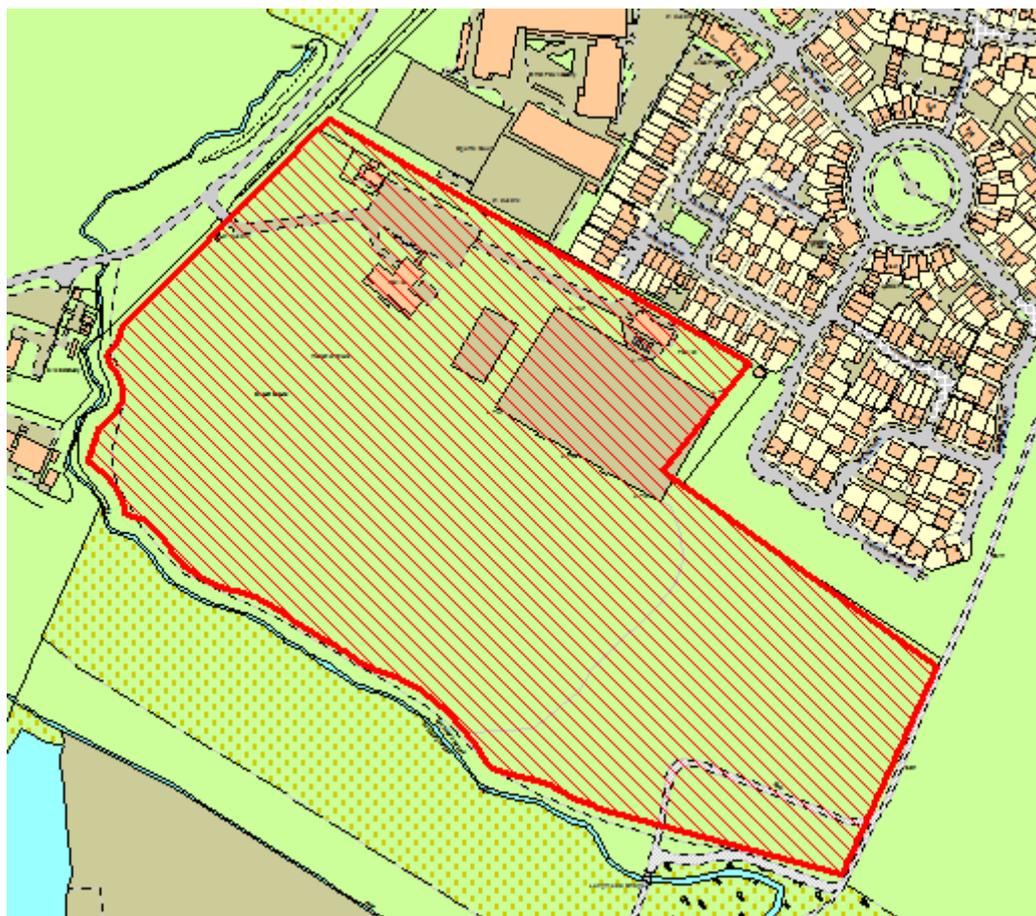


Registration Date:	25-Feb-2021	Application No. P/10482/013
Officer:	Shivesh Seedhar	Ward: Upton
Applicant:	Slough Cricket Club	Application Type: Major
		13 Week Date: 27 May 2021
Agent:	Mr. Simon Millett, Walsingham Planning Bourne House, Cores End Road, Bourne End, SL8 5AR	
Location:	Cricket Club, Upton Court Road, Slough, SL3 7LT	
Proposal:	Planning application for a new cricket pitch with supporting changing room building, scoreboard store, practice nets, low level fencing, ball stop screen and all associated works.	

**Recommendation:** Delegate to the Planning Manager for Approval



## 1.0 **SUMMARY OF RECOMENDATION**

- 1.1 Having considered the relevant policies of the Development Plan set out below, the representations received from consultees and the community along with all relevant material considerations, it is recommended the application be delegated to the Planning Manager for approval subject to finalizing conditions and any other minor changes.
- 1.2 The application is being brought to committee for decision as it comprises of a major development due to the overall site area of the proposal.
- 1.3 The application was deferred to allow for the press notice consultation of 21 days to take place from 2<sup>nd</sup> April 2021 to 23<sup>rd</sup> April 2021.

## **PART 1: BACKGROUND**

### 2.0 **Application Site and Surroundings:**

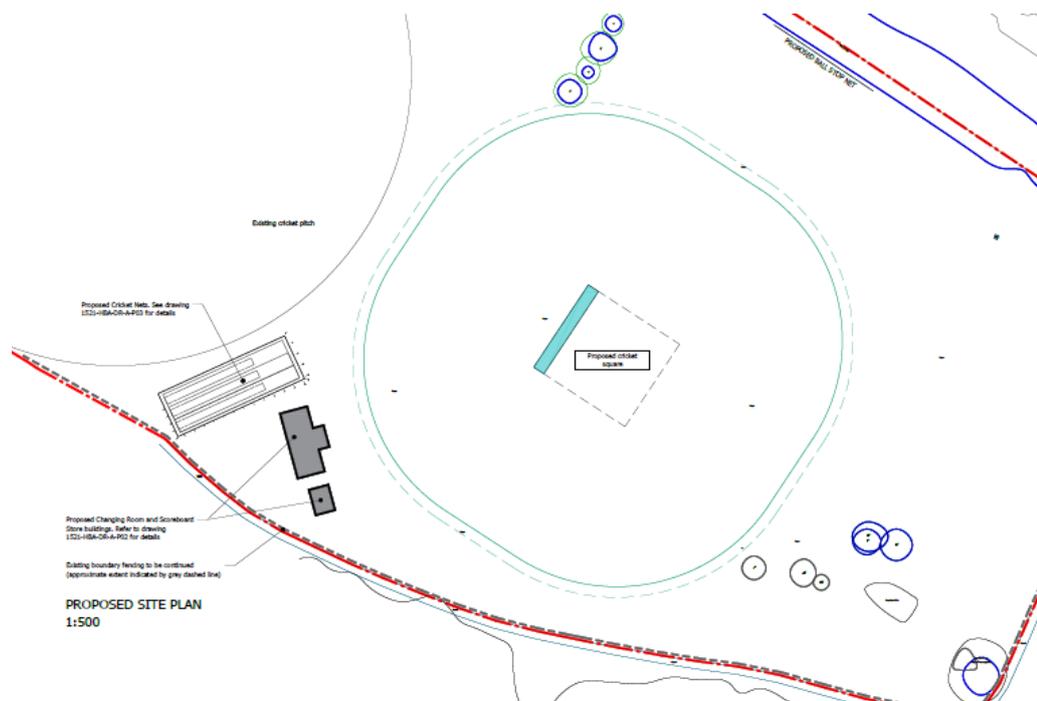
- 2.1 The application site comprises of land occupied by both Slough Cricket Club and Slough Hockey Club, and is located to the south east of Upton Court Park, east of Slough Rugby Club, and south of recently constructed residential development, with Boxall Way and Summersby Court being the nearest dwellings to the site). The site area is over 10.5 hectares.
- 2.2 The site is accessed from Upton Court Road to the north some 400m away, which leads upon an access road to the site. This road also provides access to Slough Rugby Club. The application site is located approximately 1.8 miles from Slough Railway Station and adjacent bus station. The nearest bus route is located approximately 966m away (12 minute walk away) with services along London Road, north to the site.
- 2.3 Parts of the site fall into Flood Zones 2 and 3 and is within the Green Belt, as determined by the Site Allocations Development Plan Document which supports the Slough Local Development Framework, Core Strategy (2006 – 2026) Development Plan Document. Aerial images available to the Council show the site is generally bordered by established trees, providing a degree of screening from public vantage points.
- 2.4 The Linear Park, as designated by Local Plan Policy CG2, is situated at the south of the site, the purpose of the Linear Park is to provide pedestrian and cyclist access from the eastern to western borough boundaries, and CG2 seeks to promote use, and improve access of this route; the proposed timber shed would be in close proximity to the

