

Registration Date:	28-Nov-2023	Application No:	P/09190/038
Officer:	James Guthrie	Ward:	Herschel Park
Applicant:	Ms. Roseanna Cheeseman Frimley Health NHS Foundation Trust	Application Type:	Major
		13 Week Date:	27 February 2024
Agent:	Ms. Sarah Isherwood, Vail Williams LLP 2 Noel Street, London, W1F 8GB		
Location:	Upton Hospital, Albert Street, Slough, SL1 2BJ		
Proposal:	Full planning permission for the development of a new Community Diagnostic Centre with associated access, parking, landscaping and associated works		

Recommendation: Delegate to the Planning Manager



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.
- 1.2 Delegate the planning application to the Planning Manager for approval, subject to resolution of outstanding transport/highway, land contamination and drainage matters, finalising of conditions, and any other minor changes.
- 1.3 Having considered the relevant policies below, the development is considered not to have an adverse effect on the sustainability and the environment for the reasons set out.

PART A: BACKGROUND

2.0 **Application Site**

- 2.1 The application site is within Upton Hospital, Albert Street. The proposed development will be within the north west of the wider site, adjacent to Church Street and Osborne Street. The site lies proximate to, although not within, the Slough Town Centre boundary to the north and west. The site is opposite St Mary's Church to the west on Church Street, which is a Grade II* listed building (St Mary's Church also comprises Grade II listed buildings in the form of a war memorial and boundary wall and gates). The site is approximately 200m north of Upton Park/Upton Village conservation area. Whilst there are several trees within the site, these are not subject to Tree Preservation Orders. The application site is approximately 0.54 hectares and does not fall within an area requiring a Flood Risk Assessment, being Flood Zone 1 (low probability of flooding from rivers).
- 2.2 Hershel Medical Centre is within the wider hospital site, although within separate ownership, and does not form part of the application site.
- 2.3 The north of the site borders Osborne Street, which is residential in character, with a series of terraced buildings, typically 2 or 2.5 storeys in height. The area of Church Street immediately opposite the site comprises St Mary's Church and a funeral director and is therefore not residential in character; there are numerous on-street "pay and display" parking bays immediately to the west of the site on Church Street.
- 2.4 The wider hospital site contains several Grade II listed buildings within the middle of the site, (Beech House, Oak House and Linden House), and several moderns buildings used as part of the hospital. The main hospital building, Pine House, is to the south of the proposed development; this is a 2 to 2.5 storey building, constructed in red brick. A series of five single storey blocks (previously physically attached to Pine House) have been demolished within the application site, and the land is undergoing clearance in anticipation of the proposed development. Existing access into the site is from Albert Street and

Church Street; the site is generally bordered by established hedges and trees. There are ground level changes within the site, reducing by 1.5m at the north of the site adjacent to Osborne Street, as stated within the Planning Statement.

3.0 **Proposal**

- 3.1 A full planning application has been submitted for the development of a new Community Diagnostic Centre (CDC) with associated access, parking, landscaping and associated works.
- 3.2 Prior approval (ref: P/09190/037) was granted on 25 July 2023 to demolish a series of 5 single storey brick blocks, attached to the main hospital building; to facilitate the proposed development.
- 3.3 The proposed building will be two storeys, plus roof plant, up to 12.1m high, arranged in a horseshoe shape, up to 46m deep and 30m wide. The building will provide such facilities as X-ray, ultrasound, cardiology, MRI and CT diagnostics. The external walls of the building will be brick, with recessed bays to provide texture and depth; the roof plant will be screened by louvred powder coated metal and a parapet wall 1.1m high.
- 3.4 Landscaping to the site will include new trees to the northwest corner, south of the site (adjacent to existing hospital buildings), and within the courtyard of the proposed new building. In addition to new trees, several trees will be retained, with a group of sycamore trees and an oak tree to be removed (which are either of poor health, or low amenity value (as recommended within the submitted tree survey and impact assessment)).
- 3.5 A total of 61 parking spaces will be provided: 34 staff, 26 patients/visitor (including 6 accessible bays) and a service parking space. The staff parking area will be to the north of the site, utilising an existing access from Osborne Street; the patient/visitor parking will require proposed new access from Church Street.
- 3.6 The applicant has provided a Statement of Clinical Need, which highlights that following national policy changes (the Richards Review: "Diagnostics Recovery and Renewal" 2020), there was a renewed impetus for "grouping diagnostics together in a convenient easily accessible location" within a Community Diagnostic Centre, which should provide one stop diagnostics capabilities close to patient's home and in areas of high health need which Slough falls within. Each Integrated Care System must provide Community Diagnostic Centres, and the applicant (Frimley Health NHS Foundation Trust) has opted to make Upton Hospital the central hub for the programme, linking to "spokes" at Heatherwood and Aldershot hospitals. The key drivers for change are: improving population health outcomes; increasing diagnostic capacity; and contributing to reducing health inequalities. The CDC will support treatment of cancer, cardiology, respiratory disease, and diabetes.

3.7 The applicants entered into 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, including bulk, construction materials, parking provision, and impact upon the area (particularly the listed building of St Mary's Church).

3.8 The Statement of Community Engagement provided by the applicant states that a public consultation event was held between September and October 2023, and took the form of promotional activities (including, leaflets and posters, social media and partner communications). There were two drop-in events at Upton Hospital, with an online engagement portal, dedicated email address for interested parties to submit comments.

Furthermore, a survey concluded (undertaken by the agent) that over 82% of participants supported/ strongly supported the proposal.

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

- Application Form
- Plans
- Planning Statement
- Need Statement
- Statement of Community Engagement
- Design and Access Statement for EDAR
- Tree Constraints Plan
- Tree Protection Plan
- Tree Survey and Impact Assessment
- Flood Risk Assessment and Drainage Strategy
- Ecological Assessment
- Transport Assessment
- Travel Plan
- BREEAM Pre-Assessment Report
- Noise Impact Assessment
- Archaeological Desk Based Assessment
- Initial heritage Assessment
- External Lighting Layout
- External Lighting Report
- Desk Study & Ground Investigation

4.0 **Planning Background**

4.1 Planning History:

P/09190/037 Prior approval for the demolition of single storey blocks 15-18 and 26 and removal of existing slab and foundation of block 34

Prior Approval; Granted/Informative 25-Jul-2023

- P/09190/036 APPLICATION FOR NON - MATERIAL AMENDMENT TO CHANGE THE TYPE OF PLANTING APPROVED BY THE PREVIOUS APPLICATION REF:- P/09190/035
Approved with Conditions; Informatives 11-Aug-2010
- P/09190/035 ERECTION OF A 1.6M HIGH FENCE AROUND THE NEW PLAY AREA OF THE EXISTING NURSERY
Approved with Conditions; Informatives 14-Jan-2010
- P/09190/034 ERECTION OF A 1.8 METRE HIGH WOODEN FENCE AROUND THE PLAY AREA OF THE EXISTING NURSERY
Refused 21-Jul-2009
- P/09190/033 CONSTRUCTION OF PART SINGLE, PART TWO STOREY REAR EXTENSION, WITH PITCHED AND FLAT ROOF, TO CREATE ADDITIONAL CLINIC FACILITIES.
Approved with Conditions; Informatives 10-Sep-2007
- P/09190/032 ERECTION OF A PART TWO, PART SINGLE STOREY REAR EXTENSION (LISTED BUILDING CONSENT)
Approved with Conditions; Informatives 10-Sep-2007
- P/09190/031 ERECTION OF SINGLE STOREY PITCHED ROOF EXTENSION WITHIN EXISTING COURTYARD (LISTED BUILDING APPLICATION) TO PROVIDE A CHILDREN'S / ADOLESCENT MENTAL HEALTH CLINIC
Approved with Conditions; Informatives 14-Apr-2005
- P/09190/030 ERECTION OF SINGLE STOREY PITCHED ROOF EXTENSION WITHIN EXISTING COURTYARD TO PROVIDE A CHILDREN'S ADOLESCENT MENTAL HEALTH CLINIC
Approved with Conditions; Informatives 14-Apr-2005
- P/09190/029 DEMOLITION OF EXISTING CHILDREN'S NURSERY AND ERECTION OF A REPLACEMENT BUILDING TO BE USED AS A NURSERY.
Approved with Conditions; Informatives 29-Apr-2004

