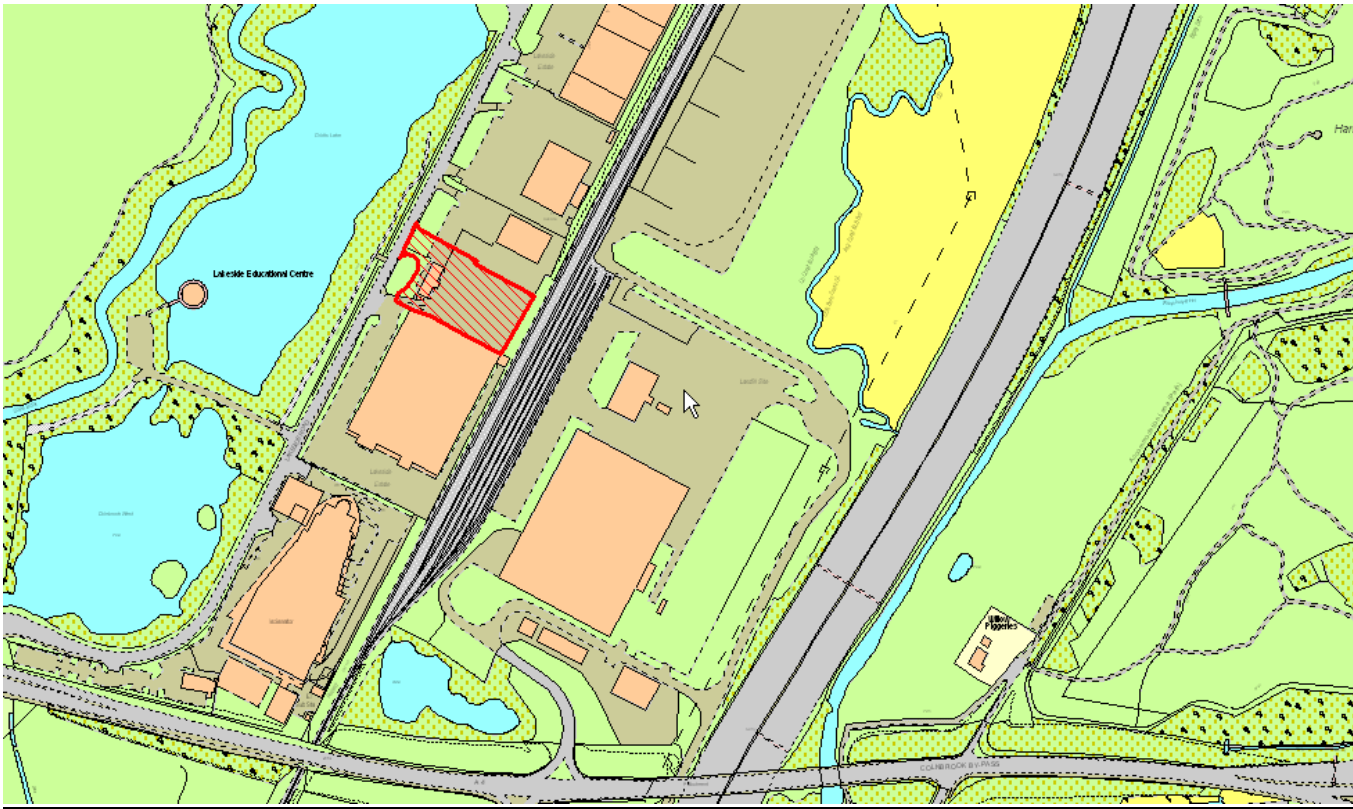


Registration Date:	1 st July 2013	Applic. No:	P/10864/006
Officer:		Ward:	Colnbrook with Poyle
Applicant:	DHL Corporate Real Estate	Applic type:	Full Planning
Agent:	Barton Willmore		
Location:	Former Heathrow Coldstore, Lakeside Industrial Estate, Lakeside Road, Colnbrook, Slough, SL3 0ED		
Proposal:	ERECTION OF A WASTE PROCESSING FACILITY AND LINK CORRIDOR (TO AN EXISTING BUILDING USED FOR FOOD PREPARATION AND PROCESSING AND DISTRIBUTION) WITH ALTERATIONS TO EXISTING BUILDING		

Recommendation: Approve, with conditions.