Linear Park. The south-eastern section of the site falls within Ditton Park, a Grade II Historic Park and Garden.

- 2.5 The site is located on the edge of a built-up area with Ditton Park Academy and the early 20th century major housing development to the north; to the east lies further residential with farmland further east. To the south are playing fields and to the west is Slough Cricket Club comprising a car park and clubhouse. The residential properties located on Oxlade Drive to the north of the site are approximately 22m from the Pavilion building. The residential properties on Boxall Way to the east of the site are approximately 75m away from the Pavilion building.

### 3.0 **Proposal**

- 3.1 The proposed development would involve the creation of a third cricket pitch to the south-eastern section of the site on an area of under-developed land. This is accompanied by the erection of a single-storey timber shed to provide a new changing room, a new scoreboard, a training net, a high batting screen and an extension to the perimeter fence.



- 3.2 The proposed cricket pitch will comprise of a cricket pitch square and a full size field outfield. The proposed pitch will be constructed by a specialist sports turf consultant in accordance with Sport England and the English Cricket Board (ECB) guidance for club/recreational standard.

- 3.3 A batting screen 30m wide x 10m high is proposed to the north of the new cricket pitch, located in front of a small section of the existing boundary fencing and trees alongside the boundary between the club and the housing development to the north along Boxall Way. The screen will be constructed from green steel posts and a green synthetic mesh.
- 3.4 The proposed changing rooms will be located south west of the site alongside the cricket pitch boundary. The changing room is proposed to be 17m in length, 7m in depth and 5.3m high with a pitched roof. The building will also contain a dual pitched canopy, extending an additional 2.1m in depth, and terminating 4.7m in height from its highest ridge point. The proposed footprint of the changing rooms will be 130sqm.
- 3.5 The proposed scoreboard building will be located within the same region of the site as the changing rooms, to its right. The building will be 6.7m wide, 3.1m deep with a height 2.9m with a flat roof. The building will have a footprint of 20sqm. Both the buildings will be constructed from timber, red roof tiles and uPVC double-glazed windows.
- 3.6 The proposed cricket net will be located to the left of the proposed changing rooms. The net will consist of 3 training lanes with artificial turf. The net will be constructed in the form of a 35m x 12m x 4m steel frame. The frame columns will be 48mm in diameter, and the netting will be green. The net will be designed to adhere to the ECB Guidance Notes for Provision and Installation of Non-Turf Cricket Pitches and Net-Cage Facilities' and the ECB 'Code of Practice and Technical Requirements for the Design and Installation of Non-Turf Cricket Facilities'.
- 3.7 A low level fence will be constructed towards the south and east boundaries of the site, which is in addition to similar fencing currently present on site. The fencing will be a green fence designed with steel posts and a mesh. This fencing has been provided to prevent pedestrians from walking onto the site.
- 3.8 Some trees on the western boundary and in the southern corner of the site of the proposed pitch are proposed to be removed to provide the field boundary.
- 3.9 The cricket club is accessed by a shared access route from King's Reach. The site currently comprises of 55 car parking spaces including a designated disabled parking bay. These existing parking and access arrangements associated with the site are proposed to remain as part

of the development. However, in addition to this, following consultations with Transport and Highways, a designated overflow car park is proposed to meet the additional parking demand in an area already used for overflow parking. The overflow car park will be a reinforced grass parking grid system. This is a similar arrangement to community sports clubs across the country. The car park will provide 23 spaces.

3.10 Pre-application advice was given to the applicant on 4<sup>th</sup> September 2020 in response to PreApp/1305. The following elements were assessed and advice was given:

- The principle of development,
- The design and impact on the character of the area,
- Highways, Transport and Parking,
- Flood risk.

In summary, there were no objections to the proposal in principle and it was advised that a full application be submitted to the LPA. However, further details were requested for the purposes of assessing a planning application on transport, fencing and screening details including elevations relative to the existing trees, heritage and arboriculture.

3.11 The application is supported by the following information:

- Transport Statement,
- Historic England Listing Description of Ditton Park,
- Arboricultural Impact Assessment,
- Design and Access and Heritage Statement,
- Letter of Support from the Berkshire Cricket Foundation,
- Letter of Support from the Home Counties Premier Cricket League,
- Letter of Support from the Thames Valley Cricket League.

Further to this, an Ecological Assessment, Parking Summary Note and Proposed Additional Parking Layout Plan has been provided.

#### 4.0 **Site History**

4.1 The relevant planning history for the site is set out below (planning that has been excluded involves invalid submissions).

P/10482/000 Change of use to recreational cricket facility

Approved with conditions

26-May-1998

P/10482/001 Retention of temporary access to allow construction of cricket pitches

	Approved (LLP); Informatives	26-Apr-1999
P/10482/002	Change of use to recreational cricket and football facility and construction of new pavilion	
	Approved with conditions	26-Apr-1999
P/10482/003	Erection of a detached pitched roof mobile home for groundsman	
	Approved with conditions	19-Apr-2000
P/10482/004	Development comprising the laying out of an artificial playing pitch, the installation of floodlighting and the erection of a pavilion building (amended plans 01/05/02).	
	Approved with conditions	17-Jun-2002
P/10482/005	Use of existing access road and construction of link road (to serve proposed gurdwara. Sports facility on site falling within Royal Borough of Windsor and Maidenhead)	
	Withdrawn (Treated as)	13-Nov-2002
P/10482/006	Retention of access road and formation and layout of car park	
	Refused	19-Sep-2003
P/10482/008	Retrospective application for an outbuilding store and scoreboard enclosure.	
P/10482/009	Lawful development certificate for existing marquee that has been in place for more than 4 years	
	Withdrawn	08-Jan-2020
P/10482/011	Construction of a temporary marquee from 01/10/2019 until 28/10/2019	
	Withdrawn by applicant	19-Nov-2019
P/10482/012	Change of use of a clubhouse, artificial hockey pitch and car park (Use Class F.2), between 7.30am and 5.00pm Monday to Friday only, to educational use (Use Class F.1) for a temporary period as required until 28th February 2021. Use Class F.2 to operate outside of these hours. (Revised Description of Development and Additional Documents submitted 25.09.2020)	
	Approved with conditions	17-Nov-2020