- P/09190/028 ERECTION OF CONSERVATORY WITHIN COURTYARD (LISTED BUILDING APPLICATION)
Approved with Conditions; Informatives 22-Mar-2004
- P/09190/027 ERECTION OF CONSERVATORY WITHIN COURTYARD
Approved with Conditions; Informatives 22-Mar-2004
- P/09190/026 DEMOLITION OF EXISTING CHILDREN'S NURSERY AND A ERECTION OF A REPLACEMENT BUILDING TO BE USED AS A NURSERY
Withdrawn by Applicant 01-Mar-2004
- P/09190/025 ERECTION OF A PLAQUE ON THE FORMER UNION WORKHOUSE BUILDING AT UPTON HOSPITAL (LISTED BUILDING APPLICATION).
Approved with Conditions 04-Dec-2003
- P/09190/024 ERECTION OF TWO SINGLE STOREY FLAT ROOFED EXTENSIONS AND ERECTION OF SINGLE STOREY BUILDING FOR TEMPORARY PERIOD
Approved with Conditions 07-Jul-2003
- P/09190/023 REMOVAL OF EXTERNAL WALLING (LISTED BUILDING CONSENT)
Approved with Conditions 07-Jul-2003
- P/09190/022 DEMOLITION OF GROUND FLOOR WALL (TO TRENT WARD) (LISTED BUILDING CONSENT)
Approved with Conditions 12-Jul-2002
- P/09190/021 ERECTION OF GROUND FLOOR EXTENSION (TO TRENT WARD)
Approved with Conditions 09-Aug-2002
- P/09190/020 ALTERATIONS TO EXTERNAL APPEARANCE (AT GROUND AND FIRST FLOOR) (LISTED BUILDING CONSENT)
Approved with Conditions 19-Apr-2002
- P/09190/019 ERECTION OF A TWO STOREY EXTENSION AS SUN LOUNGES(IN ASSOCIATION WITH WARD 7) (AMENDED PLANS 15/02/02)
Approved with Conditions; Informatives 19-Apr-2002

- P/09190/018 INSTALLATION OF MEZZANINE FLOOR AND VELUX ROOF WINDOWS AND CHANGE OF USE TO OFFICES (CLASS B1A)(AMENDED PLANS 04/05/01)
Approved with Conditions 01-Oct-2001
- P/09190/017 FORMATION OF ROOF OPENINGS AND INTERNAL ALTERATIONS (LISTED BUILDING CONSENT) (AMENDED PLANS 04/05/01)
Approved with Conditions; Informatives 01-Oct-2001
- P/09190/016 NEW PARKING SPACES ON SITE OF DEMOLISHED BUILDINGS
Refused 18-Feb-1998
- P/09190/015 APPLICATION FOR LISTED BUILDING CONSENT TO DEMOLISH CHAPEL & BOILER HOUSE
Refused 18-Feb-1998
- P/09190/014 INSTALLATION OF GLAZED LINK BETWEEN TWO BUILDINGS (LISTED BUILDING) (AMENDED PLANS RECEIVED 02.12.96)
Approved with Conditions 04-Dec-1996
- P/09190/013 INSTALLATION OF GLAZED LINK BETWEEN TWO BUILDINGS (AMENDED PLANS RECEIVED 02.12.96)
Approved with Conditions 04-Dec-1996
- P/09190/012 INSTALLATION OF NEW FLUE FOR GAS FIRED BOILERS
Approved with Conditions 16-Oct-1996
- P/09190/011 LISTED BUILDING CONSENT FOR INSTALLATION OF BOILER FLUE
Approved with Conditions 16-Oct-1996
- P/09190/010 INSTALLATION OF ILLUMINATED SIGN
Approved with Conditions 13-May-1996
- P/09190/009 CHANGE OF USE TO DOCTORS SURGERY (AMENDED PLANS RECEIVED 30.05.96)
Approved with Conditions 30-May-1996

- P/09190/008 ERECTION OF GROUND LEVEL COVERED LINKS AND EXTERNAL ALTERATIONS INCLUDING REMOVAL OF FIRE ESCAPE (LISTED BUILDING CONSENT).
Approved with Conditions 30-Aug-1995
- P/09190/007 ERECTION OF GROUND LEVEL COVERED LINKS AND EXTERNAL ALTERATIONS INCLUDING REMOVAL OF FIRE ESCAPE.
Approved with Conditions 30-Aug-1995
- P/09190/006 SITING OF PORTAKABIN FOR TEMPORARY USE AS DAY NURSERY
Approved with Conditions 08-Mar-1995
- P/09190/005 ERECTION OF SINGLE STOREY EXTENSION TO EXISTING CLINIC
Approved with Conditions; Informatives 11-Jul-1994
- P/09190/004 NEW EXTERNAL DOORWAY TO ADMINISTRATION BLOCK.
Approved with Conditions 01-Feb-1993
- P/09190/003 LISTED BUILDING CONSENT FOR ALTERATIONS TO PROVIDE NEW EXTERNAL DOORWAY TO ADMINISTRATION BLOCK.
Approved with Conditions 01-Feb-1993
- P/09190/002 LISTED BUILDING CONSENT FOR THE DEMOLITION OF OUTBUILDINGS CONSTRUCTION OF INTERNAL ACCESS WAY AND NEW CAR PARKING AREA. (AS AMENDED 25.11.92)
Approved with Conditions 16-Dec-1992
- P/09190/001 DEMOLITION OF OUTBUILDINGS AND CONSTRUCTION OF INTERNAL ACCESS WAY AND NEW CAR PARKING AREA. (AS AMENDED 25.11.92)
Approved with Conditions 16-Dec-1992
- P/09190/000 ERECTION OF HEALTH CENTRE AND ASSOCIATED CAR PARKING FRONTING OSBORNE STREET (AS AMENDED 11.08.92 & 13.08.92)
Approved with Conditions 07-Sep-1992

5.0 Consultation

5.1 Highways and Transport

“The below comments provide Slough Borough Council (SBC) consultation response regarding Highways and Transport matters for application P/09190/038 for a Community Diagnostic Centre. A Transport Statement (TS) has been submitted by SLR Consulting Limited.

Vehicle Access

Church Street Access

SBC Highways and Transport would have no objection to the creation of a new vehicle access on Church Street.

However, discussions regarding the exact junction design are ongoing and will be finalised as part of the Section 278 Agreement. SBC will require the applicant to provide a build-out for the vehicle access which improves visibility past parked vehicles; and provide measures to reduce vehicle speeds on Church Street.

The NPPF requires that applications for development ensure that ‘*Safe and suitable access to the site can be achieved for all users*’ (Paragraph 116).

A visibility splay of 2.4m x 43m is required for a speed limit of 30mph by Manual for Streets. The Transport Statement concluded that visibility splays of 2.4m x 16.8m could be provided (after the removal of 6 on-street parking bays) which is only suitable for a vehicle speed of 15mph according to MfS Table 7.1.

The applicant has identified that a splay of 2.4m x 43m (30mph speed limit) would result in the loss of 17 on-street parking bays and a splay of 2.4m x 25m (20mph) would require the removal of 10 on-street parking bays.

SBC Transport Officers consider the loss of 10-17 car parking spaces unacceptable to provide suitable visibility from the access given the impact on on-street parking availability.

[Officer response:

The detailed layout of the Church Street junction will be finalised as part of the Section 278 agreement, to provide adequate visibility balanced with an acceptable loss of on-street parking]

No collisions resulting in injury have been recorded at the proposed site access location during the most recent 5-year period. The Transport Statement provides analysis of 5 minor collisions at the junction of Church Street with Albert Street. Analysis of the collision reports concludes that these collisions were the result of driver error.

Osborne Street Access

The proposed development would utilise the existing vehicle access on Osborne Street to provide access to 34 staff parking spaces on the north side of the site. There have been no collisions causing injury recorded at the existing access in the most recently available 5-year period.

SBC Highways and Transport have no objection to use of the existing vehicle access on Osborne Street.

Section 278 Agreement

SBC require the applicant to enter into a Section 278 agreement for the delivery of the vehicle access to the site. The applicant will meet the costs of amending the on-street parking bays through the Section 278 agreement.

