the following details:
- Information on the consultation that has been held with local interest groups, residents and local Councils and how the concerns raised by these groups will be addressed;
 - Information on the proposed build timetable;
 - Details of the typical number of HGV and construction worker car movements per day during peak construction periods;
 - Details of the routing of construction vehicles and in particular HGVs. The routing will be agreed with the appropriate Highways Officers and will seek to avoid the main urban areas of Slough;
 - A commitment to limit the number of HGV movements to and from the site during the morning and evening peak hours;
 - Information on how construction worker parking will be managed during the overall build phase;
 - Details of construction worker welfare provision including site compound facilities;
 - A commitment to provide wheel washing facilities to limit the amount of mud/spoil transferred from the site to the adopted highway.;
 - Identification of the times when major items of plant and equipment are to be transported to and from the site; and
 - Specification of haul route(s) and of any temporary signage to be

provided to identify the route and promote its safe use.

(b) storage of plant and materials to be used;

(c) a scheme for recycling /disposal of waste from demolition and construction works;

(d) Before the site works and construction of the development commences, details of all temporary external lighting shall be submitted to and approved in writing by the Local Planning Authority and shall be carried out in accordance with the approved details.

(e) The Noise, Dust and Vibration Environmental Monitoring Procedure, Rev A, Dated 28/07/2016 shall be implemented during the construction works.

The details as approved shall be fully implemented at all times for the duration of demolition and construction works.

REASON So as not to prejudice the free flow of traffic along the neighbouring highway and in the interests of highway safety in accordance with Core Policy 7 of the Adopted Local Development Framework, Core Strategy 2006 – 2026 (Development Plan Document, December 2008).

10. Archaeology

No development, including demolition, shall take place within the application area until the applicant has secured the implementation of a programme of archaeological works, in accordance with a written scheme of investigation, which has been submitted by the applicant and approved by the Planning Authority.

Should the exploratory archaeological investigation for the new staff and visitor car park to the west of Wexham Street not reveal any or only limited archaeological remains, the need for an archaeological response for the new Emergency Department can be reviewed and, if appropriate, rescinded.

REASON This is in accordance with Paragraph 141 of the NPPF which states that local planning authorities should 'require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible.

11. Access

Prior to commencement of the proposed development, details of the changes to the main access has been submitted to and approved in writing by the local planning authority. The approved details shall be implemented prior to occupation.

REASON In order to minimise danger, obstruction and inconvenience to users

of the highway and of the development.

12. Cycle Parking

No part of the development shall commence until details showing the provision of a secure cycle store and an unobstructed footway link to accord with the Local Planning Authority's "Cycle Parking Standards" has been submitted to and approved in writing by the Local Planning Authority. No part of the development shall then be occupied until the cycle store and footway link have been laid out and constructed in accordance with the approved details and that area shall not thereafter be used for any other purpose.

REASON To ensure that adequate and convenient cycle storage is provided to accord with Local Plan standards.

13. Electrical Charging points

Prior to first occupation of the proposed development, details of electric vehicle charging bays and electric vehicle charging points, including full specification details, plans and location shall be submitted to and approved in writing by the Local Planning Authority. The minimum standards for the EV Charging points are as follows:

- EV chargers shall be smart metered in compliance with Article 2 and Annex Z of Directive 2012/27/EU on energy efficiency
- EV chargers shall be open access for all EV users so it can be used on 'ad hoc basis' and therefore does not require a scheme membership, pre-registration, or specialist identification or any form of contractual obligation with the electricity supplier or operator of the charging point.
- EV chargers shall comply with a minimum standard a rapid charger' 50 kW DC with AC Type 2 CCS/Chademo connections.
- EV chargers shall be post mounted dual charging units.
- EV Chargers shall comply with technical specification set out in point 1.1 of Annex 11 of the EU Directive 2014/94/EU if installed or replaced after 18 November 2017.

Prior to first occupation of the proposed development, the electric vehicle bays and points shall be installed, maintained and retained in accordance with the approved details and manufacturer's requirements.

REASON To promote electrical vehicle car use and to offset the additional emissions associated with the proposed development, in accordance with Core Policy 8 of The Slough Local Development Framework.

14. Landscaping Strategy

The landscaping shall be carried out in accordance with:

- Drawing No. WED-BDP-XX-XX-PL-L-900003 Rev P02, Dated 27/07/16, Recd On 19/08/2016; and
- Drawing No. WED-BDP-XX-XX-PL-L-900001, Rev P04, Dated 27/07/16, Recd On 19/08/2016.

The approved scheme shall be carried out no later than the first planting season following completion of the development. Within a five year period following the implementation of the scheme, if any of the new or retained trees or shrubs should die, are removed or become seriously damaged or diseased, then they shall be replaced in the next planting season with another of the same species and size as shown on the approved landscaping drawings.

