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Officer: Ian Hann
Applic. No: P/15180/000
Ward: Upton
Applic type: **Major**
13 week
date: **2nd January 2012**

Applicant: Mr. S. Shaw, OLYMPIC DELIVERY AUTHORITY

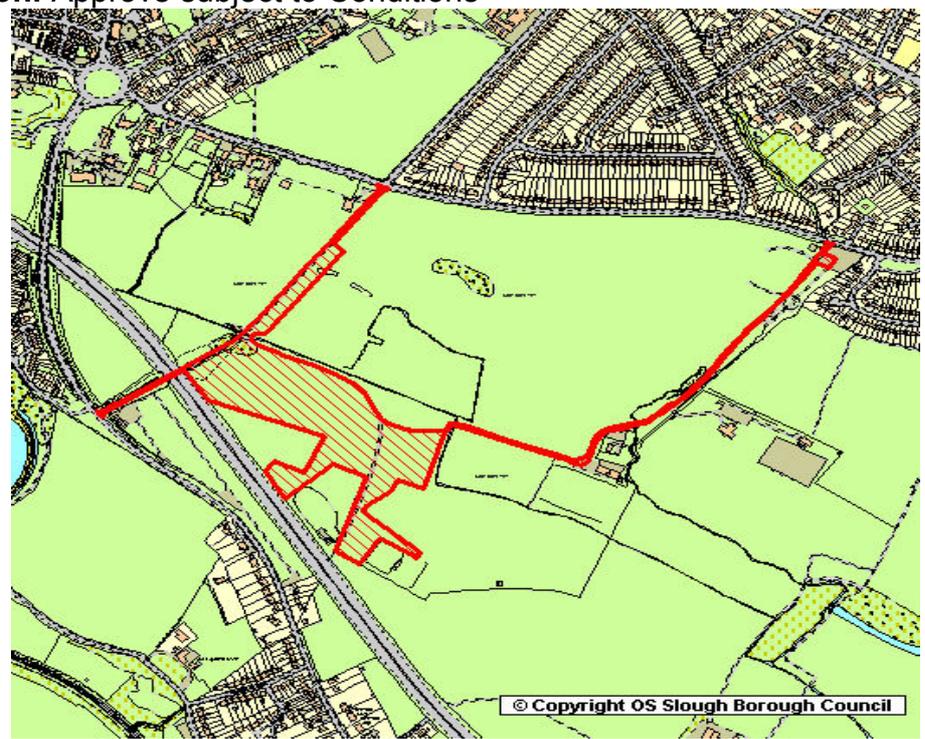
Agent: Miss Sarah Simpson, Mott Macdonald Ltd 2nd Floor , East Wing, 69-75, Thorpe Road, Norwich, Norfolk, NR1 1UA

Location: Upton Court Park, Upton Court Road, Slough, Berkshire, SL3 7LU

Proposal: APPLICATION FOR THE TEMPORARY USE OF LAND ADJACENT TO THE EXISTING ACCESS ROAD WITHIN THE WESTERN END OF UPTON COURT PARK FOR USE AS A TEMPORARY PEDESTRIAN WAITING / LOADING AREA FOR AWAITING SHUTTLE BUSES, INCLUDING TEMPORARY INSTALLATION OF CROWD CONTROL BARRIERS, HARD SURFACING, ASSOCIATED BUILDINGS TO PROVIDE TOILETS AND WELFARE OFFICE. TEMPORARY USE OF EXISTING ACCESS ROADS WITHIN UPTON COURT PARK TO FACILITATE USE OF LAND WITHIN THE NEIGHBOURING ROYAL BOROUGH OF WINDSOR AND MAIDENHEAD AS A PARK AND RIDE CAR PARK.

THIS APPLICATION IS IN SUPPORT OF PROPOSALS FOR THE USE OF LAND WITHIN THE ROYAL BOROUGH OF WINDSOR AND MAIDENHEAD FOR A TEMPORARY PERIOD OF SEVEN WEEKS AS A PARK AND RIDE FACILITY IN CONNECTION WITH THE LONDON 2012 OLYMPIC GAMES EVENTS AT ETON DORNEY LAKE.