Access by Sustainable Travel Modes

SBC Transport Officers consider the proposed CDC to benefit from good access via sustainable travel modes which offer potential for staff and patients to travel to the site without using private cars. Slough Railway Station is located 800 metres (11 minutes' walk) from the site. The nearest bus stops are 350m (5 minutes' walk) north of the site on Herschel Street which are served by the No. 81 bus to Hounslow which provides a bus every 11 – 13 minutes. Further bus services are available from the Windsor Road Bus Stops (450m).

National Guidance provided by the Chartered Institute of Highways and Transport advises that reasonable walking distance to a bus stop is 400 metres (5 minutes) and 800 metres (10 minutes) for Railway Stations. These distances are used across the UK planning industry.

Proposed Car Parking

SBC Highways and Transport have no objection to the 61 car parking spaces proposed on site which are considered sufficient to accommodate expected car parking demand for staff and visitors. There is not expected to be a severe impact on parking capacity of the surrounding streets.

The NPPF states in Paragraph 115 that: *'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'*.

61 car parking spaces are proposed for the 2,277sq.m Community Diagnostic Centre. The proposals include 34 car parking spaces for staff, 26 car parking spaces for visitors and 1 dedicated for sample collections. 34 staff (of a total 56) are forecast to drive to work on the basis of Census Data which showed that 61% of employees drive to work in the area surrounding the hospital.

A forecast based on TRICS survey site (LN-05-D-02 – BMI Private Hospital) which has 64 car parking spaces indicates that a maximum of 39 patients would drive to the site, based on the Lincoln hospital where (87.2% of those surveyed arrived by car, 62.4% by multi-occupancy journey and just 24.8% by single occupancy car journey). This means that **26 patients** could park on site and **13** would be required to park on-street or in nearby public car parks such as Herschel Street or Buckingham Gardens (300m walk to both).

The car parking survey completed by the transport consultant demonstrated 41 and 42 car parking spaces available at 10am on Tuesday 4th July and Wednesday 5th July 2023. The survey did not include car parking available at public car parks available on Herschel Street, Buckingham Gardens and on Windsor Road.

A summary of the parking survey results is provided below:

Street	Number of Bays	No. Spaces of Available at 10am (Tues)	No. Spaces of Available at 10am (Wed)
Albert Street	23 (Disabled bay has not been included)	8	8
Church Street	32	18	17
Church Lane	4	1	1
Mere Road	2	1	1
Osborne Street	22	10	10
Park Street	24	3	5
Total	107	41	42

Slough Local Plan Policy T2 states that: *‘Additional on-site car parking will only be required where this is needed to overcome road safety problems, protect the amenities and operational requirements of adjoining users, and ensure that access can be obtained for deliveries and emergency vehicles’.*

Disabled Car Parking

6 car parking spaces are proposed for blue badge/disabled drivers within the visitor car park with an additional 1200mm access strip. This equates to 10% of all car parking spaces on site and 23% of all visitor spaces.

This exceeds the requirements of DfT Guidance ‘Inclusive Mobility’ which requires that newly built employment premises provide Blue Badge Car Parking for 5% of car parking spaces.

DfT data released in March 2023 showed that 4.6% of the UK population (2.57 million people) hold a valid blue badge.

Trip Generation

SBC Highways and Transport have no objection to the application due to the forecast trip generation. The site is forecast to generate 1 additional vehicle movement every 2-3 minutes during the busiest hours and vehicles will have time to disperse across the road network before queues form.

SBC requested a revised trip generation forecast based on a more comparable survey site. A revised forecast has been provided by SLR Consulting using TRICS Site. This forecast is based on TRICS survey site LN-05-D-02 – BMI Private Hospital which has 64 car parking spaces and offers similar services to the proposed Community Diagnostic Centre including MRI scans, X-ray scans, CT scans, Ultrasound Scans, Echocardiogram (ECG).

The proposed CDC is forecast to generate 22 two-way vehicle trips during the AM Peak Hour (08:00 – 09:00) and 28 two-way vehicle trips between 13:00 – 14:00. Over the course of a day, the development is forecast to generate 223 two-way vehicle trips.

EV Car Charging Points

The revised Transport and Highways Technical Note offers 3 Active Electric Vehicle Charging Points and 3 spaces with 'Passive Electric Vehicle Charging Provision'.

SBC's Environmental Quality Team required the provision of 6 Active Electric Vehicle Chargers as required by the Slough Low Emissions Strategy (2018 – 2025). The Slough LES requires active chargers for 10% of spaces at employment generating facilities.

Cycle Parking

The site plan labels an area for 24 cycle parking spaces in the form of covered cycle stands. The number of spaces would be in accordance with the standards, however further details of cycle stand type and a secure store design should be secured by planning condition. The Slough Developer's Guide requires long stay employment cycle parking to be a weatherproof purpose-built store.

The Slough Parking Standards require the provision of 1 cycle space per 5 staff and 1 per 5 staff for visitors. The application documents advise that the site will have 56 staff on site.

Deliveries and Servicing

SBC Transport Officers are satisfied with the proposed delivery and servicing arrangements for the proposed CDC. The application demonstrates that there is sufficient space within the site to accommodate waste collection and delivery vehicles.

The Transport Statement includes swept path analysis which demonstrates a 9.4m long refuse vehicle can turn within the site, entering and exiting in a forward gear without reversing out onto the public highway. Frimley Health Trust have confirmed that the site would be serviced by a 9.4m long refuse vehicle. The swept paths are shown on Drawing No. 237479/AT/B01 in Appendix E. All other servicing vehicles will continue to make use of the main access point to the hospital, rather than the new access.”

[Conditions recommended by the Transport Planner relating to car and cycle parking; site layout; electric vehicle parking; and Construction Management Plan have been included in the conditions section of this report].

5.2 **SBC Tree Officer**

“I have checked the trees shown on the tree condition and removal and retention surveys and I am satisfied with the proposals with the possible exception of the Turkey Oak T2 along the western boundary of the site. Although this tree is in relatively poor condition, it is a prominent landscape feature and could be retained if the crown was reduced to remove weight and help reduce the possibility of structural failure at the stem union.”

5.3

Heritage Consultant (BEAMS)

“The site is at the northwest corner of the wider site and has a hedge boundary incorporating some trees to north (Osborne Street) and west (Church Street) - this hedge boundary is a feature of much of the hospital site and makes a positive contribution to the wider character of the area.

There are four designated heritage assets close to the site. The closest being St Mary's Church, a grade II* listed building (this grade of listing meaning a particularly important building of more than special interest), only 5.8% of listed buildings are grade II*. The Gothic Revival church of 1876-78 with additions of 1911 to 1913 has an elaborate design in the Decorate style, the later alterations were by John Oldrid Scott, son of the leading Victorian architect Sir George Gilbert Scott. The tall stone spire is a landmark within the town. The church is surrounded by a churchyard with boundary wall, gateways and gate piers - grade II listed. The east end of St Mary's Church faces on to Church Street and is almost immediately opposite the proposed development site - the impact of the proposed development upon the setting of St Mary's Church will need to be a key consideration. To the west of the church is the War Memorial (also grade II listed).

To the south-east of the site is the former Eton Union Workhouse Complex (now named Beech House, Oak House and Linden House, part of Upton Hospital). The main building, constructed in 1835-6 to the designs of Sampson Kempthorne, is grade II listed and a few other surrounding buildings, including the chapel and some outbuildings should be considered curtilage listed. There are a number of other modern hospital buildings within the wider site and between the listed hospital building and the proposed development site.

Osborne Street has a suburban, leafy character, in contrast with much of the development further to the north which is closer to the town centre. At present there are long views of St Mary's church and spire (with trees etc in foreground) from Osborne Street.

The application has been accompanied by a Heritage Statement by HCUK which provides a useful overview of the site, the wider Upton Hospital site and the proposed scheme.

The existing buildings on the site are of no merit and it is understood they are currently being demolished.

The replacement C-shaped building is a tall 2-storeys with a substantial amount of roof top plant. However, the plant is set back from the roof edges, reducing its visual impact and will be screened in some views, it is noted the amount of rooftop plant is reduced in scale towards the western end of the building and closest to Church St / St Marys Church. The new building will also be set in from the site boundaries to Church Street / Osborne Street with parking / an access road surrounding it.

