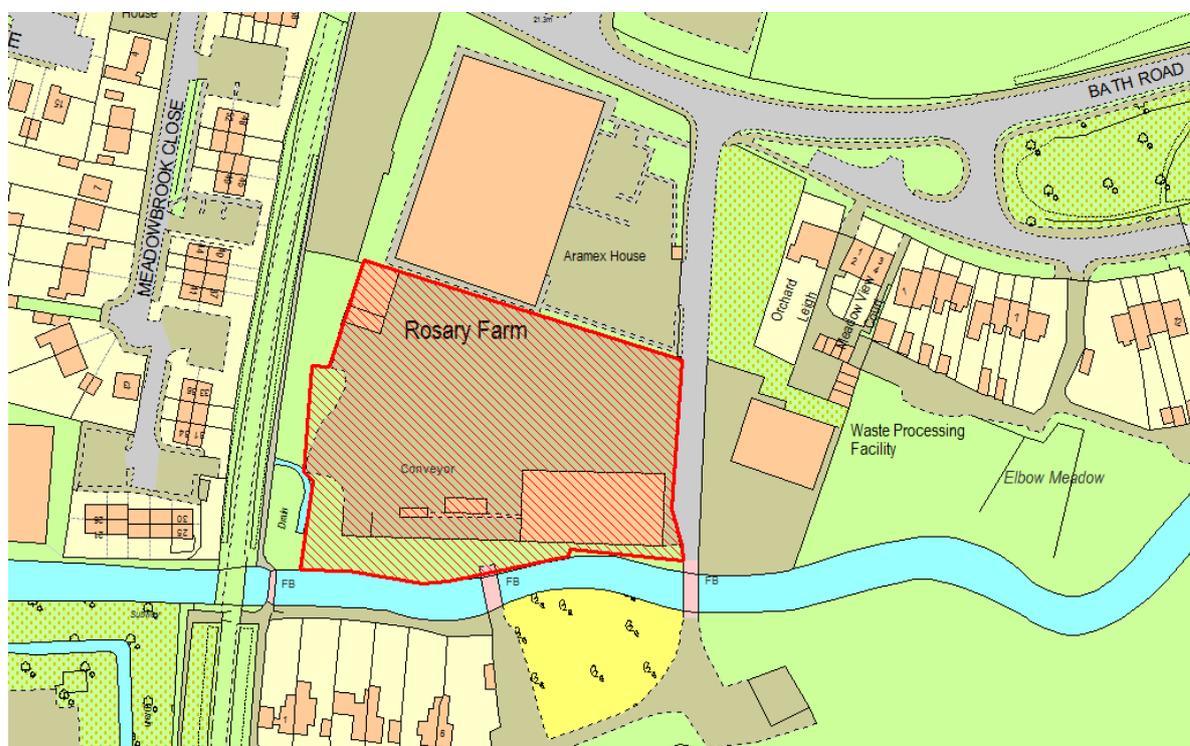


Registration Date:	04-Apr-2017	Application No:	P/10697/010
Officer:	Jenny Seaman	Ward:	Colnbrook-and-Poyle
Applicant:	Mr. D Hepsworth, Lanz Farm Limited	Application Type:	Major
		13 Week Date:	4 July 2017
Agent:	Mr. Phil Taylor, Egon 320, Chartridge Lane, Chartridge, Buckinghamshire, HP5 2SQ		
Location:	Lanz Farm Ltd, Galleymead House, Galleymead Road, Colnbrook, Slough, SL3 0NT		
Proposal:	Demolition of existing building and installation of new light and heaving recycling facility including associated works.		

Recommendation: Subject to the referral to the Secretary of State delegate to the Planning Manager for approval



1.0 **SUMMARY OF RECOMMENDATION**

1.1 Following consideration of any outstanding consultation responses, the application to be referred to the Secretary of State as the site is within the Green Belt and the proposed building has a floor space of over 1000 square metres. In the event that the Secretary of State decides not to call in the application for determination, the Planning Manager be authorised to finalise conditions, complete a S106 Agreement to secure a lorry routing plan, make a contribution towards improvements to the Colne Valley Park and make the final decision on Planning Application.

1.2 This application is to be decided at Planning Committee as it is for a major development and is a waste and minerals application.

PART A: BACKGROUND

2.0 **Proposal**

2.1 The proposal is for a new building to provide a light and heavy line waste recycling facility. The proposal will also involve demolition of the existing heavy line processing building and the existing light line processing building, relocation of the weighbridge and parking, a surface water management system and new CCTV locations.

2.2 The proposed building would be 54.72m long by 61.68m wide (3,385m²) and is 10m to the eaves and 15m to the ridge. The materials include cladding, galvanised steel, glass and pre-cast concrete, typical of an industrial or waste management building.

3.0 **Application Site**

3.1 The site lies south of Galleymead House, east of the former Staines to West Drayton railway line and north of the Poyle Channel, and Poyle New Cottages. The site is just under 0.8 hectares in size.

3.2 The site is in current use as a recycling centre with the types of waste limited to the following:-

- Mixed commercial, industrial, construction and demolition waste
- Earth and spoils
- Hardcore and Concrete
- Mixed household, industrial and commercial waste
- Street cleaning residues

3.3 The site has been used as a waste recycling centre since 1999 and is used by Lanz in association with their office and vehicle workshop premises on the east side of the private access road.

3.4 The recovery site comprises a large single storey building in use for waste

recovery with raised large mechanical waste recovery equipment housed in the building with storage for recovered materials below. A smaller second building at the rear of the site is used for storage. Part of both buildings falls within land designated as Green Belt. Elsewhere there are numerous open storage bunkers for recovered materials awaiting dispatch. The remaining part of the site has a weighbridge and circulation road, together with area(s) for skip storage.

- 3.5 The eastern boundary of the waste recovery site has a chainlink fence and concrete posts fronting onto the private access road. To the north a large warehouse building is in use as well as a vacant site immediately to the west of the warehouse building with a valid planning permission for residential use, as yet unimplemented. To the east of the private access road and the remaining Lanz buildings, are residential properties in Bath Road.

4.0 **Relevant Site History**

- 4.1 The relevant planning history is set out below:-

Spelthorne Council granted an Established Use Certificate in respect of most of the western part of the site (approximately half of the site) on 7th May 1986. The Certificate allowed the storage of top soil and excavated material, ancillary parking, repair and maintenance of earthmoving equipment and vehicles and the parking of such equipment and vehicles for hire. It also allowed the use of certain buildings on site for storage, repair and maintenance of earthmoving equipment and vehicles. The majority of the site covered by the Green Belt designation was covered by the Established Use Certificate.

Temporary planning permission was granted on 13 July 1993 for the storage and sorting of waste materials with the construction of five wooden bunkers, a steel clad and framed building of 481 square metres, a portacabin control office, concrete hardstanding and screening bund and the installation of wheelwashing equipment. The permission was to run until 11 August 1999 or upon completion of the deposit of waste material at the Longford II landfill site. Permanent retention of the facility was the subject of planning application P/10697/000.

- 4.2 A description of applications considered by Slough Council follows:-

P/10697/000 Permanent retention of waste recycling centre
Granted 2 Feb 1999

The proposal was for the storage of waste materials which could include:-

- Dry and solid inert soils and overburden, concrete, stone and clay, coal and coke
- Scrap metals and plastics, polymers and resins, gypsum, carbon and ebonite, shot blasting residue, abrasives, micas, slag and boiler scale.

