



DESIGN AND ACCESS STATEMENT

SSE GENERATION LIMITED

FURTHER DEVELOPMENT

**342 EDINBURGH AVENUE,
SLOUGH, SL1 4TU**

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1.0 INTRODUCTION

Introduction

- 1.1 This Design and Access Statement accompanies an application for planning permission (the Application) made on behalf of SSE Generation Limited (the Applicant) to the local planning authority (LPA) Slough Borough Council (the Council). The Application is for the development of a central site services building, installation of water treatment plant within an existing building, provision of replacement car parking and associated works (referred to in this document as the Further Development). The Further Development is proposed on 0.8 ha (the Site) within a part of the existing Slough Heat and Power (SHP) site.
- 1.2 The Further Development contributes to rationalising the SHP site by releasing land for development and providing new and better facilities to existing generating plant and to a new multifuel combined heat and power (CHP) generating station of up to 50 Megawatt (MW) that will convert waste derived fuel (WDF) into low carbon electricity and heat. The new multifuel generating station is the subject of an application for planning permission, being submitted in parallel with this application.
- 1.3 This Design and Access Statement, unless where explicitly stated, considers the Further Development only. The proposed multifuel development is the subject of a separate Design and Access Statement.
- 1.4 This Application requests the Council to grant planning permission, subject to conditions requiring the approval of further design details and external materials, which it is not possible to provide until after the appointment of an engineering procurement and construction (EPC) contractor; the further details to be provided will be within the parameters of this Application.

2.0 SITE LOCALITY

Site Locality

- 2.1 The Application Site is located in the Slough Trading Estate north of the main railway line, about 1 kilometre west of the A355 Farnham Road and about mid-way between Buckingham Avenue and Edinburgh Avenue. The area within the Trading Estate has been extensively developed over time for employment purposes and that process continues, including the area between Liverpool Road and Fairlie Road where new development is being undertaken with the construction of 12 and 13 Liverpool Road. The nearest residential development in this area is about 200 metres to the north in Bodmin Avenue, Greenside, Furnival Avenue and Rowan Way. The nearest park and green space area is Kennedy Park, approximately 400 metres to the north west.
- 2.2 The Slough Trading Estate, operated by SEGRO, is described in the Slough Trading Estate Illustrative Masterplan document which includes reference to the SHP power station as representing “*the single largest building complex*” on the Estate and a local landmark. The Masterplan also recognises the industrial legacy of utility services and the high pressure steam distribution network from the SHP Site¹. Figure 13 in the Masterplan illustrates the scale, height and massing across the Estate, of which, it observes that in principle the massing broadly aligns with the land use zoning (Figure 11), in particular within the Leigh Road and Central Core (LRCC) area².
- 2.3 The EA’s flood constraints map, indicates that the application Site is within Flood Zone 1 and therefore is considered to be at low risk of flooding from tidal/fluvial and groundwater sources³. In considering surface water and sewer flooding, it is recorded that there are known problems associated with sewer flooding in Slough, of which there is a moderate risk to the Site.

Transport

- 2.4 Slough’s development has been greatly influenced by its strategic transport links that include three stations (Slough, Langley and Burnham) with access to Paddington to the east, Reading and beyond to the west and a branch line to Windsor⁴. The A4 runs east west through the length of Slough; the M4 (Junctions 6, 7) run parallel along the south side of the Borough; the M40 (Junction 2) is approximately 10 kilometres north of the M4; the M25 runs north – south along the eastern boundary of the Borough. Heathrow Airport is located to the east of the Borough.

¹ Slough Trading Estate Illustrative Masterplan Documents 4.4.10

² Slough Trading Estate Illustrative Masterplan Document 4.3.1/2

⁴ Slough Core Strategy 2.3

- 2.5 Edinburgh Avenue provides the principal point of road entry to the Site; there are bus stops approximately 500 metres away in Buckingham Avenue; there are good, wide and evenly surfaced footways on both sides of Edinburgh Avenue, Fairlie Road and Liverpool Road for their entire length. Slough station is approximately 3.2 kilometres (40 minutes) to the east of the Site from which there are regular services to London Paddington, Windsor, Reading and Oxford; Burnham station is about 1.9 kilometres (24 minutes) to the west of the Site with services to Slough, Reading and London Paddington.