1.0 SUMMARY OF RECOMMENDATION

- 1.1 Having considered the relevant policies set out below, the representations received from consultees and all other relevant material considerations, it is recommended that the application be approval, subject to conditions.

PART A: BACKGROUND

2.0 Proposal

- 2.1 The existing building operates as a food processing and distribution centre, serving Heathrow Airport with a large number of goods vehicles using this site. This operation involves handling substantial amounts of airline food and drink containers. A significant amount of airline containers are reused but large amounts of paper, plastic and food waste are handled at the existing centre before removed from site.
- 2.2 It is now proposed to construct an attached single storey building for handling waste separate from its adjoining food processing/distribution operation. This is likely to create additional space for food preparation in the existing building upon displacement of waste facilities.
- 2.3 As part of the proposed waste processing operation, a small biomass boiler and flue will be installed to burn approximately 550 tonnes of dried waste per year.
- 2.4 This scheme involves a reduction in the vehicle manoeuvring area and internal alterations within the existing building.

3.0 Application Site

- 3.1 The site forms part of the Lakeside Industrial Estate which is located to the east of Slough near to the junction of the M4 (to the north) and M25 (to the east) motorways, with the A4 Colnbrook By-pass to the south of the estate.
- 3.2 Running along the east boundary of the site is a railway branch line and joins the mainline to the north which runs between London and South Wales.
- 3.3 The Lakeside Industrial Estate is accessed from the A4 via Lakeside Road, and is made up of a number of large plots, each containing a range of industrial buildings which vary in terms of size, use class and age. The industrial estate is designated as an existing Business Area in Slough Borough Council's Local Plan.
- 3.4 The local topography is relatively flat with a mixture of developed areas and open spaces. Development tends to flow parallel to the main road networks with the spaces in between remaining as open landscape. One of these large open spaces is located to the west of the Lakeside Road, containing 4 interconnected open lakes, each bordered by a mixture of trees and other vegetation. These lakes form part of the Wildlife Heritage Site, which is part of the Green Belt.
- 3.5 Immediately to the south of the site, is the visually dominant Grundon "Lakeside Energy from Waste" redevelopment .This incorporates an energy from waste plant, a clinical waste incinerator, a materials recovery facility, a rail connection and new access onto Lakeside

Road, as well as the construction of a visitor centre.

- 3.6 The whole site is approximately 2.86 ha in size with a 115m deep plot and a 250m frontage along Lakeside Road. The whole site has 3 possible access points from Lakeside Road, one to the south, one at the north and the third between the office building and industrial unit.
- 3.7 Running along the western site boundary is the Lakeside road, a single carriageway which provides vehicular access from the A4 to each of the plots within the industrial estate. This edge of the site is secured by a concrete post and wire fence, behind which runs a landscape zone. This zone is shallow at the southern half where it is adjacent to the large industrial building, containing a buffer of established trees on a grass verge which help to shield the unit
- 3.8 Immediately to the east is the railway serving the Colnbrook Rail Depot site and the M25.

4.0 Site History

- 4.1 Recent applications relating to the site are as follows:

Application ref.	Description	Decision
C/00032/000	Provision of additional loading bays and alteration of existing loading bays	Approved 07 Jun '93
C/00032/001	Provision of additional loading bays and alteration to existing office accommodation and landscaping	Approved 01 Dec '93
P/10864/002	Change of Use to Food Preparation and processing, logistics and Distribution Centre	Approved 22 nd Jan '09

5.0 Neighbour Notification

- 5.1 The Occupier
N C N Parcel Service
Unit 6-7
Lakeside Industrial Estate
Colnbrook By Pass
Colnbrook
Slough
SL3 0ED
- The Occupier
Airport Connection
Unit 1
Lakeside Industrial Estate
Colnbrook By Pass
Colnbrook
Slough
SL3 0ED
The Occupier
D S V Samsom Transport Ltd

Unit 1
Lakeside Industrial Estate
Colnbrook By Pass
Colnbrook
Slough
SL3 0ED

The Occupier
Terrys Trunk Store (aas)
Unit 1
Lakeside Industrial Estate
Colnbrook By Pass
Colnbrook
Slough
SL3 0ED

The Occupier
Imperial Polythene Products Ltd
Unit 3
Lakeside Industrial Estate
Colnbrook By Pass
Colnbrook
Slough
SL3 0ED