The existing hedgerow is to be retained, along with the category A trees to the boundary - except where new openings are proposed. This will help to soften the visual impact of the new development and the retention of this 'green screening' is welcomed.

The building will be of brick construction with brick pattern / detailing and of a contemporary design which seems appropriate to its context. A red brick is recommended and details of the screening should be clarified.

Whilst there may be glimpsed views between the former Eton Union Workhouse building (grade II listed) and the site, the two are not closely associated and the new development will be seen in context with other modern and older hospital buildings to south and east. As such, the setting, and significance of this listed building will be preserved.

In relation to St Mary's Church, views of the church and its boundary wall from Church Street / the churchyard will not be adversely impacted. The new CDC building will be seen in longer views along Osborne Street and in context with the church however its visual impact will be minimised by the way the new building is set well back from Osborne Street. A key view of the church from the Church Street / Osborne Street junction will not be impacted.

In summary, BEAMS take the view the development will have a neutral impact upon the significance of St Mary's Church, its boundary wall and the former Union Workhouse (through development within their settings). As such, the significance of these designated heritage assets will be preserved.

As the upper part of the development (roof top plant) will be most visible within the wider street scene it is important the materials / appearance of this part is sympathetic in its design and detailing."

5.4 Berkshire Archaeology

“There are potential archaeological implications with this proposed development as demonstrated by Berkshire Archaeology’s Historic Environment Record. The site is situated on river gravel deposits and has potential for prehistoric activity. Adjacent to the historic core of Upton, there is additionally Medieval and Post-Medieval potential, along with a grade II listed Union Workhouse, 1835-6, built by Sampson Kempthorn. A gravel extraction pit is shown on 1877 mapping directly south of this site, but it is not known if this ever extended further north. Little development has occurred in this area until the existing buildings were erected, these are likely to have very shallow foundations, which will help with potential archaeological survival. It is noted the DBA submitted with the application suggests there may be some truncation for building platforms, however this needs to be established. As shown, the application site falls within an area of archaeological significance and archaeological remains may be damaged by ground disturbance for the proposed development. It is therefore recommended that the following condition is applied, should permission be granted, in order to mitigate the impacts of development. This is in accordance with Paragraph 211 of the NPPF (2023) 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’*.

Condition:

A) No development shall take place/commence until a programme of archaeological work, including a Written Scheme of Investigation (WSI) has been submitted to, and approved by, the local planning authority in writing.

The WSI shall include an assessment of significance and research questions; and:

1. The programme and methodology of site investigation and recording
2. The programme for post investigation assessment
3. Provision to be made for analysis of the site investigation and recording
4. Provision to be made for publication and dissemination of the analysis and records of the site investigation
5. Provision to be made for archive deposition of the analysis and records of the site investigation
6. Nomination of a competent person or persons/organisation to undertake the works set out within the WSI.

B) The Development shall take place in accordance with the WSI approved under condition (A). The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the WSI approved under condition (A) and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.

REASON The site lies in an area of archaeological potential, particularly for, but not limited to, Prehistoric and Medieval remains. The potential impacts of the development can be mitigated through a programme of archaeological work. This is in accordance with national and local plan policy.

In view of the nature and scale of the development and the low likelihood of the potential archaeology, should it exist, meriting preservation in situ, an archaeological Scheme of Works would represent an appropriate initial phase of investigation. This is likely to include both trenching and trial pits, in order to determine the archaeological potential, levels of previous truncation, and the need for any further phases of work.”

Officer response:

The recommended condition has been included.

5.5 **SBC Urban Design Advisor**

“General principles

Proposals are presented without full consideration of the wider masterplan for the future of the hospital campus. Whilst this is not a fundamental issue given the vacant nature of the of the proposal site, this portion of the wider opportunity site provides a key opportunity to integrate the hospital campus to the town centre.

The Design and Access Statement includes some reference in section 4.2 relating to future integration and connections to the wider campus, but it would be helpful to review the approach to ensure that key connections for both pedestrians and cyclists are delivered/safeguarded as part of this first phase of development, to maximise opportunities to integrate the site with key public transport interchanges.

In this regard it is suggested to consider further the new access to the CDC from Church Street both in terms of landscaping and permeability to ensure that this area can enable delivery of more meaningful pedestrian/cycle route connections through wider development of the hospital campus in future.

Officer response:

The proposal falls within the Council’s site allocation SSA15 (as detailed further within the “Principle of development” section), and upholds the objectives of health care provision; due to the proposed development occupying a relatively small proportion of the wider site there are still opportunities to provide links to the town centre, particularly via pedestrian and cycle routes. The variation in ground levels within the application site would limit the scope for additional access route however this may be deliverable within the wider site should further proposals be formulated.

Layout

The general U-shaped layout of the centre appears to be a robust approach to the redevelopment of the site. The central courtyard space would provide an opportunity for significant landscaping which is encouraging.

The only key question from a design perspective, is whether options have been explored to reconfigure the arrangement of the entrance to the building to provide a stronger connection to Church Street. It is strongly recommended to explore options to flip the arrangement of the entrance and lift/stair cores which could provide a more positive and legible entrance to the site from the Church Street access.

Scale and massing

The 2/3 storey massing of the proposal appears to be of an appropriate scale given the significant set-back of the proposals from the northern and western site boundaries, (and landscape features to be retained). Subject to further clarification regarding the appearance of detailing of the upper floor plant elements the approach is considered robust.

Architecture and appearance

The general principles of the scheme in terms of architecture and appearance appear well founded with the use of brick as the main interface material of the scheme helpful to embed the development within its context.

It is noted that the proposal is intended to be delivered through a modular construction process. This is encouraging, however it may be helpful to secure some additional details in terms of typical bays studies at this stage, to provide some illustrative material to understand the design of these features. Further clarification in relation to recessed bay features and textured brickwork finishes would be encouraged at this stage, to provide an indication of these details in future. (Flexibility to these elements could be provided to the developer through inclusion of a condition requiring final 1:20 details of these elements).

- Roof-top plant enclosures - The main element of query relating to the appearance of the building, is in relation to the enclosures and safety rails to the upper floor plant structures. Given their scale and cumulative massing, these elements will be highly prominent from surrounding views of the development. It is suggested that further detail of these elements is provided at this stage, to highlight how their visual prominence will be reduced. Whilst the use of permeable louvres to treat these elements is supported in principle, further clarity should be provided as to the future condition of these elements ahead of determination of the current application. At the upper floor level, it is also queried whether the scale and height of safety railings, (for access to PV panels), could be reconsidered and more successfully integrated within the form of the main screening enclosures.

Options to design these features as more decorative features within the building façade would be welcomed to link their appearance to the use of the building. Confirmation of the extent of translucency of these elements should be clarified. In terms of materiality, it is queried whether the approach to select a colour treatment which is of a similar tone to nearly

roofs would be the correct approach in this instance; instead have options been explored to link these details to the colour and composition of other elements of building, window frames etc., to give the building a more complete appearance overall.

- **Materiality and detailing** - Further details in relation to the materiality of the building, particularly the choice of brick and mortar for the main building façades would be welcomed. Although this could be subject of condition, it is strongly recommended to gain some further insight into these elements prior to determination of the application as the current information included within the DAS is quite vague in this regard. It would be helpful to establish whether the scheme would look to draw upon a brick relative to the existing main hospital building, other key townscape feature, (such as St Mary's Church), or seek to bring forward a contrasting detailing as the main interface of the scheme. Similarly, it would be helpful to clarify further insight into the treatment of fenestration and louvre screens to provide clarity of the approach. The DAS talks about these elements being of a neutral tone; could this be reconsidered as suggested above to allow the fenestration and louvre details to give the scheme a more robust detailing and appearance overall.

Treatment of retained building elevations - It is noted that the proposals include the partial demolition of buildings occupying the site, and retention of structures along the southern boundary. It would be helpful to clarify the approach to the treatment of the retained and repaired northern elevation of these buildings, given that they will be prominent in outward views from the new centre and from the entrance to the site from Church Street. This doesn't appear to be referenced in the plans for submitting information included with the application.

Officer response:

Revised elevations have been submitted, providing a parapet wall 1.1m high at roof level, which will provide an element of screening (when viewed from street level) to the roof plant, and will avoid the requirements for safety railings to the edge of the roof, which results in an improved visual impact; the construction materials for the parapet wall and external walls to the new building will match.