Application Site

- 2.6 The Application Site is located entirely within the Slough Heat and Power (SHP) site in the Slough Trading Estate north of the main railway line, about 1 kilometre west of the A355 Farnham Road and about mid-way between Buckingham Avenue and Edinburgh Avenue. The whole area within the Trading Estate has been extensively developed over time for employment purposes and that process continues, including the area between Liverpool Road and Fairlie Road where new development is being undertaken with the construction of 13 Liverpool Road. The nearest residential development in this area is about 200 metres to the north in Bodmin Avenue, Greenside, Furnival Avenue and Rowan Way. The nearest park and green space area is Kennedy Park, approximately 400 metres to the north west.
- 2.7 The Application Site of approximately 0.8 hectares, with a frontage to Edinburgh Avenue comprises part of the larger SHP site of 4.5 hectares at Edinburgh Avenue, Slough, SL1 4TU. The Site topography is approximately 32 metres above ordnance datum (AOD); levels southwards of the Estate are generally lower and those to the north are generally higher.
- 2.8 In addition to the Application Site for the Further Development, SSE has identified an area where planning permission will be sought for a new multifuel combined heat and power (CHP) generating station of up to 50 megawatts. Both the Application Site (edged red) and the area for the for multifuel CHP generating station, together with the remaining land are within the Applicant's control to the extent that it has a leasehold interest of some 38 years unexpired; the freehold interest is in the ownership of Slough Trading Estate Limited.
- 2.9 The Application Site is predominantly surfaced with impermeable hardstanding.

3.0 DESCRIPTION OF DEVELOPMENT

- 3.1 The Further Development comprises (a) a central site services building (containing staff facilities, stores/workshops and plant) situated; (b) a water treatment plant to be located within an existing building; (c) replacement car parking for staff and visitors using the SHP premises and associated works.
- 3.2 The central site services building will comprise two connecting buildings:
- A proposed staff facilities building linking to the existing SHP offices. The ground floor will contain male and female locker and shower rooms and toilets, accessed via an entrance to the south, also rooms for storage and plant, accessed via an entrance to the north. The first floor will comprise a staff room, kitchen and canteen accessed via two sets of staircases from the ground floor and via a first floor walkway from the existing SHP office building.
 - A proposed workshop and storage building, adjoining the new staff facilities building. A mezzanine will be located in the store room, accessed by an internal staircase, with an external fire escape on the western external wall of the storeroom. A 'living wall' is proposed for the north facing elevation.
- 3.3 A water treatment plant is proposed to be located in an existing building to the south of the retained Boiler 17 building in the central part of the SHP site and will be effectively surrounded by other buildings. The water treatment plant will supply high quality boiler feedwater to the generating stations that operate within the SHP site.
- 3.4 As part of this application, 30 existing car spaces and 2 disabled spaces are to be retained and a further 41 car spaces are to be created.

4.0 DESIGN

4.1 This section of the DAS describes the key design components of the Further Development. This includes the proposed use, the layout of the development, the amount of development, the scale of the main buildings and structures, their appearance and the approach taken to landscaping at the Site.

Use

4.2 The primary use of the central site services building is as staff facilities, which will include lockers, showers, toilets, a canteen and rest areas as well as stores and workshop areas. The central site services will act as support building serving the broader SHP site. The Further Development also includes a water treatment facility which will be used to provide high quality boiler feedwater to the SHP site's generating stations.

4.3 The Application Site lies entirely inside the boundary of the existing SHP site. It sits within the industrialised context of Slough Trading Estate.