## 5.0 **Neighbour Notification**

- 5.1 In accordance with Article 15 of The Town and Country Planning (Development Management Procedure, Listed Buildings and Environmental Impact Assessment) (England) (Coronavirus) (Amendment) Regulations 2020, site notices at the site and surrounding streets on the access road to the club off King's Reach and Summersby Court were displayed on 11<sup>th</sup> March 2021. A press notice was issued in the Slough Express on 2<sup>nd</sup> April 2021.
- 5.2 One hundred and one objections to this application were received between 11<sup>th</sup> March 2021 and 26<sup>th</sup> April 2021. Additionally, fifty-nine comments of support were received. In summary, the objections raised the following points:
1. The car parking is shared between the hockey club and cricket club. The proposal would cause a strain on the existing parking provision and a rise in traffic within the area.
  2. The single service road to the site would be inadequate for the rise in traffic resulting from the proposal as it also services Slough Rugby Club and Slough Hockey Club.
  3. The land is not owned by the cricket club, sufficient notice of the application was not provided to the sports club membership, and is not common ground available for them to develop for their sole use.
  4. The transport statement incorrectly refers to hockey as a winter sport, and is in fact used throughout the year by Hockey, therefore would increase congestion and strain on parking. Additional concerns are raised in relation to the contents of the transport statement being inaccurate.
  5. The car park has been used for airport parking
  6. Concerns in relation to residential unit on site have also been made. It is noted that this was built in accordance with planning permission granted on 19<sup>th</sup> April 2000 (LPA ref: P/10482/003).
  7. The proposed 10m high fence is not clearly delineated on the amended plans and would impact the view from the club house
- 5.3 The issues raised within the objections in relation to car parking and rise in traffic and congestion are largely addressed in the Assessment Section 11.0 later in the report.
- 5.4 In relation to Point 3 as stated above, the additional information provided by the applicant and agent is sufficient enough to demonstrate that the land is under the ownership of the applicant and is therefore valid. One of the trustees named on the land deed provided has also confirmed the above. It should be noted that any person can make a planning application regardless if they own the land or not, as this can be applied for under Certificates A, B or C in accordance with Town and Country Planning (Development

Management Procedure) (England) Order 2015 Certificate under Article 14.

- 5.5 It is noted that the large majority of the objections have originated from the Hockey Club membership. Any issues debating the ownership of the land in relation to this is deemed to be a legal issue as opposed to planning and are therefore not for planning to assess. Additionally, any disputes between the parties are not material issues for planning to consider.
- 5.6 In reference to point 5, this use has since ceased.
- 5.7 In reference to point 6, the proposed development would not impact this as it is situated well north of the application site.
- 5.8 In reference to point 7, the proposed 10m high fence is indicated on amended drawing number 1521-HBA-DR-A-P01. The location of this is the same as the original plan submitted, north-east of the pitch. It is not considered that the location of this would impact the views from the clubhouse.
- 5.9 Two petitions to the council were submitted in support (7<sup>th</sup> April 2021) and in opposition (28<sup>th</sup> March 2021) of the proposed application. Each petition has 438 signatures and 383 signatures respectively. The matters raised within this are similar in nature to the objections and are therefore addressed and summarized in Paragraphs 5.2 to 5.7.
- 5.10 Furthermore, the agent has provided a response to some of the matters raised within the objections on 25<sup>th</sup> May 2021:

### **Site Ownership**

There has been some misinformation around the ownership of the site. The applicant has provided a copy of a Land Registry title and Slough Sports Club Constitution demonstrating that the Application Form and Certificate are correct to the satisfaction of the Council.

### **Access**

Comments have been received about the suitability of the existing access road to the Cricket Club. The Council's Transport Officer agrees with the applicant that the vehicular access which will serve the proposed development is fit for purpose. They have no objections regarding access.

### **Car Parking**

A Transport Statement produced by RGP supports the application and provides a trip generation rate for the proposed development. At the request of the Council, an independent car park/traffic survey was carried out on a weekend matchday when both cricket pitches were being used and hockey training was taking place and supported the Transport Statement's trip generations rates and confirmed that 15 additional car park spaces would be required for the new pitch. The survey took place at a time when different households were not permitted to share cars, and this is therefore a worst-case scenario. A designated overflow car park is proposed to meet the additional parking demand in an area already used for overflow parking. The overflow car park will be a reinforced grass parking grid system. This is a similar arrangement to community sports clubs across the country. The car park will provide 23 spaces. This is ample capacity to comfortably accommodate all periods of peak demand generated on matchdays by the Cricket and Hockey Clubs. This represents an improved arrangement when compared to the existing situation at the site.

## 6.0 **Consultations**

6.1 A total of five consultees were contacted in relation to this application. Transport and Highways and Arboriculture were consulted on 16<sup>th</sup> March 2021. Parks and Open Spaces were consulted on 18<sup>th</sup> March. Contaminated Land were consulted on 24<sup>th</sup> March. Sport England were consulted on 8<sup>th</sup> April 2021.

### 6.2 **Sport England**

Comments received on 23<sup>rd</sup> April 2021:

It is understood that the proposal prejudices the use, or leads to the loss of use, of land being used as a playing field or has been used as a playing field in the last five years, as defined in The Town and Country Planning (Development Management Procedure) (England) Order 2015 (Statutory Instrument 2015 No. 595). The consultation with Sport England is therefore a statutory requirement.

Sport England has considered the application in light of the National Planning Policy Framework (in particular Para. 97), and against its own playing fields policy, which states:

*'Sport England will oppose the granting of planning permission for any development which would lead to the loss of, or would prejudice the use of:*

- *all or any part of a playing field, or*
- *land which has been used as a playing field and remains undeveloped, or*
- *land allocated for use as a playing field*

*unless, in the judgement of Sport England, the development as a whole meets with one or more of five specific exceptions.'*

Sport England's Playing Fields Policy and Guidance document can be viewed via the below link:

[https://www.sportengland.org/how-we-can-help/facilities-and-planning/planning-for-sport#playing\\_fields\\_policy](https://www.sportengland.org/how-we-can-help/facilities-and-planning/planning-for-sport#playing_fields_policy)

### **Proposal and impact on playing fields**

The proposal is for a new cricket pitch with supporting changing room building, scoreboard store, practice nets, low level fencing, ball stop screen and all associated works.