- Oxides of iron, magnesium, zinc, aluminium, copper and titanium.
- Hydroxides of iron, calcium carbonate and magnesium carbonate
- Wood and wood products, paper, cardboard, tree loppings and plant materials, leather and natural fibres

The proposal retained the storage bunkers, relocated the storage building to the south east part of the site, and retained the weighbridge, wheelwashing equipment, portacabin control office, and fuel storage equipment. The remainder of the site was surfaced with concrete.

All operations concerned with the repair and maintenance of plant and vehicles, covered by the established use certificate were to be removed from the site.

P/10697/001 Relocation of sorting hall and demolition of existing sorting hall
Granted 2 March 2000

P/10697/002 Erection of a two storey building with a pitched roof for use as transport maintenance operation and offices, erection of security fencing and provision of parking, bunding and landscaping
Granted 26 July 2001

P/10697/003 Relocation of sorting hall and realignment of the poyle channel
Granted 3 Oct 2002

P/10697/004 Construction of trilocular store
Granted 28 April 2003

P/10697/005 Variation of condition 7 of p/10697/003 to alter the timing of the diversion of the poyle channel from prior to occupation of the sorting hall to by 31 oct 2003
Granted 7 May 2003

P/10697/006 Provision of portacabin as weighbridge control office and replacement entrance gates
Granted 2 Feb 2004

P/10697/007 Construction of a concrete pushwall in sorting office
Granted 18 August 2006

P/10697/008 Variation of condition 6 of p/10697/000 and related applications p/10697/001 and p/10697/003 to include two additional waste categories.
Granted 15 Oct 2013

The two additional waste categories were mixed municipal waste and street cleaning residues. The application was to allow the following waste types to

be accepted on site:-

- Mixed commercial, industrial, construction and demolition waste
- Earth and spoils
- Hardcore and Concrete
- Mixed household, industrial and commercial waste
- Street cleaning residues

In accordance with the Environment Agency's waste permit reference EPR/WP3390EJ (varied on 29 June 2012).

The Environment Agency licence required that for mixed municipal waste and street cleaning residues, all bulking, sorting, storage and transfer should be carried out inside a building with an impermeable surface and sealed drainage. The licence stated that emissions from the activities should be free from odour at levels likely to cause pollution outside the site.

P/10697/009 Erection of new building to house new recycling facility with revised access and internal layout.
Granted 22 April 2016

At the time of the application 80% of the waste that went through the site was 'heavy' waste (that is building type waste such as bricks, aggregate and soil) compared to 20% of 'light' waste (metal, paper, cardboard, plastics and wood). It was proposed to erect a large single storey building with a metal clad finish handling light waste with a floorspace of 1697m² (depth 36m, length 68m and height of 10m to eaves and 15m to ridge).

The Secretary of State in their letter dated 24 January 2014 considered the development to be Schedule 2 development, but did not consider that an EIA was required as the proposal would not be likely to have significant effects on the environment by virtue of factors such as its nature, size or location. This was due to the fact that the proposal did not seek to increase the types of wastes processed nor increase levels of wastes processed.

5.0 **Neighbour Notification**

Neighbours Consulted:

1, 2, 3, 4, 5, 6 Poyle New Cottages

Orchard Leigh, Old Bath Road, Colnbrook

1, 2, 3, Meadow View Court

24, 25, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64,
Meadow Brook Close

- Easy Parking Heathrow Ltd, Colnbrook Car Centre, Old Bath
- Aramex International Ltd, Old Bath Road, Colnbrook

- Lanz Farm Ltd, Galleymead House, Galleymead Road, Colnbrook
- Express Cargo Ltd, Aramex House, Old Bath Road, Colnbrook
- N T I Ltd, Aramex House, Old Bath Road, Colnbrook
- Vanguard Ltd, Aramex House, Old Bath Road, Colnbrook
- Priority Airfreight Ltd, Aramex House, Old Bath Road, Colnbrook
- Two Way Ltd, Aramex House, Old Bath Road, Colnbrook
- Aramex, Aramex House, Old Bath Road, Colnbrook
- Renier Jooste D X B, Aramex House, Old Bath Road, Colnbrook
- H Y Car Sales, Old Bath Road, Colnbrook

No replies received from neighbouring properties.

Consultations

Heathrow Airport Limited:-

The proposed development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria unless any planning permission granted is subject to conditions for:-

- Submission of a Construction Management Strategy
- Submission of a Bird Hazard Management Plan
- Lighting proposals
- Landscaping

6.0 This site is, or part of the site, lies within the Public Safety Zone. Please refer to DFT Circular 1/2010 'Control of Development in Airport Public Safety Zones' for further information.

We therefore have no aerodrome safeguarding objection to this proposal provided that the above conditions are applied to any planning permission

Mr. Ndoli Bokuli Development Cntrl Asset Investment Unit, Thames Water:-

No reply received

Sustainable Places, Environment Agency South East:-

No reply received

Ms. Katy Jones, Clerk and Finance Officer, Colnbrook-With- Poyle Parish Council:-

Members had no objection to this application

Environmental Protection:-

No reply received

Jason Newman (Environmental Quality Team Leader):-

I would advise a lighting impact study should be undertaken, and not to assume the assurances given are sufficient, the light spillage needs to be clearly modelled based on the new larger building.

The EA most certainly need consulting as the regulator for the waste/recycling activities on the site and also within the context of flooding risk.

There is relatively little information contained with the application and reference is made to a previous permission for the previous recycling facility I enclose some relevant comments I made on this application and the previous variation which did not include new plant and equipment unlike this application. Please note the noise limits were subsequently set at 61dB as this is 10 decibels below the ambient noise level (dominated by aircraft noise)

The key issues:

- Light impact assessment for the new security/operational lights on the site are recommended
- Intensification of site operations and increase in HGV traffic on the highway (requires transport assessment and Highways comments)
- Air Quality from HGV movements are unlikely to be a material consideration as the site is not located within an Air Quality Management Area and the routing is likely to utilise the M25 junction. However, it is advisable that a routeing map is submitted.
- Noise condition should also be attached to the consent that align with the current conditions, the building will act as an acoustic buffer
- Dust conditions as recommended in the committee report should also be attached to the consent.

Previous comments are included below:-

This is an established waste recycling facility which benefits from planning permission and an environmental permit issued by the Environment Agency reference EPR/WP3390EJ issued to Lanz Farms Limited.

Appendix 1 of the document includes a notice of variation of the Environmental Permit issued by the Environment Agency, dated 29 June 2012. The variation related to adding two additional waste types as follows:

- Mixed municipal waste
- Street cleaning residues

These types of waste streams have the capacity to cause odours. When considering this application and its environmental impacts, this is a regulated

facility and the regulator is the Environment Agency. Further, that the conditions within the permit are aimed at addressing significant and harmful emissions. When considering impacts on the amenity, most of these should be controlled by the extant permit.

The site is located within a mixed residential/industrial area. The site lies directly underneath the Heathrow flight path and it is significantly impacted by aircraft noise. The M25 hum is also audible. There were no odours affecting the perimeter of the site or residential properties at the time of my visit. There was little activity at the time of my visit

There are 6 private cottages located to the south of the site, accessible on the other side of Poyle Brook/Channel. There are a number of residential properties located to the west of the site at Meadowbrook Close.