The Occupier
Classic Movements Ltd
Unit 6-7
Lakeside Industrial Estate
Colnbrook By Pass
Colnbrook
Slough
SL3 0ED

The Occupier
N C N Parcel Service
Unit 6-7
Lakeside Industrial Estate
Colnbrook By Pass
Colnbrook
Slough
SL3 0ED

The Occupier
Veterinary Drug Co Plc
Lakeside Industrial Estate
Colnbrook By Pass
Colnbrook
Slough

5.2 One letter of objection has been received from Lakeside EfW (who operate the adjoining Energy from Waste plant) on the following grounds:

- 1) This scheme involves small scale incinerator adjacent to the Lakeside EfW plant. It should be seen as poor planning policy to provide an alternative to an existing facility

already serving this locality.

- 2) This incineration operation may be different from the compliance level that the Lakeside EfW operates to.

5.3 Press Notice: No objection received

6.0 Consultation

6.1 Traffic and Road Safety/Highways Development

Following submissions of revised swept path manoeuvring plans within the yard and surface water drainage, no outstanding concerns remain.

6.2 Environmental Quality Officer

Accept the conclusions of the submitted screening assessment that no significant air quality impacts arise from the operation of the proposed biomass plant and from traffic movements to and from the site. Data used from the local air quality monitoring station and assessment takes account of Lakeside EfW. Whilst not entirely convinced by the consultant's view that this biomass facility does not come under the Environmental Permitting Regulations (as administered by Environment Agency), the consequence would then be that the Permit is sought from Slough BC under the Clean Air Act 1993 principally dealing with the height of the chimney and grit and dust arrestment. There are no air quality grounds for refusal.

6.3 Network Rail

No objection, subject to informative(s) added about

- (1) safe operation of railway and the protection of Network Rails adjoining land;
- (2) no soakaways within 20m of Network Rail's land regarding discharge of surface water;
- (3) materials not to be stored on boundary with Network Rail land;
- (4) adequate measures controlling dust and litter during construction and operation;
- (5) avoid scaffolding and cranes that might be prejudicial to the rail service during construction.

6.4 Environment Agency:

No objection, subject to following condition being imposed:

- 1) soil contamination
- 2) no infiltration of surface water drainage into ground

6.5 Affinity Water: No response

6.6 Colnbrook and Poyle Parish Council: No response

6.7 Aircraft Safeguarding: No objection:

6.8 Neighbourhood Enforcement: No response

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

7.1 The following policies are considered most relevant to the assessment of this application:

National Planning Policy Framework and the Planning Practice Guidance

The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document

Core Policy 1 – Spatial Strategy
Core Policy 5 – Employment
Core Policy 6 – Retail, Leisure and Community Facilities
Core Policy 7 – Transport
Core Policy 8 – Sustainability and the Environment
Core Policy 9 – Natural and Built Environment
Core Policy 10 – Infrastructure

The Local Plan for Slough, Adopted March 2004

Policy EN1 – Standard of Design
Policy EN2 – Extensions
Policy EN3 – Landscaping Requirements
Policy EN5 – Design and Crime Prevention
Policy T2 – Parking Restraint
Policy T8 – Cycling Network and Facilities
Policy OSC8 – Green Spaces

Other Relevant Documents/Statements

Slough Borough Council Developer's Guide Parts 1-4

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

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission are determined in accordance with the development plan unless material considerations indicate otherwise. Annex 1 to the National Planning Policy Framework advises that due weight should be given to relevant policies in existing plans according to their degree of consistency with the Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).

The Local Planning Authority has published a self assessment of the Consistency of the Slough Local Development Plan with the National Planning Policy Framework using the PAS NPPF Checklist.

The detailed Self Assessment undertaken identifies that the above policies are generally in conformity with the National Planning Policy Framework. The policies that form the Slough Local Development Plan are to be applied in conjunction with a statement of intent with regard to the presumption in favour of sustainable development.

It was agreed at Planning Committee in October 2012 that it was not necessary to carry out a full scale review of Slough's Development Plan at present, and that instead the parts of the current adopted Development Plan or Slough should all be republished in a single 'Composite Development Plan' for Slough. The Planning Committee endorsed the use of this Composite Local Plan for Slough in July 2013.

7.3 The main planning issues relevant to the assessment of this application are considered to be as follows:

- 1) Principle of development;
- 2) Design and impact upon the Streetscene and setting of the green belt;
- 3) Transport and Highway;
- 4) Surface Water Drainage and Soil Contamination;
- 5) Air quality.