### **Assessment**

The proposals are taking place on land which although not currently laid out as formal playing pitches, is still considered as playing field. The site is also that of Slough Hockey Club, so in my assessment I have consulted with England Hockey EH and the English Cricket Board.

The comments received from EH were mainly around the wider issue, which included the operation of the site, which I will return to later. They raised no objections to the planning application.

The ECB made a number of comments which I will summarise: the need to ensure the wicket meets the appropriate standards; the need to ensure that ball strike issues have been assessed by an appropriate consultant; they question the pavilion design and wonder if it meets the league requirements; and finally they question the appropriateness of the design of the nets.

The ECB are supportive of the proposal in principle, subject to their concerns being addressed.

Like EH they also have questions on the operation of the wider site. Having sat on the playing pitch steering group, I am aware of some

challenges between the hockey fraternity and the cricket fraternity on this site. I would suggest that these issues are discussed with both the ECB and EH present, and one of the outcomes is the production of a sustainable master plan which suits both sports.

I would be grateful if these comments are passed on to the applicants.

### **Conclusion and recommendation**

Having assessed the application, Sport England is satisfied that the proposed development meets exception 2 of our playing fields policy, in that:

*'The proposed development is for ancillary facilities supporting the principal use of the site as a playing field, and does not affect the quantity or quality of playing pitches or otherwise adversely affect their use.'*

This being the case, Sport England **does not wish to raise an objection** to this application.

The absence of an objection to this application, in the context of the Town and Country Planning Act, cannot be taken as formal support or consent from Sport England or any National Governing Body of Sport to any related funding application, or as may be required by virtue of any pre-existing funding agreement.

Following this consultation, the comments were passed on to the applicant, in light of the comments from EH and the ECB.

### 6.3 **Arboriculture**

Comments provided on 23<sup>rd</sup> April 2021.

I am in broad agreement with the submitted arboricultural impact assessment of the proposal and the trees on the site within the report Arboricultural Survey and Impact Assessment Slough Cricket Club, Upton Court Road, Slough, SL3 7LT On behalf of Slough Cricket Club February 2021.

The key aspect to this is the level of compensation planting is provided for the loss of trees. There is plenty of space around the grounds to achieve this which is unusual bonus of this scheme. I suggest for every 1 tree removed x 4 are planted at 8/10cm girth (2m high) the species planted is a range of native trees similar to those removed.

The applicant can finalise the arboricultural method statement and tree protection plan to which can then be an approved document, removing the need for a tree protection condition and further application.

The applicant must provide a landscape plan that helps infrastructure surrounding the cricket pitch settle into the landscape and additionally, compensates for the loss of trees. In addition the land surrounding the pitch will require ongoing maintenance etc. This area should be set aside and maintained for wildlife values and demonstrate biodiversity net gains. A landscape master plan is required and should be provided ahead of any approval so that the principles can be agreed.

An preliminary ecological assessment should be undertaken to check for protected species on site, such as slow worms, bats and foraging bats plus any further recommended surveys prior to any approval. If flood lighting is proposed it should be bat friendly see guidance from the Bat conservation trust. Timber from trees removed must be retained on site for biodiversity habitat piles.

The ecologist must make further recommendations and assist in developing the landscape plan to improve biodiversity around the site.

### **Recommendation**

No objection subject to the satisfactory submission of additional information.

The ecological assessment provided was considered as acceptable, with the inclusion of a condition to ensure ecological management plan is produced prior to occupation. The agent has agreed to deal with the above by condition in relation to the landscaping plan, which was considered acceptable to the arboricultural officer. Additionally, the arboricultural officer was satisfied with the finalised arboricultural method statement and tree protection plan.

## **6.4 Parks and Open Spaces**

Comments provided on 26/04/2021. These have been summarized below:

- Looking at the plans, there are concerns about the fencing to the boundary which is very close to the footpath/cycle path where currently there is no fence thus closing in an area that at present is pleasantly open.
- Also the location of the changing room seem odd as it was expected that they would be better nearer the top of the slope nearer the existing buildings for security and being less liable to damage should the stream over top its banks. The club has

already been in contact with the council about this, as earlier last year it did over top on at least one occasion. We have cleared the stream to try to prevent further issues but feel that we will be forever being chased to maintain this semi natural feature as a result of the choice of location for the building.

- There is no drainage to the field so the lower portion of the field always lies wet which the club thinks is due to the stream where it isn't. Last season as a result of this the club tried to claim that the lower cricket square was unusable laying the blame on the council.
- Unless the applicant manages to sort drainage, the building will be in a vulnerable position and feel that the fencing will make the area less attractive.

In relation to the above, the applicant and the agent provided the following response to justify the location of the changing room:

- We never had any issues with flooding due to the stream in ground 2 (which is next to this proposed new pitch) and on the land where there will be our new third pitch as they are on higher planes compared to ground 1 and away from the problem area which is near the scoreboard of ground 1. The problem was always for ground 1 and the reason was that the stream was not dredged for years. It was done last year and since then we have had no issues at all with water logging and it is not a concern any more.
- The proposed location is chosen for the club house because as per the master plan this was a dead space and best utilization of land. If we relocate to a lower end near hockey pitch ( it was also considered as an option) it will be using up a valuable practice area and also not desirable from pedestrian and players point of view and equally we want to keep it away from nearby housing to mitigate any noise impact from players congregating there.
- On the proposed low level fencing, this is proposed in order to prevent pedestrians and domesticated animals walking onto and across the pitch, causing damage and interrupting play. It is proposed to be green in colour and mesh to blend in and remain open in appearance. The Club can erect this fencing under Part 2, Class A of the Permitted Development rights.

Following this, the Parks and open spaces team accepted the rationale behind the location of the changing room etc, however were still concerned regarding the fence. Additionally, it was made clear that the council will not be regularly dredging the stream at the council's expense to prevent any flooding of the new buildings.

The department also added the additional comments:

- The proposed buildings, screening, fencing, score board and cricket nets would constitute a negative visual intrusion on what is currently a pleasant natural and open streamside corridor along a popular cycling and walking route. I would prefer these to be sited at the northern end of the site nearer existing buildings to minimise impact on the natural setting to the south
- Loss of natural habitat. The site is presently mature grassland which affords good wildlife habitat. The square and outfield would provide very poor natural habitat
- The southern side of the site is the most prone to flooding so buildings and structures would be at risk if sited here
- The proposed galvanised and steel tube boundary fence is too utilitarian in style for the setting. A simpler wooden post and rail fence with green mesh would look more appropriate
- Also on an ecological note; bats have been seen using the area. They are either commuting or roosting in the larger trees on the other side of the path/cycle way, also the stream has toads breeding in it (not sure if they constitute a significant species). Having said that, that all occurs on the other side of the path away from the proposal.