There is potential, due to the nature of the site activities, for noise, dust, fumes and odours to affect these nearby residential properties. There are conditions within the Permit section 6.2 relating to odour control outside the site, and also the operator has to implement an approved odour management plan.

The Environment Agency completed a study of the ambient air quality at Poyle, Slough between 10 October 2012 – 16 January 2013. This study related to particulate monitoring. Particulate emissions, above the air quality standards, are known to have direct health impacts. I have read this report. Particulate monitoring PM₁₀ was carried out over a 99 day period, which is quite a short time scale. It was carried out during the dampest months of the year when particulate emissions are likely to be at their lowest levels.

Nevertheless, the results are indicative as to whether there is a particulate problem emanating from the site, and within the locality. The mean PM₁₀ levels are 16.8ugm⁻³ which is significantly below the air quality standard of 40ugm⁻³ but needs to be treated with caution. The analyser used is not one that meets the national reference specifications set for particulate monitors. Our TEOM PM₁₀ located at Pippins School, which lies approximately 300m NW of the site, and this recorded levels for 2012 at 21 ug^m-³ at an annual data capture rate of 93%.

Lanz completed an odour and pest control management plan in May 2012. This plan forms a condition within the Environmental Permit. This management plan has been accepted by the Environment Agency. Onsite monitoring is undertaken but no off-site monitoring is undertaken and this is a weakness with the plan. The plan specifies processing steps to follow to minimise the odour. Additional measures include operating an internal mist air system and an external vortex rotary atomiser. In addition and where necessary an odour suppression system will be operational. However, there is no way odour will be completely eliminated from the types of waste streams being imported. There is also a complaints procedure built into the plan. The

plan does not mention maintenance and servicing of the plant, which again is a weakness, but does mention failure of the plant. Odour is likely to affect nearby residential receptors from time to time, but an odour management plan and mitigation measures have been implemented to manage off site emissions. The Environment Agency is the regulator responsible for investigating odour complaints and unless there is a history of complaints, relating to odour and these complaints have been substantiated, there are insufficient grounds to refuse the application on odour impact.

Noise from the site operation between the lulls in the aircraft movements, will be audible. However, this noise is unlikely to be a material consideration as the ambient noise is dominated by aircraft noise and the L_{Aeq} for the site is 71dB. Further, we are talking about a waste stream not additional equipment or plant, but utilising the existing facilities. Noise is unlikely to be a material consideration.

Anka Asandei, Contaminated Land Officer:-

Historical mapping indicates that the site has a long history of being used as a waste transfer station and some infilled areas are marked on GIS, together with a Disused Tanks entry.

The proposed development implies keeping the site under the same use thus the receptors will remain as before. However due to the sites history it is possible that unforeseen contamination may be found during demolition and development, which could be a risk to the construction team. Also, there are several potential sources of ground gasses on site which need to be assessed further, together with their potential impacts. Thus it is recommended that additional investigation and assessment is carried out before the works can proceed.

Recommend conditions as follows:-

- Phase 1 Desk Study
- Phase 2 Intrusive Investigation Method Statement
- Phase 3 Quantitative Risk Assessment and Site Specific Remediation Strategy
- Remediation Validation

Julian Turpin, Tree Officer:-

There is an extant planning permission P/10697/009 for a new recycling facility on this site which has not been built. This application proposes a bigger building which includes most of the footprint of the building already granted previously. This change in building soze and footprint will not have a greater affect on the trees on and around the site than the previous; if consent is granted for this application it should have similar conditions applied as the previous permission to enhance the landscaping.

Whilst recognising that the affect on the trees is not changed I would note that many trees were removed from adjacent land to the west of the site which is a disused railway. This tree removal has greatly thinned the screening between the residential properties in Meadowbrook Close and the proposed building, which makes the landscape conditions applied previously of greater value.

Mr. Viv Vallance Transport and Highways Development:-

The planning application is for the proposed demolition of the existing waste recycling buildings and replacement with a new recycling building to process light and heavy line waste, including a revised site layout. The site is land at Rosary Farm, Poyle New Cottages, Poyle, near Colnbrook.

It is noted the size of the building has increased from the previous application (P/10697/009). The proposed building is 3,449m²

The combined facility is referred to as a waste recycling facility (WRF). It would include:

- A heavy and light line recycling facility building;
- Revised access arrangements;
- Re-location of weighbridge and other temporary buildings;
- Parking for GVs, staff / visitor parking; and
- CCTV and security health and safety site lighting.

And demolition of:

- the existing heavy waste transfer station location in the south-east corner of the site; and
- the existing light line building located in the north-west corner of the site.

Red-Line

- The red-line of the application should extend up to bath road – the adopted highway. The revised application should make this amendment;
- Furthermore, if the site is relying on car parking off-site then this should be included in the red-line;
- The gate will need to be open during all times the site is operational; On entering the site it is proposed HGVs would pass over the weighbridge, located in the centre of the site. HGVs would then move to the respective loading docks. However, if an HGV was already parked on the centre dock then neither the southern nor northern docks could be accessed. If an HGV was parked on the southern dock, the central dock would not be accessible. The design does not work and there is a risk that excessive reversing and manoeuvring will occur on the road leading to Poyle New Cottages. This would be unacceptable from a highway safety perspective and therefore the application should be refused;

Pedestrian Access

- Pedestrian access to the site would be via a new pedestrian gate located in the north-east corner of the site. This is desirable as would ensure pedestrians are separated from vehicle movements;
- The applicant should have incorporated the footway in the footway in the proposed scheme that is a condition of the previous consent. It would appear the applicant is unwilling to provide the footway even though the intensification of the use of the site will be worsened without this footway. Therefore this should be reason for refusal;

Parking

- It is stated that external parking for HGVs associated with the operation would be provided within the yard area after the WTS operations have ended for the day; however it is not clear where this is located;
- It is proposed that staff and visitor parking would be provided in the same location as existing, adjacent to the eastern elevation of the waste transfer building. This includes only four spaces. It is stated this includes disabled parking provision, but this is not seen in the plans;
- The proposed floor area is 3,449m², and according to the Slough Local Plan parking standards presented in Developers Guide Part 3, B8 warehousing use requires a minimum of 1 car space per 200m². This translates to a requirement for 17 car parking spaces. Clearly these are not provided on the site, and the application would be recommended for refusal on this basis;
- The requirement for lorry spaces would be 1 space per 500m² up to 2000m² and then 1 per 1000m². This site would therefore require 6 lorry spaces. Again these are not provided on site and therefore the application should be refused
- Whilst it is noted there is some parking provided opposite the site on Poyle New Cottages, this is not within the red-line, nor would there be adequate spaces to meet the parking standard;
- The application would be recommended for refusal on the shortfall of HGV and vehicle parking;

Cycle Parking

- No cycle parking is included in the proposals;
- According to Slough Local Plan parking standards, B8 warehousing use requires 1 cycle space per 500m² resulting in the need for 7 cycle spaces. These should be provided as a secure sheltered store for staff to use.