Recommendation: Approve subject to Conditions



1.0 SUMMARY OF RECOMMENDATION

- 1.1 This is a cross boundary planning application with the lion share of the proposal falling within the administrative boundaries of the Royal Borough of Windsor and Maidenhead. The elements of the proposal which fall within the administrative boundaries of Slough, are more minor in nature and by themselves would not constitute a major planning application. However, given that the proposal in total is a major development and given that the proposal has a wider than local significance, it is brought before this Committee for decision.
- 1.2 In addition, Members are advised that the Royal Borough of Windsor and Maidenhead has consulted this authority, seeking the Council's views, under spheres of mutual interest, on the main element of the proposal which falls within their administrative boundaries and for which there is a separate item on the agenda.
- 1.3 Having considered the relevant policies it is considered that temporary conditional planning permission be granted for, *“temporary use of land adjacent to the existing access road within the western end of Upton Court Park for use as a temporary pedestrian waiting/loading area for awaiting shuttle buses, including temporary installation of crowd control barriers, hard surfacing, associated buildings to provide toilets and welfare office. Temporary use of existing access roads within Upton Court Park to facilitate use of land within the neighbouring Royal Borough of Windsor and Maidenhead as a park and ride car park”*.

PART A: BACKGROUND

2.0 Proposal

- 2.1 While part of the application site falls within the borough boundaries of Slough Borough Council the majority of the site, where the actual physical parking of vehicles will take place falls within the boundaries of The Royal Borough of Windsor and Maidenhead, although the land itself is owned by Slough Borough Council, who have to grant a license in order for the whole area to be used as a park and ride. Identical full detailed planning applications have been submitted both to Slough and to the Royal Borough of Windsor and Maidenhead. Although both applications are closely interrelated, deposited plan reference ETD-01-MMD-DR-1205 P01 identifies those proposals which relate specifically to Slough and are set out in paragraphs 2.2 and 2.3 below.
- 2.2 The planning application submitted to Slough upon which a decision is required, relates to: *temporary use of land adjacent to the existing access road within the western end of Upton Court Park for use as a temporary pedestrian waiting/loading area for awaiting shuttle buses, including temporary installation of crowd control barriers, hard surfacing, associated buildings to provide toilets and welfare office. Temporary use of existing access roads within Upton Court Park to facilitate use of land within the neighbouring Royal Borough of Windsor and Maidenhead as a park and ride car park”*.

- 2.3 The proposals that fall to be determined under this application involve changes to the existing access and the internal access road as well as the siting of the shuttle bus loading area. The only change to the existing access opposite Lascelles Road will see the removal of the existing gate and height restriction barrier. The internal roads within the park from the north-eastern entrance will remain unchanged apart from some temporary carriage widening close to the proposed parking area and temporary separation barriers where the road bends by Slough Cricket Club. The biggest change will see the formation of a temporary bus shuttle loading area. This would involve the setting out of 4 bays using crowd control barriers and fencing pins with tape to be used as crowd control measures to move people towards and into the pens where they will then board the buses taking them to the venue. Temporary surfacing for pedestrians will also be laid to form and demarcate the pedestrian areas. Facilities will also be provided for the spectators in the form of 2 sets of temporary toilets and 2 sets of disabled toilets / baby changing areas as well as a temporary welfare building for workers and marshals on the site. The temporary toilets would have a width of 2.29m, length of 6.12m and a height of 3.05m. The disabled toilets / baby changing units would have a width of 1.96m, length of 1.96m and a height of 2.31m. The welfare unit would have a width of 2.29m, length of 4.88m and a height of 3.05m. The waste created from these facilities will be removed from site by appropriately approved contractors.
- 2.4 The application submitted to the Royal Borough of Windsor and Maidenhead is for: *“Change of Use of Land to a temporary park and ride to be used in connection with the 2012 Olympic Games together with temporary structures and associated works together with two access routes from Upton Court Road Slough and one access from Slough Road Datchet”*.
- 2.5 The proposal is temporary in nature and will be in operation for 14 days between 28th July 2012 and 11th August 2012 (inclusive) and for 3 days during the Paralympic Games from 31st August 2012 and 2nd September 2012 (inclusive). Any enabling works that may be required will take place between 15th January 2012 to 15th February 2012 (inclusive) and site set up will take place from 23rd July 2012 to 28th July 2012 (inclusive). Demobilisation works will be implemented during a one week period after the final event has taken place on 2nd September 2012.
- 2.6 The proposed temporary park and ride scheme is anticipated to accommodate 2,009 parking spaces with an additional 30 spaces for blue badge holders, to serve spectators attending the Olympic and Paralympic Games events at Eton Dorney. During the Olympic Games the site will be open to members of the public from 04:30 and will close to members of the public at varying times from between 15:00pm and 18:00 (events at Dorney will finish between 11:10 and 14:10). The hours of operation during the Paralympic Games are to be confirmed but will not exceed those during the Olympic Games. The proposed scheme has been set up so that cars will enter via the existing entrance at the north-eastern part of the site, closest to Quaves Road, before following the existing access road to the southern part of the site where the vehicles will park. Spectators will then make their way to the shuttle bus loading areas where they will be held in pens before boarding the buses to the venue. The buses will enter the park via the