8.0 Principle of Development

- 8.1 The applicant wants to improve its waste handling and disposal arrangements for this site. It is proposed to achieve this by separating the main food production area (Class B2) on site from the waste handling / disposal process by operating its own small biomass incinerator. The entire site serves Heathrow Airport. At present, some of the waste generated on site is transferred to Lakeside EfW. It is likely to reduce waste volumes taken away from the site. Waste handling should be seen as a significant part of the whole operation.
- 8.2 In proposing a new waste processing building, it still has a link corridor with the main building. The footprint of this building will alter the circulation of vehicles between existing and proposed buildings on the site. The different uses across the wider estate, including Lakeside EfW generate significant traffic movements and require dedicated areas for loading and unloading, many of which are 24 hour a day serving the airport. Traffic generally flows freely along this part of the road. Each site provides its own off-street parking to prevent on-street parking affecting traffic movement or some use the nearby EfW visitor centre's car park. These matters are covered in the Traffic and Highways section.
- 8.3 The Saved Local Plan policies in Waste Local Plan for Berkshire remain in effect but are largely out of date. These largely relate to separate waste sites. Otherwise the recent Waste Management Plan for England and other UK and EU guidance all stress the significance of Waste Hierarchy Framework. These require waste minimisation and waste recycling wherever possible. To reduce waste volumes and increase calorific value, waste will pass through drying units. This waste can however be contaminated which prevents recycling. Waste is coming from the aircraft using Heathrow Airport. Waste-handling operation is integral to the whole operation. The small biomass incinerator produces limited energy generation for use at the plant.
- 8.4 It was necessary for this application to be assessed under the Environmental Impact Assessment Regulations. On the basis of evidence submitted after the request was made by this Council, a screening opinion has been given by Slough BC that no Environmental Statement is required.
- 8.5 There is no policy objection to improving waste handling on this site, subject to this waste operation remaining ancillary to the main food manufacture on site and the whole operation only serving Heathrow Airport.

9.0 Design and Impact on the street scene and green belt setting

- 9.1 The siting and footprint of the proposed L-shaped single storey industrial building with two of its walls close to the north (decked carpark) and the eastern boundary (next to railway land). Some waste handling will still remain in the original building. The proposed new building will accommodate Materials Recovery Facility, d-ryers, bailers, compactors and biomass boiler. It means that an area sufficient for vehicle manoeuvring still remains. This vehicle manoeuvring area will be used by the food distribution vehicles and the waste vehicles. There is an internal link corridor accommodating two-way traffic. The proposed building is lower than the adjoining existing building although higher than the decked carpark It will have silver coloured metal ribbed walling.

- 9.2 At present, no ventilation or dust extraction flues are illustrated on the external walling. It is considered that any flue extraction should be placed on the roof.
- 9.3 The proposed design of the building is compatible with the existing building and other business buildings on this estate. The proposed building is set away from the street. The whole estate is not in the Metropolitan Green Belt although the surrounding area is. There is no adverse impact upon the setting of the Green Belt.
- 9.4 The vehicle manoeuvring area remains appropriate for the scale of operations.
- 9.5 No objection is raised to the proposed design, scale and its siting.

10.0 Transport and Highways

- 10.1 Further vehicle tracking information has been supplied. The Head of Highways and Transport raise no objection to the area retained for vehicle manoeuvring. This area should be kept free of obstruction.

11.0 Surface Water Drainage and Soil Contamination

- 11.1 This proposed scheme is on a former landfill site. It also adjoins the Network Rail branch line. Both Network Rail and the Environment Agency require no infiltration of surface water across this site thereby preventing soakaways close to the railway land. Accordingly it is recommended to impose a planning condition requiring details of the surface water drainage to be submitted for approval. If approved, there should be a soil contamination investigation on this part of the site.

12.0 Air Quality

- 12.1 The submitted screening assessment states no significant air quality impacts arise from the operation of the proposed biomass plant and from traffic movements to and from the site. Data is used from the local air quality monitoring station and assessment takes account of Lakeside EfW. The Environmental Quality Officer is not entirely convinced about the consultant's view that the biomass facility is not a permitted process under the Environmental Permitting Regulations and administered by Environment Agency. As a Biomass incinerator, the alternative permitting regime is administered by Slough BC under the Clean Air Act 1993 and covers the height of the chimney and grit and dust arrestment. There are no air quality grounds for refusal.