Trip Generation

- To understand the change in trips as a result of the development, the volume of waste needs to be examined;
- The new recycling facility is expected to receive, bulk and transfer up to 177,000 tonnes per annum (tpa) heavy mixed skip waste and dry mixed recyclables (DMR) which originate from commercial and

industrial (C&I) sources. This level of tonnage does not make much sense when compared to the existing volume of waste dealt with by the site and that which is proposed to be dealt with at the site;

- The existing usage of the site has been established from data for the last six years, including throughputs and vehicle movements. This is shown in the table below; although it is noted the data presented in the planning statement and Transport Statement differs; thus the below is considered the most intuitive summary (based on approx 3-4 tonnes per load).

Year	Tonnage	HGV Loads	Total HGV Trips per annum	Total Daily HGV Trips
2011	48600	13831	27662	106
2012	34985	10206	20412	79
2013	27928	8131	16262	63
2014	35854	10631	21262	82
2015	36596	12505	25010	96
2016	41370	12301	24602	95

- It is evident therefore that the site currently operates at well below the 177,000 tonnes per annum threshold it is licenced for (or 152,000 as referenced in the TS). However, having an EA threshold licence does not mean that the site has planning consent for dealing with this volume of waste;
- At present the site is receiving approximately 5,000 tonnes of light waste per year, which equates to 1660 loads per year, on the basis of 3 tonnes per HGV load;
- The likely increase in capacity from the combined facility, resulting from the sorting and processing being accommodated within a single building, is estimated at 20,000 tonnes per year. At 3 tonnes per load, this would total 6666 HGV loads per annum. Based on 260 days per year (excluding weekends) this results in 25 loads per day or 50 HGV trips per day (including trips in and out);
- Based on a 10 hour working day, this averages at 5 HGV trips per hour. It is argued in the Transport Statement that this is not material when considered against the background traffic and that the site already has consent to be operating up to its licensed maximum tonnage per year, of 177,000 tonnes. The additional light waste tonnage (20,000 tonnes per annum) does not cause the total to exceed this;
- However, it is considered by the local highway authority that this increase is notable, as based on the table above showing approximately 100 HGV trips per day to the site, the additional 50 trips will represent a 50% increase, which is considered substantial;
- Due to the Poyle Road scheme to restrict HGV movement, the HGVs would not be able to route via Poyle Road from the site. Thus all HGVs would have to exit the site to and from the east on Bath Road (see section below).

- There is likely to be a knock on impact from these additional HGV movements on the AQMA through A4 Brands Hill and therefore one would expect mitigation for the damage caused by these HGV movements, The case officer should consult the Council's Environmental Officer, Jason Newman.
- The proposed site operating hours would be:
 - Mon to Fri 0700:1800 hours;
 - Saturday 0700-1300 hours;
 - Sunday / Bank Holidays – no activity, except in emergencies.
- It is anticipated that waste would be brought to the site in a range of vehicles, skips and bins;
- The waste would be exported from site to other residual waste management sites in articulated bulkers;
- The site currently employs 14 people, including machine and site operatives and managers; there would be no change to this proposed.
- Cars would be diverted away from the weighbridge on entering the site, via a bypass route.

HGV Routing

- As with the previous application for this site, a routing agreement for access to the site from the East only must be agreed to avoid HGV traffic passing through Bath Road, Colnbrook to the west of this site. This should be secured as part of the S106 agreement.

Impact Assessment

- Highways England and LB Hillingdon should be consulted on the impact.

Public Transport

- The nearest bus stops to the site are located on the Bath Road approximately 200m to the north-west of the site.

Construction

- It is envisaged that the construction of the heavy and light waste management facility would take approximately 12 months.

Mitigation

Due to the substantial increase in HGV trips proposed as a result of the development, if the application was to be approved at a later stage, then it is appropriate that mitigation is agreed with the local highway authority to take account of the impact of the HGV movements on the public highway. The additional traffic is likely to impact on traffic flow and air quality through A4 Brands Hill as HGVs travel to and from the M4.

Recommendation

Based on the concerns raised above, the application is recommended for refusal on highways and transport grounds for the following reasons:

- The proposed development would result in an intensification of use of an existing access at a point where the sight lines are substandard and would lead to danger and inconvenience to people using it and to highway users in general. The development is contrary to Slough Borough Council's Core Strategy 2006-2026 Core Policy 7.
- The intensification of the use of the site and the access road leading to Bath Road will worsen the safety of pedestrians walking between Poyle New Cottages and Bath Road. In the absence of a continuous footway across the frontage there is an increased danger to pedestrians walking to Poyle New Cottages from the intensification of this development. The development is contrary to Slough Borough Council's Core Strategy 2006-2026 Core Policy 7.
- The development fails to provide car parking and HGV parking in accordance with adopted Slough Borough Council standards and if permitted is likely to lead to additional on street car parking or to the obstruction of the access to the detriment of highway safety and convenience. The development is contrary to Slough Borough Council Local Plan Policy T2.
- The applicant has not included adequate space within the site for parking and manoeuvring of vehicles clear of the highway. The proposed siting of the weighbridge will obstruct ingress and egress to the loading docks. The development if permitted would therefore be likely to lead to vehicles blocking back or reversing onto or off the highway to the detriment of public and highway safety. The development is contrary to Slough Borough Council's Core Strategy 2006-2026 Core Policy 7 and Policy T3 of the Slough Local Plan 2004.

Louise Bradbury

Authorised by: Viv Vallance

Drainage

Date – 22/05/17

A full surface water drainage philosophy including a layout and calculations will need to be provided for approval. The philosophy should include the existing site drainage scenario, the proposal for the site surface water drainage detailing the use of SuDS systems, together with any proposed connection to a Thames Water sewer. Surface water discharge from the site will be restricted. A Consent to Discharge Section 106 Agreement is to be entered with Thames Water who are to confirm their approval to the connection as well as the allowable discharge rate. Any agreements with The EA will need to be discussed with SBC.

Chand Hassan

Flood Risk
Date – 17/05/17
No comment.

Beth Waring on behalf of Ian Sivyer

PART B: PLANNING APPRAISAL

8.0 **Policy Background**

The application will be assessed against the following policies:

8.1 National Planning Policy Framework 2012
National Planning Policy for Waste 2014

8.2 The planning considerations for this proposal are:

- Principle of development
- Impact upon the Green Belt
- Impact upon the Strategic Gap
- Impact upon the Colne Valley Park
- Scale, massing, bulk and layout
- Impact on neighbouring residential properties and environmental issues
- Traffic and Highways
- Impact on the Public Safety Zone

9.0 **Principle of development**

9.1 The National Planning Policy Framework states that unless material considerations dictate otherwise development proposals that accord with the development plan should be approved without delay. Planning should not act as an impediment to sustainable growth and should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. It also states that high quality design should be secured and a good standard of amenity for all existing and future occupants of land and buildings. Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

9.2 The National Planning Policy for Waste, October 2014, states that when determining waste planning application Local Authorities should consider market need if the proposals are not in line with the local plan and to ensure the proposals do not undermine the local plan. It further states that Green Belts have special protection regarding development and waste management facilities within the green Belt would amount to inappropriate development.

9.3 The Berkshire Waste Local Plan acknowledged the difficulties in identifying

suitable sites for waste management facilities and the need to secure sufficient suitable sites. It therefore identified a number of sites to retain and safeguard, known as "Preferred Areas". The application site is included in the preferred areas list in the 1998 Berkshire Waste Local Plan (WLP Preferred Area 26). Although the document is old, there is no up to date Waste Local Plan.