existing northern entrance, opposite Lascelles Road, where they will be held on the existing road until they can enter one of the 4 loading bays. They will then leave the site via the southern entrance onto Datchet Road.

- 2.7 The application is accompanied with plans showing the locations and layout of the park and ride facility in its entirety, including those elements within the Royal Borough of Windsor and Maidenhead together with more detailed plans showing the proposals within Slough including layout of the shuttle bus loading area as well as the elevations of the temporary buildings and fencing.

In addition the following supporting statements have been submitted

- Planning Statement
- Design and Access Statement
- Statement of Community Involvement
- Transport Assessment
- Arboricultural Report
- Flood Risk Assessment
- Phase One Habitat Survey
- Information to Inform Appropriate Assessment (in relation to Habitat and Species).

3.0 **Application Site**

- 3.1 The site in total has an area of approximately 12.7ha forms part of Upton Court Park and is located within the Metropolitan Green Belt. The total application site (within both Slough and the Royal Borough) forms part of the existing park, which has a number of formal and informal recreation areas and facilities, including a children's play area, playing fields, remote control race tracks, equestrian facilities, associated clubhouses and changing room facilities.

- 3.2 That part of the entire site which falls with the Royal Borough primarily occupies the southernmost playing fields area of the park, avoiding areas of nature conservation interest and the race tracks, however, the routes into the park for buses and cars, shuttle bus loading area and temporary buildings lie within the Borough of Slough, and are the subject of this application.

- 3.3 The entire site is bounded by mature hedging with various access points into the park.

- 3.4 The nearest dwellings to the site, that fall within the control of Slough Borough Council are opposite the bus and car access points and are approximately 80m from the shuttle bus holding area on the opposite side of Upton Court Park.

4.0 **Site History and Background**

- 4.1 There are a number of historical planning applications affecting the use and appearance of Upton Court Park from the cricket, rugby and hockey clubs that use the are south eastern part of the site to the addition of new play facilities. Such applications are not wholly relevant to the current application.

4.2 Upton Court Park is also regularly used for major events such as the Mela Festival, fairs and the bonfire night firework displays for example although many of these events would benefit from deemed consent as granted by the Town and Country Planning (General Permitted Development) Order 1995 (as amended). This does however indicate the fact the Upton Court Park is capable of being used for large events as well as formal and informal recreation.

5.0 **Neighbour Notification**

5.1 1, 2, 3, 4, 4a, 4b, 5 Church View, Upton Court Road, Slough.

Long Close School, Parkside Hotel, The Coach House, Slough Cricket Club, Upton Court Road, Slough.

