

Registration Date:	14-Feb-2012	Applic. No:	P/10755/003
Officer:	Ian Hann	Ward:	Colnbrook-and-Poyle
		Applic type:	Major
		13 week date:	15th May 2012
Applicant:	TGM Group Ltd		
Agent:	Clive Williams, bwd Ltd 9/11, REGENT STREET, HINCKLEY, LEICESTER, LE10 0AZ		
Location:	Poyle Place, Horton Road, Colnbrook, Slough, Berkshire		
Proposal:	APPLICATION FOR THE TEMPORARY USE OF LAND FOR USE AS A TEMPORARY COACH PARK WITH PARKING FOR 387 COACHES AND 25 CAR PARKING SPACES, INCLUDING TEMPORARY INSTALLATION OF, HARD SURFACING, ASSOCIATED BUILDINGS TO PROVIDE TOILETS, OFFICES AND DRIVER FACILITIES FOR THE PERIOD OF THE OLYMPIC AND PARALYMPIC GAMES.		

Recommendation: Delegate to the Head of Planning, Policy and Projects



1.0 SUMMARY OF RECOMMENDATION

- 1.1 Having considered the relevant policies it is considered that the application be delegated to the Head of Planning, Policy and Projects for consideration of any late substantive objections, finalising conditions and final determination.
- 1.2 This application is before Planning Committee as the proposals form part of a major application due to the size of the site area.

PART A: BACKGROUND

2.0 Proposal

- 2.1 This planning application is in relation to the temporary use of the site as a coach park in relation to the Olympic and Paralympic Games in July, August and September 2012. The site will be run by Arriva on behalf of the London Organising Committee of the Olympic Games and Paralympic Games as part of the Coach Charter Programme. This will provide coach transport for VIPs and officials from the principle transport hub of Heathrow Airport to their Central London Hotels and then from here to their daily attendance at the Games sites. To achieve this a fleet of around 390 luxury coaches from as far afield as Northern Ireland are basing them close to Heathrow Airport, which is the subject of this application.
- 2.2 The proposals involve the use of the existing access, with the one on Horton Road for car parking and the one at the rear of the site accessed off of the private road from the Horton Road / Poyle Road / Stanwell Road round a bout for the coaches. Additional hardstanding will be laid for the parking of 387 coaches and 25 cars as well as allowing the movement of vehicles around the site. Four fuel tanks will be provided towards the centre of the site, within the coach storage area, where vehicles will be refuelled upon a reinforced concrete pad where any spillages will be via a central gully to a sump where it will be pumped to a standing tanker trailer, which will be removed off site by an approved waste management company when required. Facilities will need to be provided for the running of the site in the form of 3 sets of temporary toilets (in portakabins measuring 6.1m x 2.74m (two buildings of this size) and 9.75m x 2.74m) scheduling / dispatch office (in portakabins measuring 9.75m x 5.49m), drivers VN office (in portakabins measuring 9.75m x 2.74m), drivers lounge (in a marquee measuring 400 m²) and a security kiosk. These additional portakabins and marquee will be positioned by the existing entrance and staff car park at the north of the site. The waste created from these facilities will be removed from site by appropriately approved contractors.

- 2.3 The proposal is temporary in nature and will be in operation between 27th July 2012 and 12th August 2012 (inclusive) for the Olympic Games, with coaches arriving from 20th July 2012 till 13th – 28th August 2012 and from 29th August 2012 and 9th September 2012 (inclusive) coaches will return for the Paralympic Games with coaches leaving on 10th September. Any enabling works that may be required will take place from 2nd July 2012 and site set up will take place from 13th July 2012. Demobilisation works will be implemented from 14th September 2012.
- 2.4 The proposed temporary coach park is anticipated to accommodate 386 coaches with an additional 25 car parking spaces for staff who will be involved in the operation of the site. Coach drivers will be collected and dropped off by coach from their accommodation, in local halls of residence each day. The site will be open 24 hours with coaches departing between 4.00am at the earliest and returning by midnight. There will be between 683 and 1374 two way coach trips a day averaging 1000 trips a day during the Olympic Games and an average 200 trips a day for the Paralympic Games. The proposed scheme has been set up so that cars will enter via the existing entrance at the northern part of the site, closest to Horton Road, with coaches using the rear entrance to the south west accessed from the private road.
- 2.5 The application is accompanied with plans showing the locations and layout of the area.