- 9.4 Policy WLP11 of the Berkshire Waste Local Plan states that, subject to various detailed matters, applications for waste management development will normally be permitted in Preferred Areas.
- 9.5 The planning history is a material consideration. The previous planning application P/10697/009 was for the erection of a new building to house a new recycling facility with revised access and internal layout and was approved in 2016 but has not been implemented on the site. The scheme included a large building handling light waste with a proposed floorspace of 1697m², with a depth of 36m, length of 68m and a height of 10m to eaves and 15m to the ridge. This building was proposed on part of the site which is within the Green Belt. Since the determination of planning application P/10697/009, national planning policy and local planning policy has not significantly changed and the site conditions remain the same.
- 9.6 This is an existing waste transfer site which is long established, although part of the site is in the Green Belt. Planning permission has already been granted for a large building on the site. As the site is long established, it is considered that further development on the site with relation to the recovery and recycling of waste would be acceptable in principle. However any development would still need to be in accordance with the NPPF and the Councils adopted policies.

Impact upon the Green Belt

- 10.0 The National Planning Policy Framework states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. 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, is clearly outweighed by other considerations.
- 10.1 The National Planning Policy for Waste, October 2014, states that Green Belts have special protection regarding development and waste management facilities within the green Belt would amount to inappropriate development.
- 10.2 In this case, approximately half of the site, consisting of the majority of the rear of the site (lining up approximately between the front of Aramex House and the rear of the application site) is within the Green Belt. The proposed

building would be located within the Green Belt and therefore would be inappropriate development in the Green Belt. As such "Very Special Circumstances" would need to be demonstrated.

The very special circumstances in this case are considered to be as follows:-

10.3

- Only approximately 50% of the site lies within the Green Belt and buildings and structures on site already intrude into part of the Green Belt
- There was an Established Use Certificate in respect of most of the western part of the site for storage of topsoil and excavated material, ancillary parking, repair and maintenance of earth moving equipment and vehicles and the parking of such equipment and vehicles for hire. The majority of the Green Belt designation on site was covered by the Established Use Certificate and therefore already involved use of the site for a number of years for development which would be inappropriate in the Green Belt
- The site has operated as a waste transfer site for a number of years and benefits from a permanent planning permission granted in 1999
- The 1998 Berkshire Waste Local Plan identifies the site as a waste transfer site to retain and safeguard (Preferred Area).
- The proposal is intended to improve the ways in which imported waste is processed, stored and to increase overall recycling levels. In addition the proposed building would seek to improve many of the site's current operating and environmental issues. This would improve staff site health and safety issues and improve noise and dust conditions by enclosing the site's processing of waste within a bespoke building.
- Planning permission has already been granted (P/10697/009) for a similar sized building on the same site, within the Green Belt and in exactly the same position.
- The building which has already been granted planning permission had a floorspace of 1697m², a depth of 36m, length of 68m and a height of 10m to eaves and 15m to ridge. However, the existing large building on site, with a floorspace of approximately 882m², was also being retained, resulting in a combined floorspace of 2579m². The proposed building has a floorspace of 3,385m², is 54.72m long by 61.68m wide (3,385m²) and is 10m to the eaves and 15m to the ridge.
- The applicants provided an Alternative Sites Assessment with the previous approved application P/10697/009, considering 40 possible alternative sites. It was accepted that this demonstrated that there are no alternative deliverable sites and the existing site, which is the subject of this application, is the most appropriate. It is not considered that circumstances have changed which would alter this view.

10.4

On the basis of the above, it is considered that Very Special Circumstances have been demonstrated and that the application can be recommended for approval.

11.0 **Impact upon the Strategic Gap**

11.1 Local Plan policy CG9 states that any development within the Strategic Gap will not be approved where it threatens the clear separation or the role of open land between Slough and Greater London.

11.2 The existing use of this site is as a waste transfer site and this use would not change or result in the loss of any separation between Slough and Greater London or loss of open land given that the entire site is used for commercial purposes. The proposal would not therefore have a detrimental impact on the Strategic Gap.

12.0 **Impact upon the Colne Valley Park**

12.1 Local Plan policy CG1 seeks to control development in the Colne Valley Park and where development is permitted to ensure that appropriate mitigation measures are undertaken to realise the aims and objectives of the Colne Valley Park.

12.2 The existing use of this site is as a waste transfer site and this use would not change or result in the loss of any informal leisure use. The proposal would not therefore have a detrimental impact on the Colne Valley Park.

12.3 Policy CG1 states that where development is permitted in these areas, provision of new or improved access to the countryside will be sought. The previous application was subject to a Section 106 Agreement for a contribution towards improvements to Colne Valley Park and a contribution is also considered appropriate for the current proposal.

13.0 **Scale, massing, bulk and layout**

13.1 That National Planning Policy for Waste states that waste development facilities should be well designed and contribute positively to the character and quality of the area. The National Planning Policy Framework similarly seeks to ensure that proposal have a good standard of design.

13.2 Core Policy 8 of the Local Development Framework, Core Strategy, states that: "All development in the Borough shall be sustainable, of a high quality design, improve the quality of the environment and address the impact of climate change."

13.3 Policy EN1 of the Adopted Local Plan states that "all development proposals are required to reflect a high standard of design and must be compatible with and/or improve their surrounding", in accordance with the criteria set out in that policy.

13.4 The design, size and location of the building have to a large extent been led

by the machinery and storage that are required within the building. The design of the building itself is a metal frame with metal cladding and insulation similar to the surrounding industrial buildings with a standard industrial design, especially to the neighbouring building at Aramex House. The design of the building is the same as that proposed in the previous approved application and will not have a detrimental impact upon the character or appearance of the area. The proposal will involve the removal of the old and deteriorating buildings on site which would improve the visual appearance of the site.

13.5 While the building is large, it is not considered that it would appear be out of character with the surrounding buildings or the surrounding area generally. The building would cover a large proportion of the site but would not appear overbearing or over dominant within the surrounding area due to the large buildings in the area and the fact that it is set at the back of the site so that it will not appear overbearing. A good amount of space is still retained in front of the building and additional landscaping is proposed.

14.0 **Impact to neighbouring residential properties and environmental issues**

14.1 The National Planning Policy for Waste states that waste developments should consider the likely impact on the environment and amenity.

14.2 Core Policy 8 of the Local Development Framework, Core Strategy, states that the design of all development within existing residential areas should respect its location and surroundings and shall not give rise to unacceptable levels of air, dust, odour, lighting or noise pollution and reduce the risk of flooding, including surface water flooding.

14.3 Policy EN1 of the Adopted Local Plan states that “all development proposals are required to reflect a high standard of design and must be compatible with and/or improve their surrounding”, in accordance with the criteria set out in that policy.

14.4 The nearest neighbouring residential properties to the application site are sited 33m to the west beyond the disused railway line and 46m from Poyle Cottages to the south beyond the Poyle Channel. These properties are screened from the site with existing mature trees and shrubs both within the site to act as a green buffer to the site – although some of the tree screen on the adjoining land has been removed. However, the part of the building closest to disused railway line has already been granted planning permission, so the view from properties in Meadowbank Close would be no different. The view from Poyle Cottages would be of a longer building, but at a distance of 46m this would not appear overdominant. New landscaping is also proposed which will help to soften the appearance of the proposal.

14.5 Although large, the proposed building is not considered to result in a detrimental impact in terms of it being overbearing or restricting views and onsite planting provision could be strengthened via appropriate conditions to

help soften the appearance of the building further when viewed from neighbouring residential properties.