The demolition of the parts of the retained buildings has been undertaken (commenced although not concluded at the time of writing) via a prior approval process, with external walls to be made good, and any previously internal doors being replaced with appropriate external doors.

Landscaping and public realm

The general principles of the landscape plan supporting the application are welcomed, particularly the general courtyard landscaped area and retention of trees and hedgerows around the perimeter of the site. Further details of the materials for hard landscaping would be welcomed alongside further details of any additional tree planting, and details of soft landscape features in terms of species and mix. (These elements could be secured through conditions). It is

also encouraged to review the landscape proposals to integrate elements of external seating etc., for visitors to the centre and the benefit of the wider hospital campus.

Would there be an opportunity to incorporate additional planting along the southern aspect of the site boundary to screen the retained/repared walls of the current hospital buildings along this edge. Additional low-level planting/hedgerow features may be a more appropriate treatment along this condition rather than hard landscaping as currently proposed.

The relationship between boundary treatments of back of house and service areas adjacent to the retaining wall serving the staff car park, would benefit from review, particularly to the western extent of the site. Would there be benefit in bringing forward and repositioning secure access gates to avoid small areas of open spaces which could become problematic in future.”

Officer response:

The applicant has confirmed that the southern boundary of the site (northern boundary of existing buildings) is required for emergency and maintenance access, and is also used as pedestrian routes and therefore planting in this area would not be appropriate. A condition is recommended to require details of landscaping and planting, which will ensure the provision of appropriate landscaping to the site.

The secure access gate location has been altered by the applicant, and relevant amended plans submitted.

5.6 **Environmental Quality (Noise)**

“The proposal is for full planning permission for the development of a new Community Diagnostic Centre located towards the northwest side of Upton Hospital, with access, parking, landscaping and associated works. This includes the installation of new air source heat pumps (ASHPs), condensers, MRI chillers, and air handling units (AHUs) within a rooftop area, and a ground level stand-by generator to the east of the site.

Environmental Noise Comments

A noise assessment has been prepared by CPW Acoustics in support of this application. The assessment aims to assess the impact of proposed new plant on the nearest noise sensitive receptors which are located 25-35m to the north, east and west of the site, and comprise residential receptors, a church and a medical centre, with the latter two only considered as sensitive during the daytime hours.

Proposed development and assessment criteria

Section 2 of the report outlines the site, setting and proposed development, including figures showing the proposed plant location and a supporting table of plant details. Under Figure 2.2, the report states that the provided plant selections are indicative only and subject to change through detailed design. The report advises that a further noise impact assessment should be undertaken once final plant selections and layout drawings are available. A condition will be set which sets the plant noise limits that this plant will need to adhere to, as suggested in Paragraph 3.2 of the report.

Section 3 presents details of the assessment criteria considered (BS4142 [British Standards Institute:2019 Methods for rating and assessing industrial and commercial sound]) and relevant policy, including NPPF, NPSE and PPG [National Planning Policy Framework, Noise Policy Statement England and Planning Practice Guidance]. Reference is made to Slough specific criteria that the plant noise rating level ($L_{A,r,T,r}$) shall not exceed the typical background noise level at nearby noise sensitive receptors in line with BS4142. It is recommended that this is added as a condition. A planning condition specific to the operation of the back up generator in the event of an emergency has also been proposed, which suggests a 10dB relaxation of the noise limiting criteria, however the period that this relaxation is applied has not been suggested, nor has it been confirmed whether this generator will be regularly tested. Further clarification on the expected frequency of emergency generator will need to be supplied before the LPA can fully consider this condition.

Baseline noise survey

The baseline noise survey was conducted between 8th – 12th June 2023, to quantify the existing background noise levels representative of the nearest noise sensitive receptors.

Long term noise measurements undertaken at monitoring location 1 were undertaken at the northern area of the site, 15m south of Osborne Street. Results indicate daytime noise levels of 54dB LAeq16h, 45dB LA90 and 80LAmax, and night time noise levels of 51dB LAeq, 38dB LA90 and 75dB LAmax. Attended short term measurements undertaken from 11:00-11:30 at monitoring location 1 and 2 showed similar measurements, however the average noise level was highest at measurement location 2 at 63dB LAeq when compared to other locations. The noise survey confirmed that road traffic noise from the M4 dominated the background noise level at the measurement locations.

Plant noise limits

This section provides a statistical analysis on the background noise levels to determine a representative single figure daytime and nighttime background noise level. A modal or average LA90 has not been used. The report explains that using the 10th percentile value is a cautionary approach and is more relevant as the noise source to be assessed is continuous throughout the assessment period. This results in an LA90 that is lower than the modal LA90 and as such, supports a conservative approach and is therefore accepted.

These limits are presented as noise limits in Table 5.1. These limits are accepted as suitable to control plant noise.

Proposed noise limits for emergency generator use have been provided, however as mentioned above, it is not clear how often the generator will operate, particularly in regards to the testing regime, therefore this cannot be accepted until further clarification has been provided.

Noise emission calculations

CadnaA noise mapping software has been used to calculate the propagation of noise from the existing and proposed new generator equipment and embedded mitigation. This includes a 2m high louvred acoustic screen to enclose the rooftop plant, with a minimum sound reduction performance of 11dB Rw. AHUs will be housed within a fully enclosed plant room and ducted to a louvre. The ground level generator will be enclosed with a 2.5m high absorbent barrier with a minimum sound reduction performance of 20dB Rw. Each atmospheric side duct is also to be attenuated with a 900mm attenuator and 40% free area. Full details of the mitigation to be applied to the proposal should be submitted to the local authority as condition.

The modelling results are presented graphically in Figure 5.1 and Figure 5.2. In line with BS4142, a +3dB penalty has been applied to account for intermittency. No further penalties have been applied.

Daytime specific sound levels from the proposed plant are highest at Receptor A (west) at 41dB, followed by 40dB at Receptor B (north) and 35dB at Receptor C (east). The specific noise level is below the representative background noise level at all receptors. As such, the impact of the proposal is expected to be low during the day.

In regards to night time noise levels, the specific sound level is only applicable to Receptor B as it is the only identified residential receptor. The specific noise level is 32dB. As this is below the plant noise limit of 38dB, the impact to this receptor during the night is expected to be low.

The emergency generator has been modelled separately to determine the predicted noise levels at Receptor B. When considering a +3dB penalty to account for the potential distinctive nature of generator noise, the resultant rating level at Receptor B is 47dB. This is 9dB above the representative background noise level. It is noted however that the generator will only be in use in emergency situations and as such, its use is expected to be infrequent. Confirmation of the testing regime arrangements will be required to confirm the acceptability of this proposal.

Summary

In summary, the noise assessment provides evidence that the normal operation of plant associated with the development is not expected to result in significant noise impacts to any of the surrounding receptors during the day time or night time. It is noted that the calculations are indicative based on proposed plant which may be subject to change. Once at the detailed design stage, confirmation of the chosen plant will be required and evidence to ensure that the following plant noise condition can be met:

Plant noise Rating Level ($L_{Ar,Tr}$) from the site shall not exceed the “typical” background noise level ($L_{A90,T}$) at nearby noise-sensitive receptors, when assessed in accordance with BS 4142:2014.

Clarification is required on the expected frequency and duration of the back up generator, in order to confirm the likely effects on the nearby receptors.”

Subsequent response following confirmation of generator testing once per month for 1 hour during daytime hours.

“The noise report indicates that Receptor B is the closest receptor to the generator, therefore this receptor is most likely to be affected by generator operations. The Rating Level (i.e. generator noise level at the receptor including character corrections in line with BS4142) is 47dB, which is 2dB above the daytime background noise level. Although we typically require no exceedance of the background noise level, as testing is limited to daytime hours only, the sensitivity of the receptors is reduced and as such, this noise level is accepted.

I would therefore suggest two conditions are applied – one that limits generator noise to 47dB at the nearest noise sensitive receptor (Receptor B), and another that limits generator testing to once a month for 1 hour during daytime hours only.”

5.7 **Land Contamination**

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.

5.8 **Lead Local Flood Authority**

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.