In addition the following supporting statements have been submitted

- Design and Access Statement
- Transport Assessment
- Arboricultural Report
- Flood Risk Assessment
- Habitat Survey
- Contaminated Land Survey
- Noise Impact Assessment
- Olympic Coach Park Site Search

3.0 Application Site

- 3.1 The site is to the south of Horton Road, Colnbrook and has an area of approximately 5ha, 4ha of which is made up with compacted hardcore with the remainder being made up of grassland, vegetation, scrubland and a ditch and is located within the Metropolitan Green Belt. The application site is currently an area of open land following the clearance of the site as storage area during the M25 construction works and other types of open air storage. An existing single storey building is still in situ on the site but appears

to be disused, close to the main entrance to the north off of Horton Road.

- 3.2 The site is bordered by Horton Road to the northern boundary with a trading estate beyond, Wraysbury Reservoir to the south beyond an existing private access road, residential properties on a static caravan park to the western boundary and Wraysbury River to the eastern boundary with an area of open green land beyond. Within 200m to the east of the site is Junction 14 of the M25 with Terminal 5 of Heathrow Airport beyond this. The entire site is bounded by metal palisade fencing. Wraysbury River is a Special Protected Area and a Site of Specific Scientific Interest, approximately 15m south west of the site.

4.0 Site History and Background

- 4.1 Planning permission was refused for a 5 year temporary permission for trailer and car parking in April 1999 for the impact upon Green Belt, Colne Valley Park, being out of keeping with the local area and impact upon the highway (P/10755/000). A further application was refused in August 2000 for the use of the land for parking of articulated trailers / vehicles and portakabin storage for the for the impact upon Green Belt, Colne Valley Park, being out of keeping with the local area and impact upon flooding (P/10755/002). Further applications were withdrawn for the 3 year temporary use of parking for haulage vehicles, trailers and car parking in October 2003 (P/10755/002) and for temporary use as a training school with associated portakabins in September 1998 and June 1999 (P/10625/000 and P/10625/001).
- 4.2 The site has also been subject to various enforcement action, including injunction action for the use of the land as parking for HGV's, trailers and temporary buildings. Legal advice has been sought to determine whether or not a grant of planning permission for use of the site as a temporary coach park for the duration of the Olympic and Paralympic Games would weaken the Council's case in the future if it needs to enforce the existing injunction or take further planning enforcement action. The advice given is that it would not. Further clarification of this advice is sort and members will be updated via the Committee Amendment Sheet.

5.0 Neighbour Notification

- 5.1 Unit 14, Newlands Drive, Colnbrook, Slough

Isis House, Horton Road, Colnbrook, Slough

Jupiter House, Horton Road, Colnbrook, Slough

2, 3, 4, 5, 6, 7, 8, 9, 10, Poyle Park, Horton Road, Colnbrook,

Slough

Travelodge, Calder Way, Colnbrook, 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:

Any comments 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 proposal will have little effect on the trees in or around the site as much of the potentially damaging surfacing has already been installed for previous uses of the site. Further the trees which are positioned on the site or near enough to the site to be affected are of mainly poor quality and therefore should not be considered to be a restriction to development; even where the trees are of better quality the degree of new root disturbance will be minimal.

There is no arboricultural reason to object to the application.

6.6 Thames Valley Police

After reviewing the plans and being consulted by the applicant regarding the proposed security measures for the site and as a result there are no police objections to this application.

6.7 Highways Agency

Offers no objection

6.8 Archaeology Officer

This site is located in an area of archaeological potential, not only in relation to prehistoric archaeology which would be affected by the clearing of scrub and any other clearance of areas and to Post-Medieval heritage. A wind pump is noted within the red line area in 1914.