- 14.6 Due to the distances between the neighbouring residential properties and the proposed building it is not considered to result in a loss of light to the neighbouring properties and would not have a detrimental impact upon the amenity of neighbouring properties.
- 14.7 The noise report that has been submitted with the application confirms that the sound level is dominated by aircraft noise and that the proposed new recycling plant machinery would not be any louder than the pre existing ambient noise level from aircraft and traffic noise and will therefore have no detrimental impact upon neighbouring properties or the surrounding environment.
- 14.8 The air quality report that has been submitted with the application is in the form of an Environment Agency air quality study that confirms that air quality standard objectives are being met and it is not anticipated that with a marginal increase in the amount of waste being recycled at the site and with this waste being light in nature then there will not be a detrimental impact upon air quality.
- 14.9 The proposed new building will result in the removal of a large proportion of outdoor processing and storage of waste, and the sites operating noise limits will be controlled within a new noise insulated building. This will lead to reductions in dust, odour issues being internally controlled and the storage of processed materials within the building which will be a benefit in respect of pest control.
- 14.10 An odour and pest management control management plan has been submitted as part of the application which states that appropriate odour and pest control measures will be put in place and regularly monitored to ensure that there is no nuisance to neighbouring properties and can be appropriately secured via condition.

15.0 **Flooding and Drainage**

- 15.1 The site is located in Flood Zone 1 on the Environment Agency's (EA) maps. The site is not indicated to be at risk from flooding in event less than the 1 in 1000 year return period. This gives an annual flood risk of 0.1 % or less.
- 15.2 An FRA has been prepared because the site is immediately to the north of the Poyle channel which benefits from defence assets and the site currently discharges its surface water into the Poyle channel.
- 15.3 The proposed (and current) use of the site is a waste management facility and this is classified by Table 2 of the Technical Guidance to the NPPF as "less vulnerable" but is appropriate for development (It being in Flood Zone I). The

site is used for non hazardous waste only.

- 15.4 The proposed development involves a new building to the western half of the site and is entirely located on currently an impermeable (concrete) area. There is currently 6805m² of impermeable area (which represents 85.6% of the site). The proposals will result in a reduction of impermeable area to 6265m², an 8% reduction.
- 15.5 The storm water off from the proposed building is to be collected in below ground storage tanks. The collected water is then to be used as water supply (replacing that used directly from the mains supply). Any excess water collected is to be channelled into the existing system and discharged through the hydrobrake.
- 15.6 The new building occupies 3492m² and all of this is on existing impermeable surface. This results in a net gain of permeable surface of 540m². As a result of the proposals the area of the yard surface drainage will be reduced from 5990m² to 2773 m². Due to the nature of the operations on the site the yard drainage discharges into the foul water system. Consequently there will be an environmental benefit as the discharge area from the yard is reduced by 53%. This is balanced by an increase in roof surface water discharge of 328% however this discharge is attenuated. The measures proposed will reduce the overall flow of surface water from the site.
- 16.0 Traffic and Highways
- 16.1 Core Policy 7 requires that development proposals will have to make appropriate provisions for reducing the need to travel, widening travel choices and making travel by sustainable means of transport more attractive than the private car, improving road safety, improving air quality and reducing the impact of travel upon the environment.
- 16.2 Local Plan Policy T2 requires residential development to provide a level of parking appropriate to its location and overcome road safety problems while protecting the amenities of adjoining residents and the visual amenities of the area.
- 16.3 The applicant has supplied a transport statement that states that the additional increase in waste being generated by the development would result in an increase in 20,000 tonnes of waste per year being sorted at the site which equates to an additional 50 HGV trips per a day if it works at its maximum. Considering the background traffic movements to and from the site and the fact that the site will still operate below its 152,000 tonne limit the additional traffic movements will not result in any traffic or highway issues.
- 16.4 The Highways Officer has objected to the proposal for a number of reasons which are summarised below:-

- The proposed development would result in an intensification of use of an existing access at a point where the sight lines are substandard and would lead to danger and inconvenience to people using it and to highway users in general.
- The intensification of the use of the site and the access road leading to Bath Road will worsen the safety of pedestrians walking between Poyle New Cottages and Bath Road. In the absence of a continuous footway across the frontage there is a increased danger to pedestrians walking to Poyle New Cottages from the intensification of this development.
- The development fails to provide car parking and HGV parking in accordance with adopted Slough Borough Council standards and if permitted is likely to lead to additional on street car parking or to the obstruction of the access to the detriment of highway safety and convenience.
- The applicant has not included adequate space within the site for parking and manoeuvring of vehicles clear of the highway. The proposed siting of the weighbridge will obstruct ingress and egress to the loading docks. The development if permitted would therefore be likely to lead to vehicles blocking back or reversing onto or off the highway to the detriment of public and highway safety.

16.5

Discussions took place with the applicant on site and further information requested on the aims for the site. The information provided by the agent was as follows:-

1. There appears to be have been a mistake made in the original submission. I can categorically state that this application will not increase or indeed plans to increase the levels of waste permitted above and beyond what was permitted by planning permission P/10697/009. The Design and Access statement Section 2 states correctly - 'This application does not propose any increase in waste to be processed at the site.'
2. I am unclear why the submitted application quotes the figure 177,000 tonnes of waste, as this is simply incorrect. Based on the table below it can be seen the average quantities of waste processed on site between the years of 2011 - 2016 range from between 27,000 tonnes – 49,000 tonnes per annum.

Year	Tonnage	HGV loads	Total HGV trips
2011	48,600	13831	27662
2012	34985	10206	20412
2013	27,928	8131	16262
2014	35,854	10631	27034
2015	36,596	12505	30688

2016	41,370	12301	30062
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3. These figures include the light line waste tonnage also. It would therefore be illogical and not practical to increase the site's throughput threefold when no contracts are in place to generate or attract this level of waste. The sole purpose of this application is to construct a building which will accommodate the chosen light and heavy line waste processing equipment, there is no other reason.
4. The application proposes to not increase the levels of waste processed at this site. The levels of waste will be the same as permitted by planning permission P/10697/009. This will include light and heavy waste streams.
5. As the planning submission details the need for a new larger building results in operational benefits and is based on the size specification of the processing equipment. The amalgamation of the two streams of waste within one building has numerous benefits including the use of new technology and the erection of a purpose built noise insulated building. In addition the removal of two old buildings on the site will also occur as a result of this new proposal. The proposed internal equipment could not now be configured within the permitted building.
6. The 2017 Transport Statement clearly states this application will not increase the number of movements the site generates above and beyond that permitted by planning permission P/10697/009. This will be in the region of 50 2 way HGV trips per day. The existing road network is designed and has the capacity to accommodate this ongoing level of activity. The on-site configuration of the site has been altered to ensure HGVs can suitably turn within the designated areas.
7. No application has been made to the Environment Agency to alter the waste permit as the levels proposes will fall a long way short of exceeding the waste permit's levels. The re-configured building is not being proposed to increase the levels of waste processed at the site. As mentioned the only reason the building shape and size is being altered is to allow for the waste processing equipment to fit within the building.
8. The current Lanz Group clients of Slough Council, Windsor and Maidenhead Council, Hillingdon Council, Spelthorne Council and Windsor Council would remain. The nature of the business relies on the local supply of waste and in performing its duty of sustainable development. This remains a core aim of the Lanz Group as it has for over fifty years of operation. The Lanz Group have no intention of building this new building and then seeking additional clients other than those quoted in the last application.