Given this, the agent confirmed that they will amend the design of the fence. The issues relating to the natural habitat and bats were referred to the arboricultural officer.

Overall, the Parks and Open Spaces team considered the above proposal to be acceptable with the information provided and justification from the applicant. An informative has been added to ensure that the applicant is aware that the council will not bear the cost of regularly dredging the stream to prevent any flooding of the new buildings

## 6.5 **Contaminated Land**

Comments provided on 14<sup>th</sup> May 2021.

The proposed development is not located in the immediate vicinity of any significant PCLs; thus, there are no objections.

## 6.6 **Transport and Highways**

Comments provided on 14<sup>th</sup> April 2021

### **Vehicular Access**

The existing Cricket Club is served by an existing access road King's Reach. The vehicle access measures 5 metres wide, which is wide enough to accommodate two-way traffic flow. Parking controls prevent vehicle parking in close proximity to the access. No collisions have

been recorded at the site access based on public available collision data from [www.CrashMap.co.uk](http://www.CrashMap.co.uk).

SBC Highways and Transport have no objection to the vehicular access for the proposed development.

### **Trip Generation**

The Transport Statement provides an assessment of the site's trip generation which has been completed using estimates of trip generation provided by the operator of the Cricket Club. It has not been possible to complete an assessment using TRICS (the national trip generation database) as the database does not contain survey data of cricket clubs.

117 people are forecast to be on site when the proposed cricket pitch and the two existing cricket pitches are in use.

RGP estimate that the cricket club would generate a total of 92 two-way vehicle trips on match day, or 46 one-way trips. RGP estimate this on the basis that each team comprises 14 players and 1 coaching staff member, with each player/coaching staff member per team would travel together with at least one other player to matches. It is forecast that 3 spectators per pitch would travel by car, with the remaining spectators travelling in the same car as players, given that most spectators would be family or friends of players. RGP estimate 15 arrivals by car per pitch on a match day.

RGP state that with matchdays taking place on Saturdays and Sundays, trips made to the site would not conflict with the conventional highway peak hour periods (08:00 – 09:00 and 17:00 – 18:00, Monday to Friday). RGP also outline that trip generation during training sessions is considerably less during training sessions than competitive match days, given there are no away teams or spectators.

RGP say that their estimate is a robust one which does not take account of using team minibuses.

### **Parking**

SBC Highways and Transport request further evidence regarding parking demand on match days. The completion of a Parking Demand Survey by an independent traffic survey on a weekend match day is required. Photos of car park occupancy should be provided.

The Slough Borough Council Parking Standards (2008) state that for Sports and Leisure land uses, the provision of car parking should be considered based on the merits of the site.

RGP have forecast demand for 46 car parking spaces during match days based on the observations provided by Slough Cricket Club, which could be accommodated by the 56 parking spaces provided. However the evidence provided is not supported by any photos or a survey.

### **Cycle Parking**

SBC Highways and Transport require the applicant to detail how much cycle parking is provided. The Slough Borough Council Parking Standards (2008) require the provision of 1 cycle parking rack per 10 staff and 1 cycle parking rack per 20 visitors for Sports/Leisure facilities.

The provision of cycle parking is necessary to ensure the proposals comply with Paragraph 108 of the NPPF which requires applications for development ensure appropriate opportunities for sustainable transport modes have been taken up.

### **Summary and Conclusions**

Subject to the applicant providing the requested information to allay my concerns, I confirm that I have no objection to this application from a transport and highway perspective.

The applicant has provided a parking demand survey taken on a match day as requested. Transport and Highways were satisfied with the content and conclusions of this, however they would require that it is demonstrated on plan that sufficient room to provide 23 spaces is provided. In terms of cycle parking, the applicant and agent stated that some players bring their bikes but there is no formal parking for this, it is just placed near where they are situated. The Transport and Highways team on this occasion were willing to forgo the requirement for cycle parking, given these circumstances.

Additionally, the department requested that a reinforced grass parking grid system as opposed to rubber matting is provided to accommodate any new/regular car parking demand.

The agent has provided amended and additional plans and an amended transport note to reflect this. Upon reviewing this, the Transport and Highways team were happy with the amendments provided and had no objections to the proposal given the information provided. A condition has been inserted to ensure that the scheme for parking, maneuvering and the loading and unloading of vehicles shown on the submitted plans shall be laid out prior to the initial occupation of the site.

## **PART B: PLANNING APPRAISAL**

## 7.0 Policy Background

### 7.1 National Planning Policy Framework:

- Chapter 2: Achieving sustainable development
- Chapter 8: Promoting healthy and safe communities
- Chapter 12: Achieving well-designed places
- Chapter 13: Protecting Green Belt land

### Local Plan for Slough March 2004 policies:

- EN1 – Standards of Design
- CG2 – Linear Park

### Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document policies:

- Core Policy 1 – Spatial Strategy
- Core Policy 2 – Green Belt and Open Spaces
- Core Policy 8 – Sustainability and the Environment
- Core Policy 9 – Natural and Built Environment

### Supplementary Planning Documents and Guidance

- National Planning Practice Guidance

## 8.0 Slough Local Development Plan and the NPPF:

- 8.1 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 revised version of the National Planning Policy Framework (NPPF) was published on 19th February 2019.*

*Planning Officers have considered the revised NPPF which has been used together with other material planning considerations to assess this planning application. The NPPF states that decision-makers at every level should seek to approve applications for sustainable development where possible and planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.*

Paragraph 11 of the NPPF states that decisions should apply the presumption in favour of sustainable development which means:

- c) approving development proposals that accord with an up-to-date development plan without delay; or
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date granting permission unless:
  - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed or;
  - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

The policies referred to are those in this Framework relating to: habitats sites (and those sites listed in paragraph 176) and/or designated as Sites of Special Scientific Interest; land designated as Green Belt, Local Green Space, an Area of Outstanding Natural Beauty, a National Park (or within the Broads Authority) or defined as Heritage Coast; irreplaceable habitats; designated heritage assets (and other heritage assets of archaeological interest referred to in footnote 63); and areas at risk of flooding or coastal change.