Little investigation has taken place within the immediate vicinity of the site with one exception which was a two trench investigation at the Fulcrum Building, Horton Road. That investigation demonstrated areas of lesser and greater disturbance and it is likely that no archaeology would have survived those previous impacts. However, this entire area has potential for archaeology as seen from previous excavation in the wider area. And this includes Iron Age and Romano-British activity represented by gullies, pits, post-holes and ditches at Berkyn Manor and Bronze Age archaeology south of Stanwell Moor. Crop marks are recorded closer to the site but they have yet to be investigated so their date and significance remains unknown. And the clearing of the area of scrub is likely to disturb such prehistoric archaeology. It is unclear in the application what type of surface is currently on the site. They refer to hard standing but say it is permeable so it might be gravel. So any ground preparation on such a surface will impact on any archaeology below the surface. The temporary facilities are unlikely to cause an impact if on current hard standing and is likely that this area of the site has been impacted in the past due to previous buildings mapped on 1914 OS map. Whether those buildings are of historic interest is unknown and this information should be researched so that we can make a decision as to their importance. But the wind pump is of historic/heritage interest and any remains from this demolished building should be recorded prior to any further impact (located at c.TQ03367550). The fuelling area is likely to require excavation and should be investigated to allow mitigation to take place prior to impact, if appropriate.

Therefore, the following condition is recommended in any planning permission granted to be implemented:

Condition:

No development shall take place within the site, including any works of demolition or ground preparation, until the applicant, or their agents or their successors in title, has secured and implemented a programme of archaeological work (which may comprise more than one phase of work) in accordance with a

written scheme of investigation, which has been submitted to and approved in writing by the Local Planning Authority. The development shall only take place in accordance with the detailed scheme approved pursuant to this condition.

Reason:

To ensure that any archaeological remains within the site are adequately investigated and recorded or preserved in situ in the interest of protecting the archaeological heritage of the borough.

6.9 South Bucks District Council

No objections subject to the views of Buckinghamshire County Council being sort as the relevant Highway Authority for South Bucks. South Bucks District Council also concurs with the views of the Parish Council in seeking assurance that neither construction vehicles nor coaches are routed through Iver.

6.10 Colnbrook with Poyle parish Council

Any comments will be reported on the amendment sheet.

6.11 Spelthorne Borough Council

Any comments will be reported on the amendment sheet.

6.12 British Airports Authority

Any comments will be reported on the amendment sheet.

PART B: PLANNING APPRAISAL

7.0 Policy Background

7.1

National guidance

- National Planning Policy Framework and supporting technical guidance.

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

- T2 (Parking Restraint)
- CG9 (Strategic Gap)

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 Sequential Test and Site Selection

8.1 A site search was undertaken by GVA on behalf of the applicants. A search area was established on the basis that certain criteria could be met, which was set at any site within a 20 minute drive of Heathrow Airport and a 10 minute drive from a junction of the M25 and/or A4/M4, to ensure that the site was in a location with good access (Olympic Road network) to central London and Heathrow. A number of different data bases were used and through an initial desk top study a selection of 54 sites were identified.

Having regard to the following criteria:

- Size (Sites under 12 acres excluded)
- Current Use (sites in conflicting use excluded)
- Proposed use (sites not proposed or designated for employment or a mix of uses excluded)

The original list was reduced to 24 sites which met all three criteria. These sites were further evaluated having regard to the following refined criteria:

- The site was within the more defined study area
- The site was still available
- The site did not have planning permission for an alternative use
- The site was not subject to any constraints as outlined in the National land Use database.