16.6

Given the extra information provided by the agent and applicants, in writing and at the time of the site visit, it is clear that the proposal will not result in an

intensification of the use or an increase in traffic above what was permitted under planning application P/10697/009; rather it will allow the processing of waste to be carried out in a more efficient manner.

- 16.7 A condition was included in the previous application requiring the provision of a footway and the same condition is included as part of this application.
- 16.8 The plans include tracking diagrams to show that lorries can access the docking bays; it was explained on site that the larger building will allow lorries to drive into the building and either offload in the building or be able to remain in the building until it is possible to carry out offloading. This will be an improvement as at present lorries offload in the open yard and the waste must then be sorted outside.
- 16.9 Highways have stated that parking spaces for lorries, cars and cycles need to be provided and that insufficient parking has been provided. The parking requirement has been worked out on the basis of what is required for a B8 use, but this proposal is not for a B8 use. Also, account has not been taken of the fact that the applicant owns Galleymead House (opposite the site) which has parking spaces to the front and that the number of staff working at the site (14) is low and will not change. At the time of the officers site visit, there was no sign that cars or lorries were parking along the access road leading to the site.
- 16.10 As no extra vehicle movements are proposed above those approved under planning application P/10697/009 and no increase in tonnage of waste, it is not considered that the application should be refused on lack of parking.

The previous application was subject to a Section 106 requiring a lorry routing plan; the same is required for the current planning application.

17.0 Impact on Public Safety Zone

- 17.1 The site is located within Public Safety Zone (PSZ). Public Safety Zones are areas of land at the ends of the runways at the busiest airports, within which development is restricted in order to control the number of people on the ground at risk of death or injury in the event of an aircraft accident on takeoff or landing. The basic policy objective governing the restriction on development near civil airports is that there should be no increase in the number of people living, working or congregating in Public Safety Zones and that, over time, the number should be reduced as circumstances allow.
- 17.2 There should be a general presumption against new or replacement development, or changes of use of existing buildings, within Public Safety Zones. Exceptions to this general presumption are set out in paragraphs 11 and 12 and includes development of a kind likely to introduce very few or no people on to a site on a regular basis.

17.3 The proposed use will not result in an increase in staff numbers at the site and therefore complies with the requirement of development within the airport safeguarding zone which seeks to ensure there is no increase in the numbers of people working within such an area.

17.4 No objections are raised to the principle of development in relation the local development plan, the National Planning Policy Framework, and the DfT Circular 01/2010 regarding national policy regarding developing within a PSZ

PART C: RECOMMENDATION

Following consideration of any outstanding consultation responses, it is recommended that the application be referred to the Secretary of State because the site is in the Green Belt and the proposed building is over 1000 square metres. In the event that the Secretary of State decides not to call in the application for his own determination that the Planning Manager be authorised to finalise conditions, complete a S106 agreement and make a final decision on the Planning Application.

PART D: LIST OF CONDITIONS AND INFORMATIVES

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 following plans and drawings hereby approved by the Local Planning Authority:
 - (a) Drawing No. 001 Site Plan
 - (b) Drawing No. 002 Existing Site Layout (654-002E)
 - (c) Drawing No. 003 Proposed Elevations (654-003H)
 - (d) Drawing No. 004 Proposed Internal Layout 004 R2)
 - (e) Drawing No. 006 Existing and Proposed Lighting and Swept Path Analysis (654-006G)
 - (f) Drawing No. 007 Proposed Overlay Layout (654-007)

REASON To ensure that the site is developed in accordance with the submitted application and to ensure that the proposed development does not prejudice the amenity of the area and to comply with the Policies in the Development Plan.

3. The development shall be carried out having full regard to the findings and recommendations of the following supporting

statements:

Odour and Pest Control Management Plan, Dated May 2012
Study of Ambient Air Quality at Poyle Slough, 10th October 2012 -
16th January 2013
HAC Flood Risk Assessment December 2016
Noise Report February 2017
Highways Report 2016

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.

4. Prior to the building being bought into use a comprehensive dust and noise management plan shall be submitted to and approved by the Local Planning Authority. The plan shall cover and/or include:

- All potential sources of noise and dust emissions from the site
- Identify the nearest sensitive receptors (including new receptors).
- Outline all mitigation measures employed on site to date
- Outline additional mitigation measure to prevent harm to local
- Specify the Dust and Noise monitoring on site and supply the
- The Operation of a complaints system with a logbook kept on
- An two yearly review of dust and noise management and

REASON: To protect the amenities of the area and prevent nuisance arising from dust and to accord with the Core Policy 8 (Sustainability and the Environment)

5. The operator shall ensure all physical dust and noise mitigation measures, for example sound insulated building, screens, bunds, fences, roads, wheel wash, dust suppression systems etc, shall be maintained in good working order at all times to ensure their effectiveness.

REASON: To protect the amenities of the area and prevent nuisance arising from dust and to accord with the Core Policy 8 (Sustainability and the Environment)

6. The operator will be required to comply with the following noise limit at the following locations at all times when the site is in operation:

Receptor	Noise Limit level (Site Operations only)
Meadowbank Close	61 dB
Poyle New Cottages	61 dB

Meadow View Court	61 dB
Elbow Meadow	61 dB

Note: All Noise levels are measured LAeq, 1 hr (freefield)

REASON: To protect the amenities of the area and prevent nuisance arising from dust and to accord with the Core Policy 8 (Sustainability and the Environment)

7. The use of audible reversing warning alarms on mobile plant and HGV's accessing the site, where such plant are owned and operated by Lanz (or any succeeding company), shall be of the non-tonal type or such type as approved in the Acoustics Assessment Report prepared by Sharps Redmore, Dated 26th August 2014

REASON: To protect the amenities of the area and prevent nuisance arising from dust and to accord with the Core Policy 8 (Sustainability and the Environment)

8. Details of additional or replacement footpath provision along the access road and which shall extend beyond the southern boundary of the site shall be submitted to and approved in writing the Local Planning Authority and implemented prior to works commencing on site.

REASON: In the interest of pedestrian and highway safety in accordance with Core Policy 7 of the Slough Local Development Framework Core Strategy Development Plan Document December 2008.

9. Development works shall not commence until a Phase 1 Desk Study has been submitted to and approved in writing by the Local Planning Authority. The Phase 1 Desk Study shall be carried out by a competent person in accordance with Government, Environment Agency and Department for Environment, Food and Rural Affairs (DEFRA) guidance and approved Codes of practices, including but not limited to, the Environment Agency model procedure for the Management of Land Contamination CLR11 and Contaminated Land Exposure Assessment (CLEA) framework, and CIRIA Contaminated Land Risk Assessment Guide to Good Practice C552. The Phase 1 Desk Study shall incorporate a desk study (including a site walkover) to identify all potential sources of contamination at the site, potential receptors and potential pollutant linkages (PPLs) to inform the site preliminary Conceptual Site Model (CSM) and Preliminary Risk Assessment (PRA).

REASON: To ensure that the site is adequately risk assessed for the proposed development and in accordance with Policy 8 of the Core Strategy 2008.