2, 2a, 6, 16, 18, 20, 22, 24, 26, 28, 30, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100, 100a, 101, 102, 102a, 104, Upton Court Road, Slough

2, 4, 6, 8, 10, 12, 14, 16, 18, 20, Castleview Road, Slough

76, 77, 79, 81, 83, 85, Quaves Road, Slough

57, 58, 60, 62, 64, 66, 68, 70, 72 Buckland Avenue, Slough

81, 83, 85, Lascelles Road, Slough

Notices placed on site

Notice placed in local press

No responses have been received from the neighbour consultations to date. Any additional responses will be reported on the Committee Amendment Sheet.

6.0 **Consultation**

6.1 **Transport and Highways**

There are no objections in principle to the proposals although further details are being discussed and will be reported on the amendment sheet.

6.2 **Land Contamination Officer**

Any comments will be reported on the amendment sheet.

6.3 **Environmental Services and Quality / Parks**

Any comments will be reported on the amendment sheet.

6.4 **Environment Agency**

Any comments will be reported on the amendment sheet.

6.5 **Arboricultural Officer**

The application is supported by a Tree survey and Arboricultural reports which identifies the trees that could be affected by the proposal and gives detail of suitable tree protection methods for most of the trees: The main risk to the trees being from soil compaction and impact damage. Many of the trees are Horse Chestnuts which are suffering from various pathogens and to help the trees combat these it is imperative that the trees are not subjected to further stress or damage.

To insure the trees area unaffected by the proposal I would recommend that the protection for trees 10 and 11 also includes a fence on the tree side of the temporary path, from the gate from the car parking field to tree 9. It is likely that without this measure there will be a desire line develop through the Root Protection Area (RPA) of these trees to the queuing area for the busses and this will cause compaction which will be harmful to the trees.

If the above amendment is included in the trees protection measures, there should be no significant effect on the trees caused by the proposal.

6.6 Thames Valley Police

There are no police objections to this application.

Our main concern is that these temporary car parks do not become targets for local offenders and generate extra local vehicle crime. A large number of vehicles, with a high proportion being from out of the area, will be parked with only the parking attendants present. There are likely to be electronic navigational aids and other property left in vehicles as they will not be able to be taken into the main games site.

This police area has historically suffered from high levels of vehicle crime compared to the national average. A nearby wooded area has been used as illegal encampment for homeless people over the last few summers and this park does suffer from trail bike riders using it as an unauthorised cross country course. This mode of transport is regularly used for vehicle crime as it allows a quick and easy form of escape for offenders.

The proposed site will not have any formal perimeter fencing but does have fairly good natural boundaries consisting of the motorway, ditches and mature hedges. Security of the site will depend on the 16 marshals being tasked appropriately during the day to cover the perimeter and outlying sections of the site. Discussions have been held with the applicants to make them aware of the concerns, and the above local information, and they assure me that they will be tasked to patrol and take up static positions covering the vulnerable perimeter once the initial parking allocation has finished. These mitigation measures are acceptable actions to deter crime but they will need to be maintained throughout the duration of the games to prevent this site becoming a crime target.

It is strongly recommended that crime prevention messages should be included on the site signage warning drivers not to leave property on display.

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

7.1

National guidance

- Planning Policy Statement 1 (Creating Sustainable Communities)
- Planning Policy Guidance 2 (Green Belts)
- Planning Policy Statement 9 (Biodiversity and Geological Conservation)
- Planning Policy Guidance 13 (Transport)
- Planning Policy Statement 23 (Planning & Pollution Control)
- Planning Policy Guidance 24 Planning and Noise
- Planning Policy Statement 25 Development and Flood Risk

Local Development Framework, Core Strategy, Submission Document

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

Adopted Local Plan for Slough

- OSC1 (Protection of Public Open Space)
- T2 (Parking Restraint)

7.2

The planning considerations for this proposal are:

- The design and appearance / impact on the street scene and appearance of the local area and the Green Belt
- The impact on the living conditions of the adjoining residential properties
- Traffic and highway implications
- Flooding implications
- Ecological and tree implications

8.0

Design and Appearance & Impact on the Openness of the Green Belt

8.1

Design and external appearance is assessed against PPS1, Core Policy 8 and Local Plan Policy EN1, while Green Belt policy is assessed against PPG2 and Core Policy 2.