These checks resulted in a final shortlist of 8 no. sites:

Site	Green Belt	Site Available	Available Area Suitable Size	Suitable Access Including onto Olympic Road Network
Poyle Lodge	Yes	Yes	Yes	Yes
Former Guinness Brewery Site, Park Royal	No	Yes	Yes	No
Former master Brewer Site Hillingdon	Yes (Formerly developed site within the Green Belt)	Yes	Yes	No
Cape Boards site Uxbridge	Yes (Formerly developed site within the Green Belt)	No	No	No
Thorney Lane Iver	No (developed Site Surrounded by Green Belt)	No	No	No
Poyal Manor Poyle	Yes Formerly developed site within the Green Belt)	No	No	Yes
Ascot Road, Bedfont	No (developed Site surrounded by Green Belt)	Yes	No	yes
British Gas Site, Southall	No (Bounded by Green Belt to the west)	No	Yes	No
British Rail Sidings	No	No	No	yes

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Of the short listed sites, 4 no. sites, including the application are within Green Belt and a further 3 no. area either surrounded by or

9.0 The design and appearance/ impact on the street scene and appearance of the local area and the Green Belt

- 9.1 Design and external appearance is assessed against National Planning Policy Framework, Core Policy 8 and Local Plan Policy EN1, while Green Belt policy is assessed against National Planning Policy Framework and Core Policy 2.
- 9.2 The National Planning Policy Framework advises that ‘Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people’. With further reference to Green Belt areas the National Planning Policy Framework states that “the essential characteristics of Green Belts are their openness and the permanence”. This policy goes further to state that “certain other forms of development are also not inappropriate in Green Belt provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land in the Green Belt. There are ... local transport infrastructure which can demonstrate a requirement for a Green Belt location”.
- 9.3 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”.
- 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 Core Policy 2 Green Belt and open spaces states that existing areas of the Metropolitan Green Belt will be maintained.
- 9.6 The proposals under this application will see the temporary laying of hardstanding as well as 7 temporary buildings for a limited time of 9 weeks, including the set up and demobilisation works. Once the use upon the site has ended the site shall be restored so that the site is restored to a suitable condition to improve on the situation as it was before the use commenced.

- 9.7 As the site will only be used for a short temporary time period with minor layout works and temporary buildings required and with no permanent changes to the site 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 coach park will be mitigated by the fact that a majority of the coaches will be in use and therefore not stored on the site during the day and the proposed temporary buildings will be stationed around one small defined area, 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.
- 9.8 An assessment has been carried out by the applicants who have confirmed that 24 other sites were assessed and considered with eight sites being short listed and actively considered at The Former Guinness Brewery Park Royal, Former Master Brewer site Hillingdon, Cape Boards site Uxbridge, Thorney Lane Iver, Poyle Manor Poyle, Ascot Road Bedfont, British Gas site Southall and British Rail sidings Southall. These sites were not considered to be suitable due to various reasons such as its availability, if it is a suitable size and if it had suitable access including onto the Olympic Road Network. Therefore it is considered that there are no suitable or viable sites for the proposed use that would be available and able to provide the required objectives.
- 9.9 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, preserve historic towns or assist in urban regeneration by encouraging the recycling of other urban land by the fact that the proposals include small scale temporary works and portakabins in relation to the use for a limited time period only.
- 9.10 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.
- 9.11 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 National Planning Policy Framework, Core Policies 2 and 8 of the Local Development Framework Core Strategy and Policy EN1 of the Adopted Local Plan.

10.0 Impact on Adjoining Residential Properties

- 10.1 The impact on adjacent residential properties is assessed against

the National Planning Policy Framework, Core Policy 8 and Local Plan Policy EN1.