6.0 **Neighbour Notification**

6.1 In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended), five site notices were displayed on lampposts in the immediate vicinity of the site’s location on Church Street, Osborne Street and Albert Street 6 December 2023. The application was advertised as a major application in the 8 December 2023 edition of The Slough Express.

6.2 There have been no representations received.

6.3 Cllr Muvvala (Langley Marish ward) raised several queries regarding the proposed development, including vehicle and cycle parking, benefits to residents of Slough (including needs assessment), traffic generation, and pollution. A written response was provided to Cllr Muvvala in January 2024, and the key issues raised (as far as they relate to material planning considerations) are addressed within the relevant sections of this report.

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, 2023 (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 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)
- EN11 (Advertisements on Commercial Buildings)

- T2 (Parking Restraint)
- T8 (Cycling Network and Facilities)

7.5 Other relevant documents

- The Slough Local Development Framework Site Allocations Development Plan Document, Adopted November 2010
- Site Allocation Policy 1 Site Specific Allocation SSA15
- Proposals Map Policy 1 Area of Major Change 2010
- Slough Borough Council Developer's Guide Parts 1-4

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

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.

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

- Equalities considerations

8.0 Principle of development

8.1 The principles of the Core Strategy are developed in the Site Allocations Development Plan Document. 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.

8.2 Site Allocation SSA15 allocates the wider hospital site for medical, healthcare and residential uses. The associated schedule for Upton Hospital provides the reasons for allocation:

- To allow the provision of enabling residential development;
- To ensure the continued provision of modern health care facilities on site;
- To preserve and enhance the special character of the Listed Buildings on and off site through high quality redevelopment;
- To secure the long-term future of the on site Listed Buildings through sympathetic re-use.

8.3 The Site Planning Requirements provided within SSA15 state that redevelopment proposals should:

- Ensure that opportunities for residential use of surplus land or building takes place as part of the comprehensive planning of the site.
- Enhance the setting of the listed buildings on and off site.
- Consider opportunities to intensify the healthcare provision on the site through careful re-use of buildings and redevelopment of the parts of the site which are known to have little historic importance.
- Open up pedestrian/cycle access in a north-south direction through the middle of the site to improve non-motorised links between the Town Centre and Herschel Park; creating a linear pedestrian link from Victoria Street to Albert Street.
- Not result in an overall increase in car parking provision on the site.

8.4 The current application seeks to develop part of the site (a little over 0.5 hectares within a site little under 3 hectares) to provide healthcare, and whilst there is no residential use proposed, there will be scope to provide this within the wider site (subject to long term plans by the health trust), and the proposed development will not frustrate the objectives of the site allocation in this regard. The application site does not incorporate the listed buildings, and therefore does not propose re-use of these building, however as detailed in the heritage consultant's comments, there is a neutral impact upon these buildings from the proposed development.

8.5 The proposal creates 26 additional parking spaces for visitors/patients (in addition to 34 existing staff parking); whilst this is an increase in parking spaces, and the linear pedestrian link detailed within the Site Planning Requirements has not been

provided, the proposal includes a small portion of the wider site, and does not impact upon the objectives of the site allocation.

8.6 The CDC has been specifically designed to meet the criteria and requirements of the NHS. The primary aims of a CDC are as follows:

- Improving population health outcomes
- Increasing diagnostic capacity
- Improving productivity and efficiency of diagnostic activity
- Contributing to reducing health inequalities
- Delivering a better, more personalised, diagnostic experience for patients

8.7 The layout and design need to be fit for purpose and adaptable for the future. The design of the CDC has had a large amount of input from stakeholders, clinical and other user groups, including:

- Imaging
- Pathology
- Physiological testing
- Frimley Health NHS Foundation Trust
- Facilities management staff
- NHS Property Services
- Service providers at Upton Hospital

8.8 The Planning Statement states that the CDC aims to:

- Alleviate health disparities by strategically locating the CDC in central Slough, ensuring that communities with poorer health outcomes can readily access high-quality diagnostic services.
 - Reduce unnecessary hospital visits by augmenting diagnostic capacity outside of acute hospitals, allowing them to focus on delivering urgent and emergency care more efficiently.
 - Establish a purpose-built, contemporary healthcare facility that is well-suited to its intended functions and offers adaptability to meet the evolving healthcare requirements of the local community in the short, medium, and long term.
 - Augment capacity in areas where current healthcare trends indicate a forthcoming demand that surpasses existing capabilities.
 - Craft an environment conducive to supporting both present and future healthcare models, ensuring an efficient and effective workspace for all staff members.
 - Create a sustainable facility, accounting for sustainability considerations during both its construction and operational phases.
 - Establish a therapeutic environment that sets a benchmark for the healthcare experience, benefiting all service users.
 - Both external and internal designs have been mindful of security issues.
 - Main entrance at the south-west corner will facilitate ease of wayfinding when entering the site.

8.9 A condition has been recommended with regards to the wayfinding signage to ensure that visitors are able to visit the site with ease. Furthermore, the proposal supports delivery of the Governments agenda for the proposal provision of

essential healthcare infrastructure and diagnostic provision, close to patient's homes and within an area of high health need.

9.0 Design and appearance on the character of the area

9.1 The National Planning Policy Framework confirms the following:

“The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities” (para 131).

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 is currently a hospital, with a variety of building styles, heights and designs, including listed buildings within the curtilage of the wider site, and adjacent to the site. The immediate vicinity of the site has a mixed character of residential and non-residential buildings; the scale, height, bulk and mass of the proposed development must therefore be given careful consideration.

9.5 *Visual Impact:*

The proposed building will be 12.1m in height, and set in from the boundaries with Church Street and Osborne Street by at least 19m (34m to the front walls and windows of dwellings on Osbourne Street), which is sufficient to avoid an overly bulky structure; the overall height will be consistent with the main hospital building (Pine House) within the wider site, and the 2.5 storey height residential buildings to the north (and considerably lower than the spire of St Mary's Church to the west). The external materials at ground and first floor will be a red brick, which reflects Pine House; whilst the plant at roof top level will be powder coated metal, and therefore potentially introducing materials with a utilitarian appearance, this will set in from the walls by between 1.5m and 2.4m to minimise visual impact,

and would be appropriate for the hospital setting. Following comments from the urban design advisor, a parapet wall has been proposed, which will screen the roof plant to a degree when viewed from ground level, and minimise visual impact.

9.6 Existing boundary hedging and trees will generally be retained, offering a degree of screening to the proposed building, however the visual impact is considered to be acceptable in any event; particularly when viewed within the context of existing hospital buildings.

9.7 *Soft Landscaping/ Trees:*

The application proposes additional landscaping within the site in the form of trees and greening within the courtyard near the entrance to the building (which will supplement the existing trees and hedges to the boundary). The landscaping to the courtyard will be visible from the wings of the new building, providing a “green outlook” from the circulation route and patient waiting areas.

9.8 In addition to new trees, several trees will be retained, with a group of sycamore trees and an oak tree to be removed; the Council’s Tree Officer has raised concerns regarding the removal of the oak tree, however there are no protected trees within the site, and this tree could be removed without a permission. The oak tree to be removed has been identified within the submitted tree survey and impact assessment to be of poor health, and in any event would be adjacent to the proposed new access from Church Steet and therefore its removal would be required.

9.9 Details of the proposed landscaping, including species of trees can be secured by planning condition.

9.10 *Hard Landscaping:*

The Planning, Design & Access stamen submitted by the applicant states that concrete blocks would be used for hard surfacing, including vehicular access, parking bays, and footways, with a variety of block size, colour and block pattern to distinguish between these areas. The applicant proposes grey blocks for vehicular surfaces, and buff/brindle blocks for footways and parking bays.

9.11 *Impact upon Listed Buildings:*

The wider site includes listed buildings, and St Mary’s Church to the west (outside of the site). The Council’s Heritage Consultant has confirmed that the proposed development will have a neutral impact upon the adjacent heritage assets, and is acceptable in this regard.

9.12 Core Policy 9 of the Slough Core Strategy (2006 – 2026) Development Plan Document (2008) states that development will not be permitted unless it enhances and protects the historic environment, and respects the character and distinctiveness of existing buildings, townscapes and landscapes and their local designations.