REASON In the interests of the visual amenity of the area and accordance with Policy EN3 of The Adopted Local Plan for Slough 2004, Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

15. Tree Protection

No development shall commence until the tree protection measures detailed in the submitted Arboricultural Report, prepared by Sliverback Arboricultural Consultancy, Dated May 2016 and Drawing No. WED-BDP-XX-XX-PL-L-900004, Rev P01, Dated 13/10/2016 have been implemented, in accordance with the recommendations set out in BS 5837:2012 – Trees in relation to design, demolition and construction. Recommendations. These measures shall be implemented prior to works beginning on site, and shall be provided and maintained during the period of construction works.

REASON To ensure the satisfactory protection of trees to be retained in the interest of visual amenity and to meet the objectives of Policy EN3 of The Local Plan for Slough 2004, Core Policy 8 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document, and the National Planning Policy Framework.

16. Drainage - wording TBC

The drainage design shall be implemented prior to first occupation of the development hereby approved, in accordance with XXX, Dated XX and shall be permanently maintained thereafter.

REASON To prevent the increased risk of surface water flooding in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, the National Planning Policy Framework.

17. Ecology

The development hereby approved shall be carried out in accordance with the findings and recommendations set out in the Great Crested Newt Survey and Extended Phase 1 Ecological Assessment produced by Mayer Brown.

REASON In the interests of the preservation of natural habitats and safeguarding protected species in accordance with Core Policy 9 of The Slough

Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

18. Noise Limits

During operation, the cumulative plant noise emission rating level shall not exceed 34Db during the daytime (7:00-23:00) and shall not exceed 431BA during the nighttime (23:00-7:00), calculated 1m from the nearest residential façade. The plant and machinery equipment shall be installed in accordance with the approved details prior to first occupation of the development.

REASON To protect the amenities of the area in accordance with Core Policy 8 of the Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

19. Noise Control

All plant, machinery and equipment (including refrigeration and air conditioning systems) to be used in conjunction with the development hereby approved shall be so installed, maintained and operated so as to prevent the transmission of noise and vibration into the nearest residential properties.

REASON To protect local residents from nuisance caused by excessive noise in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

20. Waste - wording TBC

Prior to first occupation of the proposed development, 'The Policy on Waste', Ref: TPP 124/14-Policy, Dated 30th September 2016 shall be implemented and maintained in perpetuity.

REASON To ensure that adequate onsite servicing can take place and in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

21. Flood Risk

The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment (FRA) 'WED-BDP-XX-00-RP-C-980001'. The mitigation measures shall be fully implemented prior to occupation within the scheme and retained in perpetuity.

REASON To prevent flooding on site and elsewhere by ensuring that compensatory storage of flood water is provided, in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and with Paragraph 103

of the National Planning Policy Framework, March 2012.

22. Sustainability

The measures and mitigation as set out within the Sustainability Statement, Rev 001, Dated 28th July 2016, Recd On 19/08/2016 shall be implemented during construction and operation of the proposed development.

REASON In order to comply with the requirements of Core Policy 8 of the Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

22. External Lighting

The external lighting shall be provided in accordance with the Lighting Impact Assessment, Rev. P05, Dated 02/08/2016. The external lighting shall be provided in accordance with these details prior to the first occupation of the development and shall be retained at all times in the future for this purpose.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Core Policy 8 of the Adopted Local Development Framework Core Strategy 2006-2026, Development Plan Document, December 2008 and Policy EN1 of the Adopted Local Plan for Slough, 2004.

INFORMATIVES

1. All sewage or trade effluent should be discharged to the foul sewer if available subject to the approval of Thames Water Utilities or its sewerage agent.
2. The applicant is advised that surface water drainage scheme for this site (Wexham Park Hospital Emergency Department, Flood Risk Assessment dated July 2016) states that surface water run-off from parts of the site where vehicles access the site as well as drop off and parking areas are required to be passed through a petrol interceptor. These pollution prevention measures should include the helicopter landing pad.
3. The development must be so designed and constructed to ensure that surface water from the development does not drain onto the highway or into the highway drainage system.
4. The applicant is advised that if it is intended to use soakaways as the method of dealing with the disposal of surface water then the permission of the Environment Agency will be necessary.

5. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding, skip or any other device or apparatus for which a licence must be sought from the Highway Authority.
6. The applicant will need to take the appropriate protective measures to ensure the highway and statutory undertakers apparatus are not damaged during the construction.
7. Prior to commencing works the applicant will need to enter into a Section 278 Agreement of the Highways Act 1980 / Minor Highway Works Agreement with Slough Borough Council for the implementation of the works in the highway works schedule. The applicant should be made aware that commuted sums will be payable under this agreement for any requirements that burden the highway authority with additional future maintenance costs.
8. The applicant is reminded that an Agreement under Section 106 of the Town and Country Planning Act 1990 has been entered into with regards to the application hereby approved.
9. It is the view of the Local Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.