- 10.2 The National Planning Policy Framework states that “design policies should concentrate on ... new development in relation to neighbouring buildings and the local area more generally”.
- 10.3 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.”
- 10.4 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.
- 10.5 The proposals will not have a detrimental impact upon the amenities of neighbouring residential properties at Poyle Park in terms of loss of privacy or being overbearing due to the limited nature of the works, and buildings and the fact that the nearest residential property is approximately 185m away.
- 10.6 While it is noted that the site will be operate on a 24 hour basis most movements will be from 04:00 and the Travel Assessment indicates that most movements will be between 14:00 and 21:00. A noise survey was undertaken between 21:00 (12th January 2012) and again at 04:00 to 08:00 on 13th January 2012 at the nearest noise sensitive boundary and Poyle Place which covers in part the two busiest periods for coach numbers which occur between 01:00 to 03:00 and 06:00 to 07:00. The noise report states that the noise levels form the coach park will not exceed the measured background noise level and that the potential noise impact is considered as being acceptable. Additional measures can be put in place to protect residents from noise by filling parking bays closest to the residential area first, which could act as a noise buffer for residents and has been taken into account in the noise calculations and ensuring that reversing alarms shall be switched off when the coaches are in the coach park. Noise from the temporary buildings should not be an issue with the generous separation distances to the residential dwellings.
- 10.7 Coaches that will be operating from the site will be fairly new and will comply with relevant standards with regards to noise and emission standards to ensure that they will be clean and will reduce noise and pollution 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. Coaches will follow the proposed routing will not have to pass through and Air Quality Management Areas.

10.8 Floodlighting that will be required for security purposes on the site will be directed so that no light spill will occur outside of the site and therefore have no impact upon the amenity of neighbouring residential occupiers.

10.9 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.

11.0 Traffic and Highways

11.1 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.

11.2 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.

11.3 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. There have been extensive pre application discussions between the applicant's consulting engineers and the Council's own consulting Transport / Highway engineers.

11.4 Local Plan Policy T2 stipulates the number of parking spaces that will need to be provided for developments.

11.5 During the AM peak period the site will have a two way flow of 7-10 vehicles on the network per hour, peaking at 23 vehicles on the busiest day (which will be a Saturday) and PM peak the flow will be 36-53 vehicles an hour peaking at 127 on the busiest day of the games (which will be a Saturday), although this will be substantially lower for the Paralympic Games. It should also be noted that the use will be during the school summer holidays where trip numbers on local roads are reduced. The additional trips will not cause an unreasonable increase in traffic movements.

11.6 Coaches will access and leave the site via the entrance to the rear of the site using the existing private access linking directly to the Horton Road / Poyle Road / Stanwell Road roundabout where they will turn right along Horton Road to Junction 14 of the M25. This will ensure that the coaches will not enter Colnbrook, Horton or Iver, so that additional traffic movements will not have an impact upon to road network in the local area as the coaches will head directly to the M25 where they will merge into existing motorway traffic.

11.7 It is considered that these proposals will not have a materially detrimental impact upon highway safety or the local road network.

12.0 Flooding implications

12.1 The site falls within Flood Zones 2 and 3 as identified on the Council's Flood Map. Pre application discussions have already taken place between the applicant's consulting engineers and the Environment Agency and the Council's drainage engineer.

12.2 The levels will remain as existing and the use is considered to be an appropriate land use within a flood zone. A surface water run off strategy would ensure that there would not be an increased risk of flooding else where.

12.3 Suitable pollution control measures will be put in place around the refuelling area to ensure that any spillages are collected on a concrete slab running into a gully that will drain to a separate tank and be removed of the site by licensed waste specialists.

12.4 Therefore it is considered that these proposals would not result in additional flood risk issues.

13.0 Ecological and tree implications

13.1 These proposals have been considered from an ecological view point and with the proposed temporary works and buildings will result in a loss of grassland, tall ruderal and short perennial habitats. However these areas are considered to be habitats of low quality typical of urban and disturbed habitats and will not compromise limited floral diversity. All vegetation should be surveyed prior to its removal to ensure that no nesting birds are present and a buffer created around any such nests. The Habitat Survey Report considers that there will be no disruptive effects on the Wraybury River Special Protection Area

13.2 The proposal will have little impact on the limited trees around the site and any trees that would be effected are of poor quality and are not worthy of retention should they become damaged during the coach parking period.

13.3 The Council's Archaeology consultants have stated that the site has the potential to contain archaeology remain and as some excavation works will be required for the concrete refuelling pad a survey should be undertaken to ensure that any archaeological remains are investigated and recorded or preserved in situ.