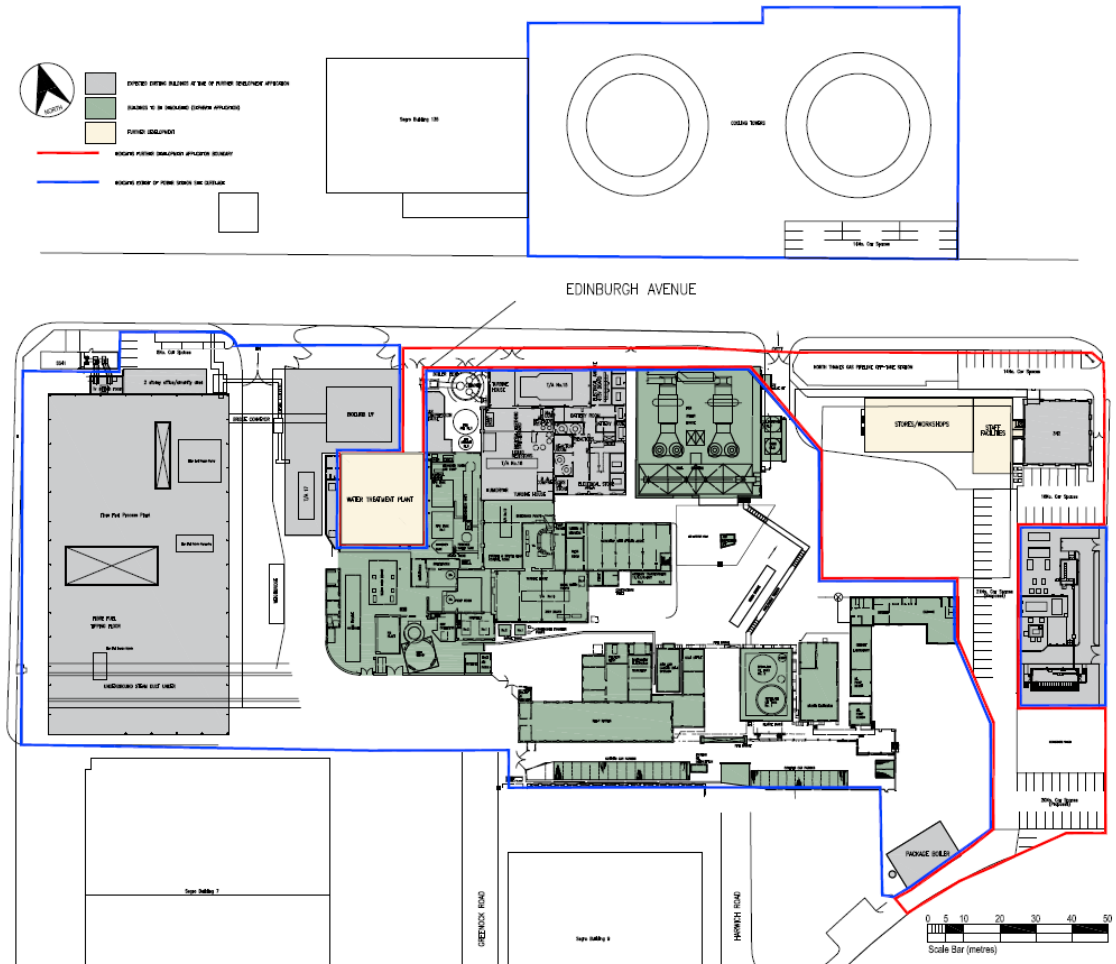
Layout

4.4 The central site services building will be sited at the north-eastern extent of the overall Slough Heat and Power site, connecting via a walkway to the existing office building at 342 Edinburgh Avenue. The central services building is arranged in an 'L' shape which is split into two sections.

4.5 The water treatment plant will be located within an existing building on the site to the south of the retained Boiler 17 building.

4.6 The overall Site layout of the Further Development is shown in Figure 4.1 below.

Figure 4.1 – Further Development Site Layout



Scale

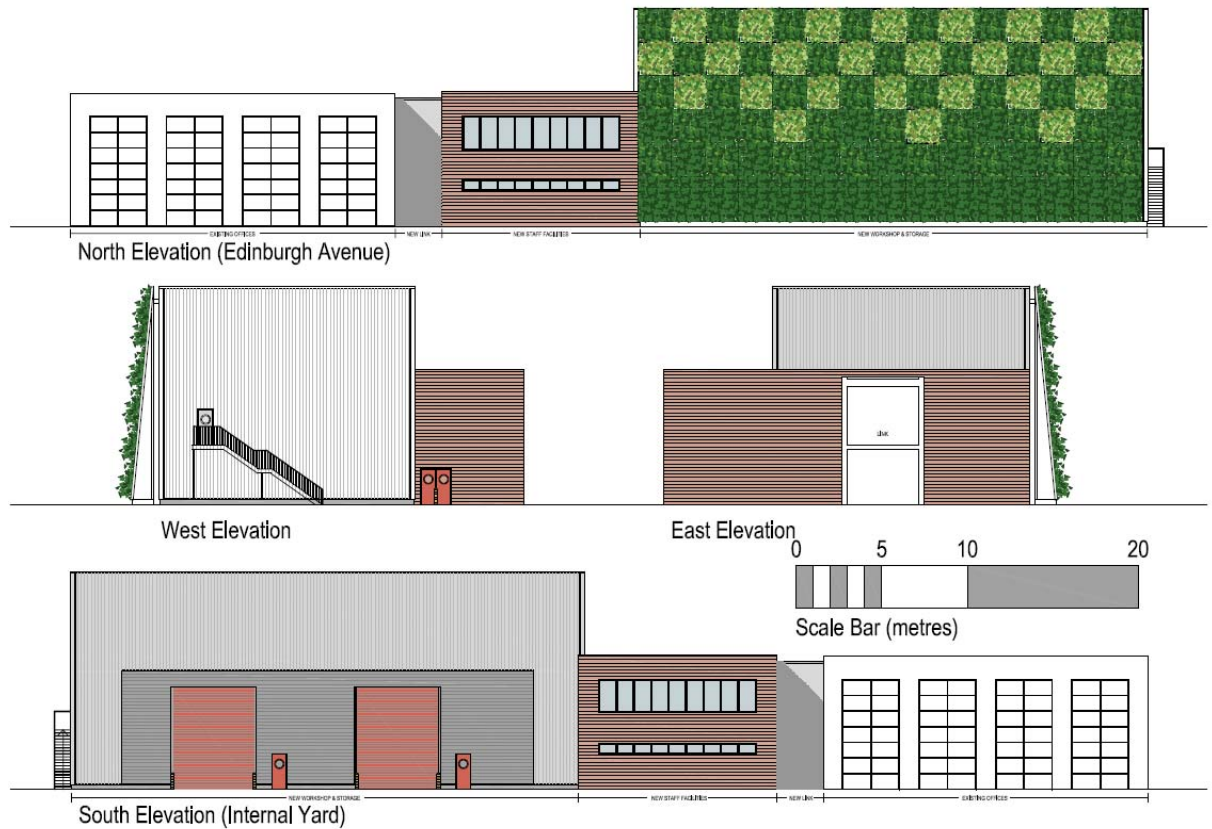
4.7 The scale of the development relates to the dimensions (length, width and height) of the buildings that will be constructed at the Site. The dimensions of these buildings and structures are set out in Table 4.2 below.