- 9.13 Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 places a duty on a Local Planning Authority, in considering development which affects a listed building or its setting, to have special regard to the desirability of preserving the building or its setting, or any features of architectural or historic interest it possesses.
- 9.14 Chapter 16 of the NPPF intends to preserve and enhance the historic environment. Specifically, paragraph 197 states that, in determining planning applications, local planning authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets. When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, protected wreck sites, battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional (para 200).
- 9.15 Paragraph 201 states, where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss.
- 9.16 Paragraph 202 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.
- 9.17 The proposal has been reviewed by the Council's Heritage Consultant, who has confirmed there will be a neutral impact upon the significance of St Mary's Church, its boundary wall and the listed building within the wider site, and the significance of these designated heritage assets will be preserved.
- 9.18 The application site is some 200m north of the Upton Park/Upton Village conservation area; due to the relatively modest height, and existing buildings within the hospital site, views towards the site from the conservation area will be limited. The design of the proposed CDC is considered to be acceptable in any event, and will not have a significant impact upon the conservation area. A condition with regards to materials has been included to ensure that materials are of a high quality and suitable given the contexts of the site.
- 9.19 On balance, it is considered that the proposal will not have a detrimental impact upon the character and appearance of the surrounding area (including heritage

assets and the conservation area), and is considered to be consistent with Core Policy 9 of the Slough Core Strategy (2008), and the NPPF, and is acceptable.

10.0 **Impact on neighbouring residents**

10.1 Paragraph 130f of the National Planning Policy Framework requires planning decisions to ensure developments create places with a high standard of amenity for existing and future users.

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”*.

10.2 As detailed above in the design and appearance section, the proposed building is not considered to have a detrimental visual impact upon the character of the area, and given the generous separation distanced between the rear wall of the new building and the front walls and windows of properties on Osborne Street (34m), coupled with the relatively modest height, there is not considered to be a visual impact on these neighbours.

10.3 Whilst the proposed building would be to the south of residential properties on Osborne Street, the separation distance will avoid overshadowing; the separation distance also prevents overlooking (or perceived overlooking) towards these properties.

10.4 The proposed use of the site (with highly technical and sophisticated equipment) requires back-up generators to ensure seamless electrical power; these generators will produce noise when operating (albeit in isolated incidents) and will also need to be regularly which will be tested for reliability once per week for 1 hour. The Council’s Environmental Quality officer has provided comments regarding the noise levels of the generator, and is supportive of these levels in terms of impact upon the sensitive receptors, subject to conditions restricting the hours and frequency of testing

10.5 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. 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 The National Planning Policy Framework states that development should be designed to create safe and suitable access and layouts which minimise conflicts between traffic and pedestrians. Paragraph 111 of the National Planning Policy Framework 2023 states that ‘Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe’.

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 proposal seeks to provide 61 car parking spaces, including 34 spaces for staff, 26 car parking spaces for visitors (including 6 accessible spaces) and 1 dedicated for sample (service) collections. The Transport Statement submitted by the applicant specifies there will be 24 cycle parking spaces, indicated within the plans to be to the western boundary of the site. Staff parking will be accessed from an existing vehicle crossing on Osbourne Street, and the visitor/servicing spaces will be accessed from a new crossing on Church Street.

11.3 The new access from Church Street will require the removal of on-street (pay and display) car parking bays to facilitate the new vehicular access to the site, ensuring suitable visibility splays. The quantity of parking bays to be lost are under discussion between the Council’s Transport Planner and the applicant’s consultants, and it is clear that a balance must be struck to provide safe access (with adequate visibility) and an acceptable loss of on-street parking bays.

12.0 **Other Issues**

12.1 *Flooding / Drainage:*

Paragraph 173c of the National Planning Policy Framework requires the incorporation of sustainable drainage systems unless there is clear evidence that this would be inappropriate. This is also required by Paragraph 175 of the National Planning Policy Framework for all major developments. Core Policy 8 of the Core Strategy requires development to manage surface water arising from the site in a sustainable manner.

A Flood Risk Assessment and Drainage Strategy has been submitted with the application confirms that the site is within Flood Risk 1 area (low probability of flooding). Based on the above (and subject to confirmation from the Lead Local Flood Authority), the proposal would not increase flood risk elsewhere outside of

the application site, and the flood risk and drainage issues would comply with Core Policy 8 of the Core Strategy, and the requirements of the National Planning Policy Framework.

12.2 *Ecology:*

The Ecological Assessment submitted by the applicant concluded that there were no protected species including bats, which would be impacted by the proposed development; the site does not support reptiles or amphibians, and is of low ecological interest. The Ecological Assessment recommends retention of trees and shrubs, in addition to new planting to provide additional habitats, and that species should be native and known to value wildlife.

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:*

Core Strategy Policy Core Policy 8 (Sustainability and The Environment) seeks development proposals to be sustainable, of a high-quality design, improve the quality of the environment and address the impact of climate change.

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 in terms of design by reducing carbon emissions outputs.

12.5 *Contaminated Land:*

Paragraphs 183 and 184 of the National Planning Policy Framework require a site to be suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination. This is reflected in Core Policy 8 of the Core Strategy.

The Council's Contaminated Land Officer has been consulted, and comments regarding the submitted desk study and ground investigation are expected shortly (an update will be provided via the Amendment Sheet should any response be received).

12.6 *Air Quality:*

Core Policy 8 of the Core Strategy seeks development to be located away from areas affected by air pollution unless the development incorporates appropriate mitigation measures to limit the adverse effects on occupiers and other appropriate receptors. The proposal should not result in unacceptable levels of

air pollution. This is reflected in the National Planning Policy Framework which also goes on to require any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan.

The Council has adopted the Low Emission Strategy on a corporate basis, which is a local air quality action plan incorporating initiatives to be delivered by the Council and will set the context for revising the Local Development Plan Policies. Measures in the Low Emission Strategy include reducing traffic, requiring electric charging points, and low emission boilers within new developments. The Low Emission Strategy is a material planning consideration, but it does not form part of the current local development plan.

The applicant entered into pre-application discussion with the LPA, and it was concluded that as the site does not fall within an Air Quality Management Area, or Clean Air Zone, and given the scale of development proposed, an Air Quality Assessment has not been submitted as part of the application.

There are identified areas where there could be a temporary impact during the construction phase, such as dust, however these can be mitigated through the approval of a construction management plan.

On the basis of the above considerations there are no objections in respect of air quality impacts.

13.0 **Equalities considerations**

Throughout this report, due consideration has been given to the potential impacts of development, upon individuals either residing in the development, or visiting the development, or providing services in support of the development. Under the Council's statutory duty of care, the local authority has given due regard for the needs of all individuals including those with protected characteristics as defined in the 2010 Equality Act (e.g.: age (including children and young people), disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation). In particular, regard has been had with regards to the need to meet these three tests:

- Remove or minimise disadvantages suffered by people due to their protected characteristics;
- Take steps to meet the needs of people with certain protected characteristics; and;
- Encourage people with protected characteristics to participate in public life (et al).

It is considered that there will be temporary (but limited) adverse impacts upon all individuals, with protected characteristics, whilst the proposed works are taking place, by virtue of their nature. It is also considered that noise and dust from the demolition and construction have the potential to cause nuisances to people sensitive to noise or dust. However, conditions are imposed to mitigate

such impacts and measures under other legislation covering environmental health will be exercised as and when required.

In conclusion, it is considered that the needs of individuals with protected characteristics have been fully considered by the Local Planning Authority exercising its public duty of care, in accordance with the 2010 Equality Act.

14.0 **Conclusion**

The proposal will make an important contribution towards health infrastructure in the borough and meeting Slough's diagnostic needs both now and in the future

The application has been evaluated against the Development Plan and the NPPF and the Authority has assessed the application against the core planning principles of the NPPF and whether the proposals deliver "sustainable development." The report identifies that the proposal, subject to addressing the issues set out in the delegation to Planning Manager would comply with all of the relevant policies in the current Development Plan and the relevant parts of the NPPF. The proposal would comply with the Development Plan as whole. The application is therefore recommended for to be delegated to the Planning Manager for approval in accordance with the recommendation set out below.

15.0 **PART C: RECOMMENDATION**

Recommendation

- 15.1 Delegate the planning application to the Planning Manager for approval, subject to resolution of outstanding transport/highway, land contamination and drainage matters, finalising of conditions, and any other minor changes.