8.2

Planning Policy Statement 1 (Delivering Sustainable Development) advises that 'Good design should contribute positively to making places better for people. Design which is inappropriate in its context, or which fails to take the opportunities available for improving the character and quality of an area and the way it functions, should not be accepted'.

- 8.3 Core Policy 8 of the Local Development Framework, Core Strategy, states that: “All development in the Borough shall be sustainable, of a high quality design, improve the quality of the environment and address the impact of climate change.” Part 2 to that policy covers design and in sub section b) it states: “all development will respect its location and surroundings”.
- 8.4 Policy EN1 of the Adopted Local Plan states that “all development proposals are required to reflect a high standard of design and must be compatible with and/or improve their surrounding”, in accordance with the criteria set out in that policy.
- 8.5 Planning Policy Guidance 2 (Green Belts) states that “Inappropriate development is, by definition, harmful to the Green Belt. It is for the applicant to show why permission should be granted. Very special circumstances to justify inappropriate development will not exist unless the harm by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations. In view of the presumption against inappropriate development, the Secretary of State will attach substantial weight to the harm to the Green Belt when considering any planning application or appeal concerning such development”
- 8.6 Paragraphs 3.12 to 3.20 of PPG 2 relate to park and ride development and the guidance states that park and ride sites are not inappropriate in the Green Belt provided that the following criteria has been met:
- The site is a sustainable option,
 - The purposes of the Green belt is not compromised,
 - A thorough impact of travel impacts is assessed,
 - Buildings are for essential facilities only ,
 - An assessment of all potential sites has been carried out.
- 8.7 Annex E to Planning Policy Guidance 13 – Transport states park and ride development is not inappropriate within the Green Belt provided that a thorough and comprehensive assessment of potential sites has been carried out. It outlines that such an assessment should include both non-Green Belt and if appropriate other Green Belt locations, having regards to sustainable development objectives and the need to be flexible about size and layout.
- 8.8 Core Policy 2 Green Belt and open spaces states that existing areas of the Metropolitan Green Belt will be maintained.
- 8.9 The proposals with regards to the land within the control of Slough Borough Council as a Local Planning Authority under this application will see the temporary laying of pedestrian footways and carriage widening as well as fencing and 4 temporary buildings for a limited time of 7 weeks, including the set up and demobilisation works. Once the use upon the site has ended the site shall be restored so that it is in the same condition as it was before the use commenced.

- 8.10 As the site will only be used for a short temporary time period with minor construction work, building works and fencing required and with no permanent changes to the park no objections are raised to the impact on the character of the area or the street scene. Any impact upon the street scene during the time of the park and ride operation will be mitigated by the fact that the shuttle bus loading area will be set back approximately 70m from the entrance, which combined with the limited amount of works required for the use will ensure that the proposals will have no real detrimental impact upon the street scene.
- 8.11 In terms of Green Belt it is considered to be there may be cases where a Green Belt location is the most sustainable of the available options and would not be inappropriate development provided certain criteria are met. This is contained within PPG2 – Green Belt which was amended by Annex E of PPG13 -Transport which inserted this new assumption and is considered below.
- 8.12 An assessment has been carried out by the applicants who have confirmed that other sites were assessed and considered as not being suitable at John Hampton Sports Ground for the impact it would have on neighbouring residential properties and Ascot Racecourse due to the operational problems of having to run from two sites on either side of a busy main road, as would be required at that site. Other park and ride sites have also been set up at Stafferton Way and Braywick Park, both near Maidenhead, as well as in Windsor Great Park. Therefore it is considered that there are no suitable or viable sites for the proposed use that would be able to provide the required objectives and be suitably flexible with regards to size and layout. Furthermore the use of this site is considered to be appropriate due to its previous use for large scale events and its existing infrastructure (access and roadways) to facilitate such a use.
- 8.13 The proposed scheme will not seriously compromise the purposes of designating land as Green Belt as the proposals will not increase the sprawl of large built up areas, prevent towns from merging into one another, encroach upon the county side by the fact that the proposals include small scale temporary works, building and fencing in relation to access and the shuttle bus loading area for a limited time period only.
- 8.14 The proposals are based upon the Olympic Transport Plan as prepared by the Olympic Delivery Agency and the traffic impacts have been considered as set out elsewhere in this report and the report dealing with the physical parking element of the site.
- 8.15 It should further be considered that there will be no more permanent built development upon the site. Once the temporary structures have been removed and there would be no further harm upon the Green Belt.
- 8.16 No objection is therefore raised in terms of the design, scale, Green Belt and external appearance of the development. The proposal is considered to be consistent with guidance given in PPS1, PPG2 Core Policies 2 and 8 of the Local Development Framework Core Strategy and Policy EN1 of the Adopted Local Plan.