13.4 These proposals are not considered to impact upon the ecology or the trees within the site.

14.0 Summary

14.1 This application seeks to change the use of site into an area for a coach park for a temporary period associated with the Olympic and Paralympic Games with the associated erection of temporary works and buildings. Having considered the relevant policies it is considered that the application be delegated to the Head of Planning, Policy and Projects for consideration of any late substantive objections, finalising conditions and final determination.

15.0 PART C: RECOMMENDATION

15.1 Having considered the relevant policies it is considered that the application be delegated to the Head of Planning, Policy and Projects for consideration of any late substantive objections, finalising conditions and final determination.

16.0 PART D: LIST OF CONDITIONS

CONDITION(S):

1. The use hereby permitted shall be carried out between 2nd July 2012 to 10th September 2012 inclusive and, all buildings, equipment and hard surfaces shall be removed from the site no later than 1st October 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 1105-04A Dated October 2011 Recd On 09/02/2012

(b) Drawing No 1105-06 Dated October 2010 Recd On 09/02/2012

(c) Drawing No 1105-07 Dated October 2010 Recd On 09/02/2012

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. 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) Design and Access Statement Dated 08/02/2012 Recd On 09/02/2012
- (b) Lighting Details Dated 06/02/2012 Recd On 13/03/2012
- (c) Transport Assessment Dated January 2012 Recd On 14/02/2012
- (d) Noise Impact Assessment Dated 03/02/2012 Recd On 14/02/2012
- (e) Flood Risk Assessment Dated January 2012 Recd On 14/02/2012
- (f) Tree Survey Dated January 2012 Recd On 14/02/2012
- (g) Habitat Survey Report Dated January 2012 Recd On 14/02/2012
- (h) Phase 1 Site Appraisal (desk Survey) Dated January 2012 Recd On 14/02/2012

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 include removal of existing hardstanding 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. Reversing alarms shall be switched off when the coaches are in the park and a banksman shall be used to ensure safe manoeuvring.

REASON To protect amenities of neighbouring residents.

7. There shall be no external tannoys or loud speakers in use at the site.

REASON To protect amenities of neighbouring residents.

8. Spaces at the western end of the coach park shall be filled as a priority.

REASON To protect amenities of neighbouring residents.

9. Coaches shall not be left with engines running while in the coach park or on the access road leaving / entering the site and there shall not be excessive revving of engines.

REASON To protect amenities of neighbouring residents.

10. Coaches leaving and arriving to the site shall do so from junction 14 of the M25 and along Horton Road only as stipulated in the Transport Assessment Dated January 2012 Recd On 14/02/2012.

REASON To protect amenities of neighbouring residents and to maintain highway capacity.

11. No development shall take place within the site, including any works of demolition or ground preparation, until the applicant, or their agents or their successors in title, has secured and implemented a programme of archaeological in accordance with a written scheme of investigation, which has been submitted to and approved in writing by the Local Planning Authority. The development shall only take place in accordance with the detailed scheme approved pursuant to this condition.

REASON To ensure that any archaeological remains within the site are adequately investigated and recorded or preserved in situ in the interest of protecting the archaeological heritage of the borough.

12. Details of an acoustic fence to be created along the western boundary shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of operations on the site.

REASON To protect amenities of neighbouring residents.

13. A further survey of all vegetation by a suitably qualified ecologist shall be carried out prior to any clearance works at the site during the bird breeding season (March to August).

REASON To ensure that protection of ecology and to comply with Policy EN22 of The Local Plan for Slough 2004.

14. Details of spill kits and how spills from vehicles will be dealt with on areas outside of the refuelling areas shall be submitted to and agreed in writing prior to the commencement of the use.

REASON To ensure that any ground and water contamination is identified and adequately addressed to ensure the safety of the development, the environment and to ensure the site is suitable for the proposed use.

INFORMATIVE(S):

1. The decision to grant planning permission has been taken having regard to the policies and proposals in the Local Plan for Slough 2004, as set out below, (to Supplementary Planning Guidance) and to all relevant material considerations.

National guidance

- National Planning Policy Framework

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)

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.