13.0 Summary

- 13.1 The applicant is seeking to provide a separate building accommodating waste processing operation and disposal, either by recycling, disposal or small scale incineration. The scheme can be accommodated within the site without prejudicing the internal turning movements for the large number of vehicles operating from this site. The small scale biomass incinerator can also be accommodated because it will not be prejudicial to air quality within this locality. Its original consent for the food assembly centre limited the operation to only serve Heathrow Airport and a similar condition should be imposed for this new element.
- 13.2 On the basis of submitted evidence, this scheme is recommended for conditional approval.

PART C: RECOMMENDATION

14.0 Approve, with conditions

PART D: LIST OF CONDITIONS

1. The development hereby permitted shall be commenced within three years from the date of this permission.

REASON To prevent the accumulation of planning permissions, and to enable the Council to review the suitability of the development in the light of altered circumstances and to comply with the provisions of Section 91 of the Town and Country Planning Act 1990.

2. The development hereby approved shall be implemented only in accordance with the submitted application, plans and drawings hereby approved by the Local Planning Authority.

	Drawing No.	Dated	Recd
Site Location Plan.....	P-100 Rev A ...	6/13	28 Jun 2013
Existing Site Plan.....	P-101 Rev A....	6/13	28 Jun 2013
Existing Roof Plan.....	P-102 Rev A	Jun13	28 Jun 2013
Proposed Site Plan.....	P-105 Rev A	6/13	28 Jun 2013
Proposed Roof Plan.....	P-106	5/6/13	28 Jun 2013
Existing Elevations.....	P-300 Rev A	5/6/13	28 Jun 2013
Proposed Elevations.....	P-305 Rev A	7/6/13	28 Jun 2013

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.

3. The development/use hereby permitted shall only be operated ancillary to the approved Class B2 general industrial use scheme as approved under P/10864/002 dated 22 January 2009 and at no time shall the site be subdivided or operated independently from the Class B2 use. The development /use hereby permitted shall be restricted to an airport related use only and for no other purpose.

REASON That this use, being an airport related use, is being treated as an exception to Policy T2 of the Adopted Local Plan.

4. No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

REASON To protect controlled waters from the effects of previous land use in accordance Core Policy 8(Sustainability and the Environment) of Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008 and the National Planning Policy Framework.

5. Prior to the commencement of any works a detailed investigation of the site shall be undertaken to assess and manage any land contamination. The assessment shall be submitted to, and approved in writing by the Local Planning Authority. This should include:

i) A desk study containing a site history and an initial risk assessment. If this confirms there is potential for contamination then a further site investigation shall be carried which shall be fully characterise the nature, extent and severity of any contamination.

ii) If the site poses an unacceptable risk a remedial strategy is required detailing the specific remediation and mitigation measures necessary to ensure the protection for future occupants of the development. This should provide a contingency to deal with any previously unidentified contamination which, may be encountered during works.

iii) The remediation scheme shall be implemented before the development is first occupied.

iv) On completion of the remediation works the developer shall provide written confirmation that all works were completed in accordance with the agreed strategy.

REASON In the interests of the safety of the future occupiers of the development and comply with Core Policy 8(Sustainability and the Environment) of Slough Local Development Framework, Core Strategy 2006-2026, Development plan Document, December 2008.

6. Samples of external materials to be used on the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the scheme is commenced on site and the development shall be carried out in accordance with the details approved.

REASON To ensure the scheme is built in accordance with the approved materials so as not to prejudice the visual amenity of the locality in accordance with Policy EN1 of the Local Plan for Slough 2004.

7. Piling or an other foundation designs using penetrative methods shall not be permitted other than with the express written consent of Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

REASON To protect controlled waters from the effects of previous land use in accordance with Core Policy 8 (Sustainability and the Environment) , Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

8. The applicant shall ensure that the noise generated by the proposed use does not, at any time, increase the pre-existing ambient equivalent noise level measured immediately outside of any adjoining or nearby premises.

REASON In the interests of general amenity of the area and to comply with Core Policy 8(Sustainability and the Environment) , Slough Local Development Framework, Development Plan Document, December 2008.