9.0 **Impact on Adjoining Residential Properties**

- 9.1 The impact on adjacent residential properties is assessed against Planning Policy Statement 23, Core Policy 8 and Local Plan Policy EN1.
- 9.2 PPS23, states that, the following matters should be considered in the preparation of development plan documents and may also be material in the consideration of individual planning applications where pollution considerations arise: the existing, and likely future, air quality in an area, including any Air Quality Management Areas (AQMAs) or other areas where air quality is likely to be poor.
- 9.3 Core Policy 8 of the Local Development Framework, Core Strategy, states that “The design of all development within existing residential areas should respect the amenities of adjoining occupiers.”
- 9.4 Policy EN1 of the Adopted Local Plan states that “all development proposals are required to reflect a high standard of design and must be compatible with and/or improve their surrounding”, in accordance with the criteria set out in that policy.
- 9.5 The proposals with regards to the temporary use of the site with associated temporary works and fencing for the shuttle bus loading area will not have a detrimental impact upon the amenities of neighbouring residential properties in terms of loss of privacy or being overbearing due to the limited nature of the works, fencing and buildings and the fact that the nearest residential property is approximately 70m away.
- 9.6 While it is noted that the site will be open from 04:30 and the Travel Assessment indicates that cars will start arriving from 05:30 at the rate of approximately 400 cars every half hour until 08:00 these vehicles are attracted to the site because of the parking facilities, which form the basis of the application found elsewhere on this agenda upon which Members will be asked to form comments to send to the neighbouring authority. In any event it is not considered that the vehicle movements themselves would be harmful to the amenity of neighbouring properties as visiting vehicles will be required to display the relevant parking passes in the front windscreen of the vehicle and will enter the site without the need of being stopped, thereby ensuring queues of vehicles do not develop on Upton Court Road, which could have detrimental impact on residential amenity. Those cars not displaying the required pass will be held at a holding area close to the access, while checks are undertaken to see if they are able to enter the site and car engines will be switched off for this purpose, as not to disturb nearby residential amenity.
- 9.7 Buses that will be picking up passengers from the shuttle bus loading area will be Euro IV emission standard to ensure that they will be clean and will reduce emissions to a minimum. Although it is acknowledged that the proposals will have a temporary impact on air quality this will be a limited increase for a temporary period and will not have a detrimental impact upon the amenity of local residents.