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

- 16.1 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. 3379 - MPA - ZZ - XX - PL - A - 05000 Rev P1, Dated 24/11/23, Recd On 28/11/2023
- b) Drawing No. 3379 - MPA - ZZ - XX - PL - A – 05005 Rev P1, Dated 24/11/23, Recd On 28/11/2023
- c) Drawing No. 3379 - MPA - ZZ - XX - PL - A - 05100 Rev P4, Dated 14/02/24, Recd On 15/02/2024
- d) Drawing No. 3379 - MPA - ZZ - XX - PL - A - 05300 Rev P2, Dated 06/02/24, Recd On 15/02/2024
- e) Drawing No. 3379 - MPA - ZZ - 00 - PL - A - 05101 Rev P1, Dated 24/11/23, Recd On 28/11/2023
- f) Drawing No. 3379 - MPA - ZZ - 00 - PL - A - 05109 Rev P1, Dated 24/11/23, Recd On 28/11/2023
- g) Drawing No. 3379 - MPA - ZZ - 01 - PL - A - 05110 Rev P1, Dated 24/11/23, Recd On 28/11/2023
- h) Drawing No. 3379 - MPA - ZZ - 02 - PL - A - 05111 Rev P1, Dated 24/11/23, Recd On 28/11/2023
- i) Drawing No. 3379 - MPA - ZZ - 03 - PL - A - 05112 Rev P1, Dated 24/11/23, Recd On 28/11/2023
- j) Drawing No. 3379 - MPA - ZZ - XX - PL - A - 05200 Rev P2, Dated 06/02/24, Recd On 15/02/2024
- k) Drawing No. 3379 - MPA - ZZ - XX - PL - A - 05201 Rev P2, Dated 06/02/24, Recd On 15/02/2024
- l) Drawing No. 3379 - MPA - ZZ - XX - PL - A - 05202 Rev P2, Dated 06/02/24, Recd On 15/02/2024

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

Prior to the commencement of the development hereby approved, details of external materials to be used on the development, including hardstanding hereby approved shall be submitted to and approved in writing by the Local Planning Authority and the development shall be carried out in accordance with the details approved. Details of the recessed bays and textured brickwork should be represented by plans to a scale of 1:20.

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. Contaminated Land - TBC

5. Construction Management Plan

Prior to the commencement of the development hereby approved, a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Construction Management Plan shall include the following details:

1. A site set up plan displaying hoarding/fencing extents, vehicle and pedestrian access points during construction, provision for storage of materials, waste and recycling facilities/areas, contractor parking, turning space for construction vehicles, unloading area for deliveries, site office and wheel cleaning facilities during the construction period.
2. Construction vehicles and to comply with Euro VI Emissions Standard as a minimum and machinery to comply with Table 10 of the Low Emissions Strategy Guidance.
3. Delivery hours and working hours. Deliveries shall be made outside peak hours of 0800 – 0900 and 1700 – 1800, and outside of 1430 – 1530 where the development is located in proximity to a school.
4. Details of traffic management measures to control deliveries to site and pedestrian movements on footways in proximity to the site in order to minimise the impact of construction on the safe operation of the surrounding highway network.
5. Vehicle routing plan for HGVs. HGVs shall avoid weight restrictions and AQMAs and local schools at collection/drop off time.
6. Details of dust control measures and wheel washing facilities to be provided on site.
7. Confirmation of whether any abnormal loads will be required for the construction or demolition. If so, the LHA must be notified of any abnormal loads at the following location:
<https://www.slough.gov.uk/licences-permits/abnormal-loads/1>.

The plan shall thereafter be implemented as approved before development begins and be maintained throughout the duration of the construction works period.

REASON: In the interest of minimising danger and inconvenience to vehicular traffic and pedestrian highway users in accordance with policies 7 and 8 of the Core Strategy 2008 and the requirements of the National Planning Policy Framework 2023.

6. Archaeology

(A) No development shall take place/commence until a programme of archaeological work, including a Written Scheme of Investigation (WSI) has been submitted to, and approved by, the local planning authority in writing.

The WSI shall include an assessment of significance and research questions; and:

1. The programme and methodology of site investigation and recording
2. The programme for post investigation assessment
3. Provision to be made for analysis of the site investigation and recording
4. Provision to be made for publication and dissemination of the analysis and records of the site investigation
5. Provision to be made for archive deposition of the analysis and records of the site investigation
6. Nomination of a competent person or persons/organisation to undertake the works set out within the WSI.

B) The Development shall take place in accordance with the WSI approved under condition (A). The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the WSI approved under condition (A) and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.

REASON The site lies in an area of archaeological potential, particularly for, but not limited to, Prehistoric and Medieval remains. The potential impacts of the development can be mitigated through a programme of archaeological work. This is in accordance with Paragraph 211 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.

7. Cycle Parking

Prior to the commencement of the development hereby approved details showing the provision of a secure cycle store for 24 cycles and an unobstructed footway link to accord with the Local Planning Authority's "Cycle Parking Standards" shall be 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.

8. Electric Vehicle Parking

Prior to the commencement of any development hereby approved, details of the 6 active electric vehicle charging points (Type 2' socket and be rated to at least 3.6kW 16amp 0 7kW 30amp single phase) shall be submitted to and approved in writing by the local planning authority. The approved details shall be fully installed, and the active charging points shall be fully operational prior to the first occupation of the development and be retained in good working order at all times in the future.

REASON: to provide mitigation towards the impacts on air quality in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, the Slough Low Emission Strategy 2018 – 2025 Technical Report, and the requirements of the National Planning Policy Framework 2021.

9. Landscaping Strategy

Prior to the commencement of any development hereby approved a detailed landscaping and tree planting scheme shall be submitted to and approved in writing by the Local Planning Authority. This scheme should include the trees and shrubs to be retained and/or removed and the type, density, position and planting heights of new trees and shrubs. 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 agreed in the landscaping tree planting scheme by the Local Planning Authority.

REASON In the interests of the visual amenity of the area and accordance with Policy EN3 of The Adopted Local Plan for Slough 2004.

10. 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.

11. Wayfinding

Prior to first use of the proposed development, details of the way-finding signage (including access to the facility and parking provision, showing the siting, height, materials, colour and illumination levels if applicable) shall be submitted to and approved in writing by the Local Planning Authority. The approved way-finding signage shall be implemented within 3 months of the first use and retained thereafter.

Reason: To ensure the satisfactory provision of facilities in accordance Policies EN1 and EN11 of The Adopted Local Plan for Slough 2004, Policy 8 of the adopted Core Strategy 2006 - 2026 and the National Planning Policy Framework (2023).

12. Car Parking

Prior to the development hereby approved first being brought into use, 64 no. car parking spaces shall be provided and made available for use in connection with the community diagnostic centre and maintained for the parking of cars thereafter. The car parking spaces shall not be used for any separate business, commercial or residential use.

REASON: In the interests of ensuring that the use benefits from satisfactory car parking provision in the interests of the amenities of the area in accordance with Core Policy 7 of the Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

13. Site Layout

The scheme for parking, manoeuvring and the loading and unloading of vehicles shown on the submitted plans shall be laid out prior to the initial occupation of the development hereby permitted and that area shall not thereafter be used for any other purpose.

REASON: To enable vehicles to draw off, park, load/unload and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway.

14. Noise Control

Plant noise Rating Level (L_{Ar},Tr) from the site shall not exceed the "typical" background noise level (L_{A90,T}) at nearby noise-sensitive receptors, when assessed in accordance with BS 4142:2014. The generator shall be tested no more than once a month, and for 1 hour only during daytime hours; the noise from the generator shall not exceed 47dB within 1m of the nearest noise sensitive receptor (Receptor B, as detailed in the Noise Impact Assessment, Dated Nov 2023, Recd On 28/11/2023).

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.

15. External Lighting

The external lighting shall be provided in accordance with the External Lighting Report, Rev. P02, Dated 14/11/2023 Recd On 28/11/2023 and Proposed External Lighting Layout, dated November 2023, Recd On 28/11/2023. 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 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.
3. 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.
4. 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.
5. The applicant will need to take the appropriate protective measures to ensure the highway and statutory undertakers apparatus are not damaged during the construction.
6. Prior to commencing works the applicant will need to enter into a Section 278 Agreement of the Highways Act 1980 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.

7. 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.