TABLE 4.1 FURTHER DEVELOPMENT BUILDING DIMENSIONS

Structure	Length	Width	Height
Stores / Workshop	30.0 m	15.0 m	12.8 m
Central Site Services Staff Facility	21.4 m	11.6 m	7.9 m

4.8 It is considered that the visual effect of the Further Development, including the height and massing of the buildings will be low and will be of a moderate scale compared with existing and future site buildings. The elevation drawings of the Central Site Services building are shown in Figure 4.2 below.

Figure 4.2 – Further Development Staff Facilities and Workshop Proposed Elevations



Amount

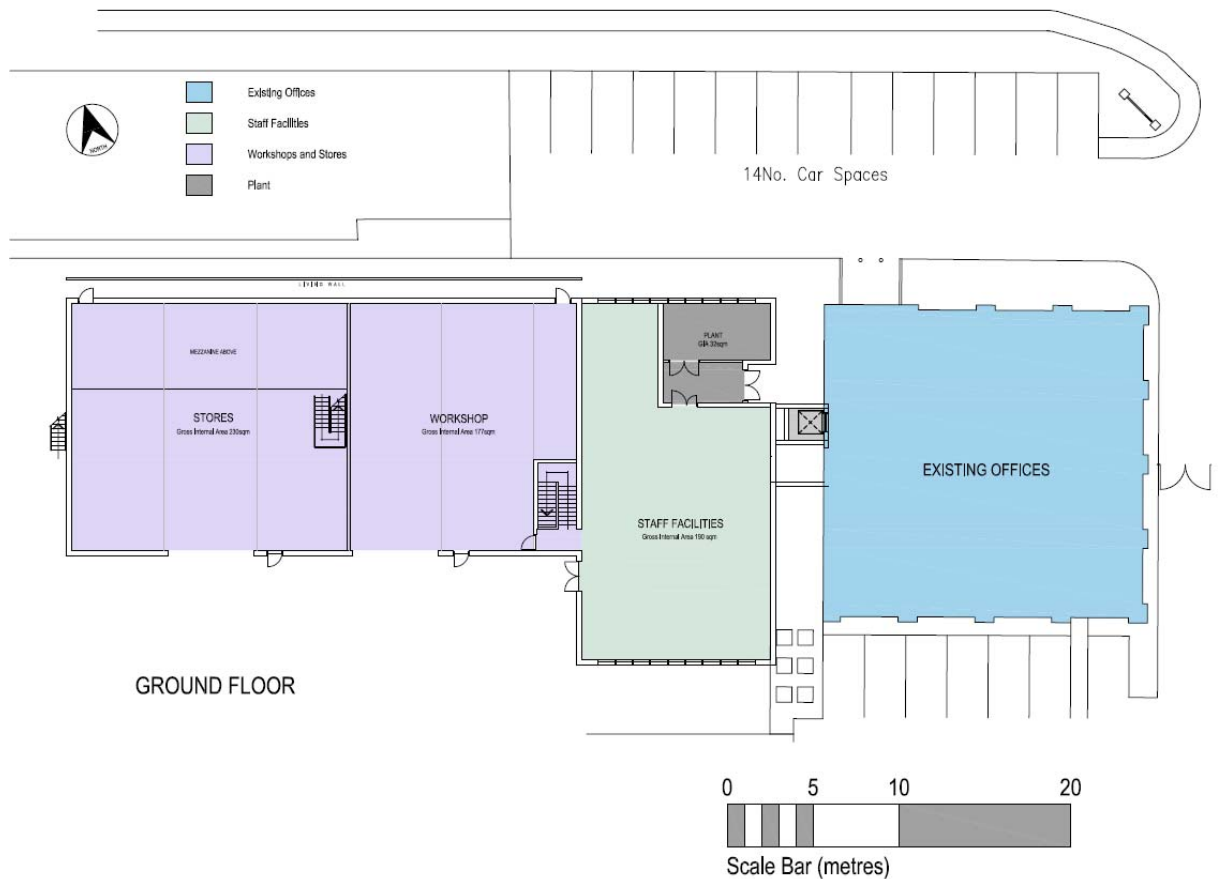
4.9 The footprint of the Application Site is approximately 0.8 hectares. The amount of development in terms of the main buildings and structures that will be constructed at the Site is set out in Table 4.1 below.