9. There shall be no outside storage of goods, materials or packaging at any time
- REASON To safeguard the remaining vehicle turning arrangements serving the general industrial use and be in compliance with Core Policy 7(Transport) of the Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008 and Policy EMP 2 of the Adopted Local Plan for Slough 2004.

10. The use hereby permitted shall not be brought into use until measures to suppress and disperse fumes or smell produced by the processes for disposing of food waste and packaging have been submitted to and approved in writing by Local Planning Authority and thereafter the measures shall be operated in accordance with the approved scheme.

REASON In the interests of the amenities of the area and the amenities of the occupiers of nearby premises and to comply with Saved Policy WLP 16 of the Waste Local Plan for Berkshire 1998.

11. Change over of working shifts for non-office employees shall not be permitted to take place during the periods 0700-0930 and 1600-1830 Monday to Friday.

REASON To avoid additional traffic during the peak hour periods and to avoid congestion on local roads in accordance with Core Policy 7(Transport) of the Slough Local Development Core Strategy, core Strategy 2006-2026, Development Plan Document, December 2008.

12. The machinery, plant or equipment installed or operated in connection with the carrying out of this permission shall be so enclosed and/ or attenuated that noise there from does not, at any time, increase the ambient equivalent noise level when the plant, etc, is in use as measured according to B.S. 4142: 1997 at any adjoining or nearby premises in separate operation.

REASON In the interest of the general amenity of the area and to comply with Core Policy 8(Sustainability and the Environment) of the Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

13. External lighting shall be carried out in accordance with a scheme of lighting to be submitted and prior written approval obtained from the Local Planning Authority before commencement. The lighting shall comply with Advice Note 2 'Lighting near aerodromes'(available at www.caa.co.uk/srg/aerodrome) and shall specify that lighting is of flat glass, full cut off design with horizontal mounts, and ensure that there is no light spill above the horizontal. No subsequent alterations to the lighting scheme are to take place unless submitted to and approved in writing by the Local Planning Authority and the scheme shall be implemented prior to first occupation of the development hereby approved and maintained in accordance with the details approved.

REASON In the interest of amenity and aircraft safety and to comply with the requirements of Core Policy 8(Sustainability and the Environment) of the Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

14. Notwithstanding the provisions of the Town and Country General Development Order 1988 the total gross floorspace of the building shall not exceed 1072 sq m and no extension or alteration either external or internal, involving an increase of floorspace, including a mezzanine floor, shall be carried out without the prior permission of the Local Planning Authority.

REASON To retain control over the intensification of the use of the site, particularly having regard to the provision of on-site parking in accordance with Core Policy 8 of the Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

15. The applicant shall ensure that the development hereby approved complies with the safety requirements of Network Rail.

REASON In the interests of rail safety and comply with Core Policy 7(Transport) of the Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

16. The height of the emission flue for the biomass incineration unit shall not exceed more than 32.37metres AOD unless prior written approval obtained from Local Planning Authority.

REASON To comply with Core Policy 8(Sustainability and the Environment) of the Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

No other part of the development shall begin until visibility splays have been provided on both sides of each access between a point 2.4metres along the centre line of the access measured from the edge of Lakeside Road (or any subsequent name if renamed in the future) and a point 90metres along the edge of the carriageway measured from the intersection of the centre line with the access. The area contained within the splays shall be kept free of any obstruction exceeding 0.6metres in height above the nearside channel level of the carriageway.

REASON To provide adequate intervisibility between the access and the existing public highway for the safety and convenience of users of the highway and of the access in accordance with Core Policy 7 (Transport) of the Slough Local Development Framework, Core Strategy 2006-2026 , Development Plan Document, December 2008.

17. Prior to the commencement of the use as hereby approved a detailed drainage scheme for the disposal of surface water from the site and buildings and prior written approval obtained from the Local Planning Authority before commencement.

REASON To prevent flooding and contamination of controlled waters and to comply with Core Policy 8 (Sustainability and the Environment) of the Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

18. The annual amount of waste to be incinerated on site shall not exceed 600 tonnes per year unless prior written approval obtained from the Local Planning Authority.

REASON To comply with Policy WLP2 of the Waste Local Plan for Slough 1998 and be in accordance with the submitted evidence indicating only limited waste volumes will be generated from this site (which the assessment has been based upon).

Informatives

1. You are advised to seek a Permit for the proposed biomass incinerator from the Environmental Quality Manager of Community and Customer Services, Slough Borough Council prior to commencing this scheme.