- Paragraphs 133-147 (Section 13) relates to 'protecting the Green Belt' and paragraph 133 confirms that the Government attaches great importance to Green Belts.
- Paragraph 143 identifies that inappropriate development is, by definition, harmful to then Green Belt and should not be approved except in 'very special circumstances'.
- Paragraph 144 states that when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

8.2 The planning considerations for this proposal are:

- The Principle of Development,
- The Design and Impact on the Character of the Area,
- Highways, Transport and Parking,
- Landscape and Arboriculture,
- Flood Risk

## 9.0 **Assessment**

### The Principle of Development

- 9.1 Paragraph 83 of the NPPF encourages LPAs to enable the retention and development of accessible local services and community facilities including sports venues. Section 8 of the NPPF (paragraphs 91 onwards) promotes healthy and safe communities, stating that planning decisions should aim to achieve healthy, inclusive and safe places, and provide social, recreational and cultural facilities and services the community needs, for example through the provision of sports facilities and venues for all sections of the community.
- 9.2 Within the Green Belt there is a general presumption against inappropriate development which is, by definition, harmful and should not be approved except in very special circumstances. Paragraph 145 of the NPPF sets out that the construction of new buildings should be regarded as inappropriate development, exceptions to this include:
- a) buildings for agriculture and forestry;
  - b) the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;
  - c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
  - d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
  - e) limited infilling in villages;
  - f) limited affordable housing for local community needs under policies set out in the development plan (including policies for rural exception sites); and

g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:

- not have a greater impact on the openness of the Green Belt than the existing development; or
- not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.

9.3 Very special circumstances must exist to justify setting aside the policies of restraint. Local planning authorities are required to give substantial weight to any harm which might be caused to the Green Belt by the inappropriate development.

9.4 Core Policy 1 of the Slough Local Development Framework Core Strategy 2006-2026 states that all development will take place within the built up area, predominantly on previously developed land, unless there are very special circumstances that would justify the use of Green Belt land. Core Policy 2 of the Slough Local Development Framework Core Strategy 2006-2026 states that the existing areas within the Metropolitan Green Belt will be maintained, and existing private and public open spaces will be preserved and enhanced.

9.5 The proposal is identical to that submitted for pre-application advice on 4<sup>th</sup> September 2020 in response to PreApp/1305. This proposal relates to the new buildings, boundary treatment and provision of an additional cricket pitch within an established cricket ground, set within an existing site on previously developed land which is in continuing use. The site has buildings in its curtilage, related to the cricket and hockey clubs, and the proposed additional buildings would not result in an excessive level of built form within the Green Belt. The buildings would provide facilities in relation to outdoor sport, and would fall within the exception provided by Paragraph 145 of the NPPF; therefore it would be considered to be appropriate within the Green Belt. The footprint of the proposed changing room, whilst moderately large at 130m<sup>2</sup> would not appear overly dominant or prominent within the site, and would not have a significant impact upon the openness of the Green Belt.

9.6 Within the pre-application advice, the proposed net fencing at 15m high could have an impact upon the openness of the Green Belt, by enclosing the area with a visually obstructive boundary treatment, particularly if the net has a fine mesh, or overly dominant struts/posts. At pre application stage it was recommended further details of the net specifications would be required to ensure there is no such visual obstruction and the fence does not obscure views of the Green Belt. Given the details provided on drawing 1521-HBA-DR-A-P01 the height

of this has been reduced to 10m and will be constructed from dark green synthetic fibre mesh netting and Green PPC galvanised steel posts. This is not deemed to be overly dominant and is therefore acceptable in design terms. At pre-application stage, the proposed timber fencing to the south and east of the site were deemed unlikely to have a detrimental impact, due to proximity to existing trees. In line with consultation advice from Parks and Open Spaces, the fencing detail has been altered to be have a treated timber top rail fixed to the timber posts, with treated square timber posts set in concrete pad foundations with decorative timber capping, a green PPC metal mesh fence fencing fixed back to timber posts and treated timber bottom rails fixed to the posts. This is again shown on 1521-HBA-DR-A-P01. As stated within the pre-application advice, elevations showing the relationship with the trees for the net and timber fencing would be necessary in the event that a planning application is submitted. These have been submitted as part of the application. The laying out of a cricket pitch would retain openness within the Green Belt, with no permanent structures likely to be required within this area; the proposed removal of trees to facilitate the cricket pitch would have a minimal impact upon the openness of the Green Belt, however may have an impact upon the character of the area (particularly the setting of the Historic Park and Garden). This element is further discussed in the section below.

9.7 Sport England Playing Fields Policy and Guidance (August 2018) states that:

“Sport England will oppose the granting of planning permission for any development which would lead to the loss of, or would prejudice the use of:

- all or any part of a playing field, or
- land which has been used as a playing field and remains undeveloped, or
- land allocated for use as a playing field

unless, in the judgement of Sport England, the development as a whole meets with one or more of five specific exceptions.”

Therefore Sport England have been consulted on this application as a statutory requirement as defined in The Town and Country Planning (Development Management Procedure) (England) Order 2015 (Statutory Instrument 2015 No. 595).

9.8 Notably Sport England did not raise any objections, as they were satisfied that the proposed development meets exception 2 of our playing fields policy, in that:

*'The proposed development is for ancillary facilities supporting the principal use of the site as a playing field, and does not affect the quantity or quality of playing pitches or otherwise adversely affect their use.'*

It is noted that Sport England consulted with both The ECB and EH (England Hockey). Both raised no objections with The ECB supportive to the proposal subject to the concerns in relation to the need to ensure that ball strike issues have been assessed by an appropriate consultant; they question the pavilion design and wonder if it meets the league requirements; and finally they question the appropriateness of the design of the nets.

Both EH and The ECB have raised questions about the operations of the wider site, with the issues between the Hockey and Cricket sections at Slough Sports Club being known. They have suggested that these issues are discussed with both the ECB and EH present, and one of the outcomes is the production of a sustainable master plan which suits both sports. However, in relation to the application itself, no objections were raised.

- 9.9 Based on the above the proposal would be appropriate development in the Green Belt, particularly due to the additional outdoor sports provision and therefore acceptable in principle, and be in accordance with the principles of the NPPF and Core Policies 1 and 2 of the Slough Local Development Framework Core Strategy 2006-2026.

#### The Design and Impact on the Character of the Area

- 9.10 Core Policy 8 of the Slough Core Strategy states that all development should be sustainable, of a high quality, and should improve the quality of the environment. To achieve high quality design, development should, amongst other things, respect its location and surroundings and reflect the street scene and the local distinctiveness of the area. Additionally, Local Plan Policy EN1 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 water courses. Poor designs which are not in keeping with their surroundings and schemes which result in over-development of a site will be refused.