- 9.8 No objection is therefore raised in terms of the impacts on adjoining residential properties. The proposal is considered to be consistent with Core Policy 8 of the Local Development Framework Core Strategy and Policy EN1 of the Adopted Local Plan.
- 10.0 **Traffic and Highways**
- 10.1 The relevant policies in terms of assessing traffic and highway impacts are Core Policies 7 and 10, Local Plan Policy T2 and the adopted parking standards.
- 10.2 Core Policy 7 requires that development proposals will 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, improving air quality and reducing the impact of travel upon the environment.
- 10.3 Core Policy 10 states that development will only be allowed where there is sufficient existing, planned or committed infrastructure. Where existing infrastructure is insufficient to serve the needs of new development, the developer will be required to supply all reasonable and necessary on-site and off-site infrastructure improvements. These improvements must be completed prior to the occupation of a new development and should serve both individual and communal needs. Infrastructure includes transportation.
- 10.4 Local Plan Policy T2 stipulates the number of parking spaces that will need to be provided for developments.
- 10.5 It should be noted that the main traffic and highways implications for the park and ride scheme will come from the parking element of the scheme rather than from this application for temporary works, fencing and buildings for shuttle bus loading area. The additional vehicles will be accessing the park for the car parking provision rather than for the shuttle bus service, over which Slough Borough Council have no control, other than as landlords as the site is situated in the neighbouring Royal Borough of Windsor and Maidenhead.
- 10.6 However it is considered that the cars will arrive at the site between 05:30 to 08:00 in time for the events to start at 09:30 at the games venue and will have left the site by 16:00, thereby causing no additional congestion during the peak period hours of travel between 08:00 to 09:00 and 17:00 to 18:00. It should also be noted that the use will be during the school summer holidays where trip numbers on local roads are reduced. Although the proposals will result in an approximate additional 4678 single way car and bus trips a day they will not be at times that will cause an unreasonable increase in traffic movements.
- 10.7 Cars will arrive at the site in staggered time slots that would have been allocated to them at the time that they would have purchased their parking tickets. This will ensure that there will not be a rush of cars entering the site at any one time with approximately 400 cars arriving during each half hour period between 05:30 and 08:00. This together with the long accessway to the parking area will ensure that there will not be a backlog of cars onto Upton Court Road.

- 10.8 Buses will access the site via the entrance close to Lascelles Road and will leave the site via the access onto Datchet Road where they will turn right to the red cow roundabout and from there along Albert Street and Windsor Road before joining the Windsor Relief Road and onto Windsor Racecourse where passengers will disembark. The maximum number of bus movements will be between 30 and 40 per hour arriving and leaving the site, again outside of the main peak period hours of travel so will not have an impact upon the local road network.
- 10.9 Local Parking Orders will be enforced during the time of the use to avoid parking outside of the site and this will be patrolled by enforcement officers and Police, the cost of which will need to be negotiated for in the licence agreement for the use of the park. The cost of providing additional enforcement resources is to be funded by the Olympic Delivery Authority and this is to be secured by the Council through the licence agreement.
- 10.10 Transport comments have not been received at the time of writing this report. However, there have been pre application discussions with the Council's engineers and it is understood that there is unlikely to be any fundamental issues of concern.
- 11.0 **Flooding Implications**
- 11.1 The site falls within Flood Zone 2 as identified on the Council's Flood Map.
- 11.2 The levels will remain as existing and the use is considered to be an appropriate land use within a flood zone, although if the access road was to flood the site would be closed. A surface water run off strategy would ensure that there would not be an increased risk of flooding else where.
- 11.3 Therefore it is considered that these proposals would not result in additional flood risk issues.
- 12.0 **Ecological and tree implications**
- 12.1 These proposals have been considered from an ecological view point and with the proposed temporary works, fencing and buildings positioned away from the woodland and wetland areas there would be no impact upon the ecology of the park. Spill kits will be provided should there be a vehicle spillage on the site.
- 12.2 The proposed shuttle bus loading area, is sited within an area of the park which contains several trees. These trees should be appropriately fenced, in accordance with the submitted details to protect these trees from damage. Fencing should also be used to try and ensure that the public keep to the temporary pathways to avoid any damage occurring to the root protection areas of nearby trees.
- 12.3 These proposals are not considered to impact upon the ecology or the trees within the site.

13.0 **Summary**

13.1 This application seeks to change the use of part of the site into an area for a shuttle bus loading area used in association with a wider park and ride scheme for the site for a temporary period associated with the Olympic and Paralympic Games and includes the use of existing roads and accesses and the erection of temporary works, fencing and buildings. It is considered that the proposed use would not detract from the appearance or character of the area or have a detrimental impact upon the Green Belt. It is not considered that the proposal would be harmful to the living conditions of residential properties or have any detrimental impact upon the existing highway network. It is therefore considered that the proposal is considered to comply with relevant policy. The proposal is therefore recommended for approval.