TABLE 4.2 FURTHER DEVELOPMENT BUILDING AREAS

Structure	GEA (m ²)	GIA (m ²)
Stores / Workshop (including mezzanine floor)	540	487
Central Site Services Staff Facility (ground and first floor)	572	475
Water Treatment Plant	506	495

4.10 The arrangement of the Central Site Services building is set out in Figure 4.3 below.

Figure 4.3 – Further Development Staff Facilities and Workshop Proposed Ground Floor Plan



Landscaping

- 4.11 A living wall is proposed on the north façade of the new workshop and storage building, facing onto Edinburgh Avenue.

Appearance

- 4.12 In terms of appearance, given the industrialised context within which the Site sits, the Further Development has taken design references from its surroundings, notably the existing SHP site and the offices at 342 Edinburgh Avenue. The design is functional, reflecting its use as support buildings serving the SHP site.
- 4.13 There are a number of components relating to the appearance of the Further Development where it has not been possible for the Applicant to fix details of in advance of a contractor being appointed and completing their detailed design studies. Therefore the exact materials in terms of colours and finishes cannot be specified at this stage. It is requested that a condition is placed which requires further details of external materials to be submitted and approved by

Slough Borough Council. The further details to be provided will be within the parameters of this Application.

5.0 ACCESS

- 5.1 The Further Development seeks to improve parking facilities by rationalising the existing parking spaces at the SHP site into a consolidated location. This will reduce car parking on the SHP site by approximately 10% which will help reduce the number of vehicles arriving at the site. The intention is that this will improve site safety through the segregation of activities and avoidance of potential clashes of incoming and exiting vehicles with circulating HGV traffic and pedestrian routes.
- 5.2 As part of this application, 30 existing car spaces and 2 disabled spaces are to be retained and a further 41 car spaces are to be created. Including spaces retained from elsewhere on the SHP site, the overall number of parking spaces on the SHP site will be reduced from 107 to approximately 95 (including 3 existing disabled car-parking spaces).
- 5.3 Access to the new car parking in the southeast and east part of the SHP site and the central site services building for car and light vehicles will be via an access/egress via Harwich Road.
- 5.4 A Travel Plan for the Site has been prepared and will be updated to accommodate the Further Development.

6.0 CONCLUSIONS

- 6.1 This Design and Access Statement sets out the how the Applicant has had regard to design and access considerations in the development of proposals for the Further Development.
- 6.2 The Further Development application has been submitted concurrently with a separate proposal (which is the subject of a separate application for planning permission) for a proposed multifuel combined heat and power (CHP) generating station of up to 50 Megawatt (MW) that will convert waste derived fuel (WDF) into low carbon electricity and heat.
- 6.3 The design of the Further Development has considered the Site's surroundings in the Slough Trading Estate, the existing use of power generation on the SHP site and the proposed multifuel CHP generating station. Therefore the concept design of the Further Development is functional, reflecting its purpose to provide office and workshop buildings to support the SHP site.
- 6.4 Details of the final building appearance, in terms of colours and finishes cannot be specified at this stage. It is requested that a condition is placed which requires further details of external materials to be submitted and approved by Slough Borough Council.