- 10.0 As stated previously, the proposed buildings are the same size and design as those deemed acceptable at pre-application stage. The proposed buildings are considered to be modest in terms of height, with the tallest being the proposed changing room (approximately 5.3m in height), and sited within the southern most region of the site, approximately 200m from the nearest residential property at Boxall Way and Summersby Court, and within an area surrounded by trees. The buildings are not considered to cause a detrimental impact upon the character of the area due to their relatively isolated location within the 10.5 hectare site, and would be appropriate for a sports facility.
- 10.1 A heritage statement and a Historic England listing description of Ditton Park has been provided to assess the impact of the removal of the trees on the character of the area. The listing description states that Ditton Park is a landscaped park with open farmland to the west. The M4 motorway (to the south) and Ditton Park research station (to the west) have both built on the former parkland.
- 10.2 The heritage statement from the agent has stated that the existing trees do not contribute to the setting and character of the listed buildings and gardens of the area, and therefore concluded that the removal of the low-quality trees will have a neutral impact (less than substantial harm) upon the character of the area or the setting of the Ditton Park Historic Park and Garden. This means that the trees lost are considered to be low quality. From the comments provided by the Arboricultural officer, new planting will be required to mitigate this loss, including 4 new trees for every 1 tree lost. This will help to improve the appearance of the site when viewed from Ditton Park. It has been agreed by the agent and the officer that this can be dealt with by condition through the provision of a landscaping plan.
- 10.3 The Parks and Open Spaces Department has provided consultation comments in relation to the development. This is provided in full detail in Paragraph 6.3 of the report. The department has raised concerns in relation to the location of the proposed buildings. However, they accepted the rationale of the location provided by the agent and applicant, provided the materials of the proposed fencing was changed. This was accepted and amended by the agent.
- 10.4 Therefore given the above, the removal of the existing trees and erection of the new buildings, nets, cricket pitch and high net screen would not significantly harm the character of the area.

#### Highways, Transport and Parking

- 11.0 Paragraph 108 of the NPPF 2019 states that in assessing specific applications for development, it should be ensured that:

a) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) Safe and suitable access to the site can be achieved for all users; and

c) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

Paragraph 109 of the NPPF 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.

- 11.1 Within the pre-application advice (LPA Ref: PreApp/1305), it was stated that it was unlikely that the proposed single storey timber shed and scoreboard store would contribute to an increase in traffic to the site, and the existing site access and parking arrangements would remain. However, it was noted that the provision of an additional cricket pitch could cause an intensification of use at the site, in terms of participants and spectators.
- 11.2 It is noted that a number of objections have been raised in relation to the proposal, with concerns that the addition of another cricket pitch would strain the existing car parking capacity at the club, which is shared with the Hockey club also. There are also concerns that the single service road leading to the club would not be able to cope with the increase in traffic as a result of the development. Additionally photographs have been provided through the objections to demonstrate the busy nature of the car parking at the club. However, it cannot be determined if this traffic generation can be solely generated to the operations of the cricket club, or the operations of the sports club as a whole.
- 11.3 A transport statement has been provided as part of the application. The statement indicated that the proposed third pitch would generate up to 30 more two-way vehicle movements per match day. The statement has also stated that out of the 55 existing car parking spaces, 46 cars would be parked on site during peak demand generated on match days, which would equate for 85% of the existing capacity.
- 11.4 The Transport and Highways Department were consulted to assess the application. The comments as outlined in Paragraph 6.6 of the report were largely supportive of the application, provided an updated parking survey taken on a match day was provided, and issues related to cycle parking were addressed. Upon receipt of this, the Transport and Highways team were satisfied with the findings, pending the provision a reinforced grass parking grid

system as opposed to rubber matting to accommodate any new/regular car parking demand. Amended and additional plans have been provided to reflect this amendment, providing an additional 23 spaces. In relation to the cycle parking, the applicant has advised that people travelling to the site by bicycle generally leave their bike in vicinity to the seating or playing area, and do not anticipate that any cycle parking will be widely used. Given this, the Transport officer accepted that the cost of providing cycling parking would be onerous, and have forgone the requirement for cycle parking on this occasion. Therefore, Transport and Highways were happy with the level of information provided and raised no further objections to the application.

- 11.5 A condition has been inserted to ensure that the scheme for parking, maneuvering and the loading and unloading of vehicles shown on the submitted plans shall be laid out prior to the initial occupation of the site.
- 11.6 A condition in relation to the overflow car parking area has also been inserted to ensure that the proposal complies with the amended approved plans provided as part of the application.

#### Landscape and Arboriculture:

- 12.0 The submitted plans indicate that 12 trees will need to be removed and one partially removed in order to provide a new cricket pitch. As shown with the Arboriculture Impact Assessment provided by the agent, these survey items to be removed are T5, T6, T7, T8, T9, T10, T11, T12, G13, G14 and G15, with G16 being partially removed. All other trees are to be retained.
- 12.1 The Arboricultural Officer has assessed the proposal and stated they had no objections to the proposal, provided that an updated landscaping plan and an ecological management plan is provided. Full comments in relation to this are provided in Paragraph 6.5 of the report. The consultant confirmed that they were happy for this to be dealt with by condition.
- 12.2 Additionally Contaminated Land had stated that the proposed development is not located in the immediate vicinity of any significant PCLs, therefore no objections to the application have been raised.

#### Flood Risk

- 12.3 Paragraph 170 of the NPPF states that planning decisions should contribute to and enhance the natural environment by preventing unacceptable levels of soil, air, water pollution or land instability.
- 12.4 Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026 DPD (2008) states that all development [...] be of a high quality design that is practical, attractive, safe, accessible and

adaptable, respect its location and surroundings, shall not cause contamination or a deterioration in land, soil or water quality and receptors, will only be permitted where it is safe and it can be demonstrated that there is minimal risk of flooding to the property and it will not impede the flow of floodwaters, increase the risk of flooding elsewhere or reduce the capacity of a floodplain. It also states that development must manage surface water arising from the site in a sustainable manner which will also reduce the risk of flooding and improve water quality.

- 12.5 Core Policy 9 also states that development will not be permitted unless it protects and enhances the water environment and its margins. The Slough Borough Council Flood risk and surface water drainage Planning guidance (January 2016) provides additional guidance on the consideration of flooding issues.
- 12.6 Policy EN34 of the Local Plan (2004) states that Development which increases the demand for off-site service infrastructure, such as water supply, surface water, foul water drainage or sewerage treatment, will not be permitted unless sufficient capacity already exists or extra capacity will be provided in time to serve the development without harm to the environment.
- 12.7 The proposed new buildings would be located within an area of the site within flood zone 3 (higher probability of flooding), as designated by the Environment Agency, as such measures would typically be necessary to minimise and mitigate the flood risk in the area. The proposed buildings would relate to outdoor sports and recreation, and provide essential facilities such as changing rooms; such uses are designated as “water compatible” and considered to be appropriate development by the Environment Agency. As outlined within the pre-application report, the overall footprint of the new buildings is unlikely to have a significant impact upon the flood risk in the area, given the large area of undeveloped land within the site and surroundings.
- 12.8 On the basis of the above, the proposal is considered to be in accordance with Core Policy 8 and 9 of the Slough Local Development Framework Core Strategy 2006-2026 DPD (2008) and paragraph 170 of the NPPF (2019).

#### Planning Conclusion

- 13.0 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.