PART C: RECOMMENDATION

14.0 **Recommendation**

14.1 Having considered the relevant policies it is considered that this application should be approved subject to conditions.

15.0 **PART D: LIST OF CONDITION(S)**

Condition(s)

1. The use hereby permitted shall be carried out between 28th July 2012 to 2nd September 2012 inclusive and, all buildings, equipment and hard surfaces shall be removed no later than 10th September 2012.

REASON To ensure the temporary use is discontinued and the site can be restored.

2. 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. ETD-01-MMD-DR-1201 P01, Dated 16/08/2011, Recd On 03/10/2011

(b) Drawing No. ETD-01-MMD-DR-1202 P01, Dated 04/08/2011, Recd On 03/10/2011

(c) Drawing No. ETD-01-MMD-DR-1203 P01, Dated 03/08/2011, Recd On 03/10/2011

(d) Drawing No. ETD-01-MMD-DR-1204 P01, Dated 01/08/2011, Recd On 03/10/2011

(e) Drawing No. ETD-01-MMD-DR-1205 P01, Dated 04/08/2011, Recd On 03/10/2011

(f) Drawing No. ETD-01-MMD-DR-1207 P01, Dated 03/08/2011, Recd On 03/10/2011

(g) Drawing No. ETD-01-MMD-DR-1209 P01, Dated 04/08/2011, Recd On 03/10/2011

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 Development Plan.

3. The development hereby approved shall be implemented only in accordance with the details and recommendations contained in the following reports hereby approved by the Local Planning Authority:

- (a) Planning Statement Dated September 2011 Recd On 03/10/2011
- (b) Design and Access Statement Dated September 2011 Recd On 03/10/2011
- (c) Phase One Habitat Survey Dated September 2011 Recd On 03/10/2011
- (d) Arboricultural Report Dated September 2011 Recd On 03/10/2011

Notwithstanding the recommendations contained within the Arboricultural Report the protection for trees 10 and 11 shall also include the provision of a fence on the tree side of the temporary path, extending from the gate to the car parking area field up to tree 9.

- (e) Transport Assessment Dated September 2011 Recd On 03/10/2011
- (f) Flood Risk Assessment Dated September 2011 Recd On 03/10/2011

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.

4. A scheme for the restoration of the site to the same condition as it was prior to the commencement of the use hereby permitted has ceased shall be submitted for the written approval of the Local Planning Authority within 2 months of the date of this permission.

REASON To ensure that the restoration of the site contributes to the amenities of the Upton Court Park.

5. Restoration of the site in accordance with any scheme approved pursuant to Condition 4 shall be commenced within 1 month of the cessation of the use hereby permitted. Restoration works shall be completed within 3 months of commencement of restoration.

REASON To ensure that the restoration of the site contributes to the amenities of Upton Court Park.

6. Unless otherwise agreed in writing by the Local Planning Authority the site shall be restricted to the hours 04:30 to 18:00 during the days that events are taking place at Eton Dorney.

REASON To protect amenities of neighbouring residents.

Informative(s)

1. This decision has been taken having regard to the policies and proposals in the Local

Plan for Slough 2004 and the Slough Local Development Framework, Core Strategy 2006 - 2026, as set out below, (to Supplementary Planning Guidance) and to all relevant material considerations.

Policies:- National guidance

- Planning Policy Statement 1 (Creating Sustainable Communities)
- Planning Policy Guidance 2 (Green Belts)
- Planning Policy Statement 9 (Biodiversity and Geological Conservation)
- Planning Policy Guidance 13 (Transport)
- Planning Policy Statement 23 (Planning & Pollution Control)
- Planning Policy Guidance 24 Planning and Noise
- Planning Policy Statement 25 Development and Flood Risk

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

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

The Adopted Local Plan for Slough 2004

- OSC1 (Protection of Public Open Space)
- T2 (Parking Restraint)

This informative is only intended as a summary of the reasons for the grant of planning permission. For further detail on the decision please see the application report by contacting the Development Control Section on 01753 477340.