- 13.1 Notwithstanding the above, officers have considered whether there are any other material circumstances that need to be taken into account, notwithstanding the development plan provisions.
- 13.2 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.”
- 13.3 The report identifies that the proposal complies the relevant saved policies in the Local Plan and Core Strategy. The development would make a positive contribution to the provision of sports facilities in the Borough.
- 13.4 Weighing all of the factors into the planning balance, and having regard to the NPPF as a whole, all relevant policies in the Core Strategy and Local Plan, the proposals would constitute sustainable development due to the significant community benefits. In applying Paragraph 11 of the NPPF, it is considered that the benefits of the proposals outweigh any minor adverse impacts.
- 13.5 As the proposals are in accordance with the Development Plan and there are no other material considerations that would lead to an alternative determination of the planning application, the proposals would be in accordance with S38 of the Planning and Compulsory Purchase Act 2004.

#### **PART C: RECCOMENDATION**

- 13.6 Having considered the relevant policies of the Development Plan set out below, the representations received from consultees and the community, along with all relevant material considerations, it is recommended that the application be delegated to the Planning Manager for Approval, subject to finalising conditions and any other minor changes.

#### **PART D: LIST OF CONDITIONS**

- 14.0 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.

14.1 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. 1521-HBA-DR-A-P01 D (revised), Dated 10/02/2021, Recd On 12/05/2021,

(b) Drawing No. 1521-HBA-DR-A-P02, Dated 10/02/2021, Recd On 25/02/2021,

(c) Drawing No. 1521-HBA-DR-A-P03, Dated 10/02/2021, Recd On 25/02/2021,

(d) Drawing No. 1521-HBA-DR-A-P04, Dated 10/02/2021, Recd On 12/05/2021,

(e) Drawing No. 1521-HBA-DR-A-LOC01, Dated 10/02/2021, Recd On 25/02/2021,

(f) Drawing No. Transport Statement, Dated 02/2021, Recd On 25/02/2021,

(g) Drawing No. Ecological Assessment, Dated 03/2021, Recd On 22/03/2021,

(h) Drawing No. Car Parking Summary Note, Dated 05/2021, Recd On 15/05/2021,

(i) Drawing No. Arboricultural Survey and Impact Assessment and Method Statement, Dated 05/2021, Recd On 17/05/2021,

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.

14.2 All new external work shall be carried out in materials that match as closely as possible the colour, texture and design of the existing building at the date of this permission.

REASON: To ensure a satisfactory appearance of the development so as not to prejudice the visual amenities of the locality in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004.

14.3 The scheme for parking, maneuvering 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.

14.4 Prior to completion or first occupation of the development hereby approved, whichever is the sooner; details of treatment of all parts on the site not covered by buildings shall be submitted to and approved in writing by the Local Planning Authority. The site shall be landscaped strictly in accordance with the approved details in the first planting season after completion or first occupation of the development, whichever is the sooner. Details shall include:

a) a scaled plan showing vegetation to be retained and trees and plants to be planted:

b) proposed hardstanding and boundary treatment:

c) a schedule detailing sizes and numbers of all proposed trees/plants

d) Sufficient specification to ensure successful establishment and survival of new planting.

REASON: Required to safeguard and enhance the character and amenity of the area, to provide ecological, environmental and biodiversity benefits and to maximise the quality and usability of open spaces within the development, and to enhance its setting within the immediate locality in accordance with Policy EN3 of the Slough Local Plan (adopted March 2004) and Core Policies 2 and 8 of the Slough Local Development Framework, Core Strategy 2006-2026 Development Plan Document (DPD) (adopted December 2008).

14.5 There shall be no excavation or raising or lowering of levels within the prescribed root protection area of retained trees unless agreed in writing by the Local Planning Authority. Any new tree(s) that die(s), are/is removed, become(s) severely damaged or diseased shall be replaced and any new planting (other than trees) which dies, is removed, becomes severely damaged or diseased within five years of planting shall be replaced. Replacement planting shall be in accordance with the approved details (unless the Local Planning Authority gives its written consent to any variation).

REASON: Required to safeguard and enhance the character and amenity of the area, to provide ecological, environmental and biodiversity benefits and to maximise the quality and usability of open spaces within the development, and to enhance its setting within the immediate locality in accordance with Policy EN3 of the Slough Local Plan (adopted March 2004) and Core Policy 8 of the Slough Local

Development Framework, Core Strategy 2006-2026 Development Plan Document (DPD) (adopted December 2008).

14.6 Landscape & Ecological Management Plan (LEMP)

Prior to occupation details of a 25 year landscape ecological management plan that includes but not limited to the ecological enhancements outlined within Section 5 (Ecological Evaluation) of the Ecological Assessment dated March 2021 and the Landscape Proposal under Condition 2 must be submitted and approved by the planning authority.

REASON: Required to safeguard and enhance the character and amenity of the area, to provide ecological, environmental and bio-diversity benefits to enhance its setting within the immediate locality in accordance with Policy EN3 of the Slough Local Plan (adopted March 2004) and Core Policies 2 and 8 of the Slough Local Development Framework, Core Strategy 2006-2026 Development Plan Document (DPD) (adopted December 2008).

14.7 Prior to occupation of the development, the Arboricultural Method Statement and Tree Protection Plan submitted as part of the application shall be implemented.

REASON: In order to safeguard and enhance the character and amenity of the area, to provide ecological, environmental and bio-diversity benefits and to maximise the quality and usability of open spaces within the development, and to enhance its setting within the immediate locality in accordance with Policy EN3 of the Slough Local Plan (adopted March 2004) and Core Policies 2 and 8 of the Slough Local Development Framework, Core Strategy 2006-2026 Development Plan Document (DPD) (adopted December 2008).

14.8 The proposed overflow car park to provide 23 car parking spaces shall be provided, marked out and surfaced in accordance with the approved plans that have been agreed with the Local Planning Authority.

REASON To ensure that adequate on-site parking provision is available to serve the development and to protect the amenities of the area.

**Informatives**

14.9 It is the view of the Local Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.

14.10 The council will not bear the cost of regularly dredging the neighbouring stream to prevent any potential flooding of the proposed buildings.

14.11 The following British Standards should be referred to:

a) BS: 3882:2015 Specification for topsoil

b) BS: 3936-1:1992 Nursery Stock - Part 1: Specification for trees and shrubs

c) BS: 3998:2010 Tree work – Recommendations

d) BS: 4428:1989 Code of practice for general landscaping operations (excluding hard surfaces)

e) BS: 4043:1989 Recommendations for Transplanting root-balled trees

f) BS: 5837 (2012) Trees in relation to demolition, design and construction - Recommendations

g) BS: 7370-4:1993 Grounds maintenance part 4. Recommendations for maintenance of soft landscape (other than amenity turf).

h) BS: 8545:2014 Trees: from nursery to independence in the landscape - Recommendations

i) BS: 8601:2013 Specification for subsoil and requirements for use