10. Should the findings of the Phase 1 Desk Study approved pursuant to the Phase 1 Desk Study condition identify the potential for contamination, development works shall not commence until an Intrusive Investigation Method Statement (IIMS) has been submitted to and approved in writing by the Local Planning Authority. The IIMS shall be prepared in accordance with current guidance, standards and approved Codes of Practice including, but not limited to, BS5930, BS10175, CIRIA 665 and BS8576. The IIMS shall include, as a minimum, a position statement on the available and previously completed site investigation information, a rationale for the further site investigation required, including details of locations of such investigations, details of the methodologies, sampling and monitoring proposed.

REASON: To ensure that the type, nature and extent of contamination present, and the risks to receptors are adequately characterised, and to inform any remediation strategy proposal and in accordance with Policy 8 of the Core Strategy 2008.

11. Development works shall not commence until a quantitative risk assessment has been prepared for the site, based on the findings of the intrusive investigation. The risk assessment shall be prepared in accordance with the Contaminated Land report Model Procedure (CLR11) and Contaminated Land Exposure Assessment (CLEA) framework, and other relevant current guidance. This must first be submitted to and approved in writing by the Local Planning Authority and shall as a minimum, contain, but not limited to, details of any additional site investigation undertaken with a full review and update of the preliminary Conceptual Site Model (CSM) (prepared as part of the Phase 1 Desk Study), details of the assessment criteria selected for the risk assessment, their derivation and justification for use in the assessment, the findings of the assessment and recommendations for further works. Should the risk assessment identify the need for remediation, then details of the proposed remediation strategy shall be submitted in writing to and approved by the Local Planning Authority. The Site Specific Remediation Strategy (SSRS) shall include, as a minimum, but not limited to, details of the precise location of the remediation works and/or monitoring proposed, including earth movements, licensing and regulatory liaison, health, safety and environmental controls, and any validation requirements.

REASON: To ensure that potential risks from land contamination are adequately assessed and remediation works are adequately carried out, to safeguard the environment and to ensure that the development is suitable for the proposed use and in accordance with Policy 8 of the Core Strategy 2008.

12. No development within or adjacent to any area(s) subject to remediation works carried out pursuant to the Phase 3 Quantitative Risk Assessment and Site Specific Remediation Strategy condition shall be occupied until a full validation report for the purposes of human health protection has been submitted to and approved in writing by the Local Planning Authority. The report shall include details of the implementation of the remedial strategy and any contingency plan works approved pursuant to the Site Specific Remediation Strategy condition above. In the event that gas and/or vapour protection measures are specified by the remedial strategy, the report shall include written confirmation from a Building Control Regulator that all such measures have been implemented.

REASON: To ensure that remediation work is adequately validated and recorded, in the interest of safeguarding public health and in accordance with Policy 8 of the Core Strategy 2008.

13. No infiltration of surface water drainage into the ground at this site 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 controlled waters. The development shall be carried out in accordance with the approval details.

Reason: To protect groundwater. The site is located on a Secondary aquifer and a historic landfill. Infiltration SUDs/ soakaways through contaminated soils are unacceptable as contaminants can remobilise and cause groundwater pollution. This condition is in line with Slough Borough Councils Core Strategy (adopted in 2006) Core Policy 8.

14. Piling or any other foundation designs using penetrative methods shall not be 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: Some piling techniques can cause preferential pathways for contaminants to migrate to groundwater and cause pollution. A piling risk assessment should be submitted with consideration of the Environment Agency guidance 'Piling into contaminated sites': <http://webarchive.nationalarchives.gov.uk/20140328084622/http://cdn.environment-agency.gov.uk/scho0202bisw-e-e.pdf> . This condition is in line with Slough Borough Councils Core Strategy (adopted in 2006) Core Policy 8.

15. No development shall take place until a scheme for the provision and

management of an 8 metre wide buffer zone alongside the River Colne shall be submitted to and agreed in writing by the local planning authority. Thereafter the development shall be carried out in accordance with the approved scheme and any subsequent amendments shall be agreed in writing with the local planning authority. The buffer zone scheme shall be free from built development including lighting, domestic gardens and formal landscaping; and could form a vital part of green infrastructure provision. The schemes shall include:

- plans showing the extent and layout of the buffer zone.
- details of any proposed planting scheme (native species only).
- details demonstrating how the buffer zone will be protected during development and managed/maintained over the longer term.
- details of any proposed footpaths, fencing, lighting etc.

Reason: Development that encroaches on a watercourse can have a potentially severe impact on their ecological value. Land alongside are particularly valuable for wildlife and it is essential this is protected. This condition is in line with Slough Borough Councils Core Strategy (adopted in 2006) Core Policy 8 and 9.

This condition is supported by the National Planning Policy Framework (NPPF), paragraph 109 which recognises that the planning system should aim to conserve and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. The Natural Environment and Rural Communities Act which requires Local Authorities to have regard to nature conservation and article 10 of the Habitats Directive which stresses the importance of natural networks of linked corridors to allow movement of species between suitable habitats, and promote the expansion of biodiversity. Paragraph 118 of the NPPF also states that opportunities to incorporate biodiversity in and around developments should be encouraged

16. 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 a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004.

17. Samples of external materials to be used in the construction of the access road, pathways and communal areas within 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 a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Policy EN1 of The Local Adopted Plan for Slough 2004.

18. No development shall commence until details of the new means of access are submitted to and approved in writing by the Local Planning Authority and the access shall be formed, laid out and constructed in accordance with the details approved prior to occupation of the development.

REASON To ensure that the proposed development does not prejudice the free flow of traffic or conditions prejudicial of general safety along the neighbouring highway in accordance with Policy T3 of The Adopted Local Plan for Slough 2004.

19. No development shall commence on site until a detailed landscaping and tree planting scheme has been submitted to and approved in writing by the Local Planning Authority. This scheme should include the trees and shrubs to be retained and/or removed and the type, density, position and planting heights of new trees and shrubs.

Where practical the approved landscaping scheme shall be carried out prior to the commencement of development on site but in any event no later than the first planting season following completion of the development. Within a five year period following the implementation of the scheme, if any of the new or retained trees or shrubs should die, are removed or become seriously damaged or diseased, then they shall be replaced in the next planting season with another of the same species and size as agreed in the landscaping tree planting scheme by the Local Planning Authority.

REASON In the interests of the visual amenity of the area and accordance with Policy EN3 of The Adopted Local Plan for Slough 2004.

20. No development shall take place until a landscape management plan has been submitted to and approved in writing by the Local Planning Authority. This management plan shall set out the long term objectives, management responsibilities and maintenance schedule for the landscape areas other than the privately owned domestic gardens, shown on the approved landscape plan, and should include time scale for the implementation and be carried out in accordance with the approved details.

REASON To ensure the long term retention of landscaping within the development to meet the objectives of Policy EN3 of The Adopted Local Plan for Slough 2004.

21. Prior to the commencement of works a construction management plan which shall include a strategy for the management of construction traffic to and from the site together with details of parking and waiting for construction site staff and for delivery vehicles shall be submitted to and approved in writing by the Local Planning Authority and the details as approved shall be fully implemented at all times for the duration of demolition and construction works.

REASON: So as not to prejudice the free flow of traffic along the neighbouring highway and in the interests of highway safety in accordance with Core Policy 7 of the Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008

22. Development shall not commence until a construction management strategy has been submitted to and approved in writing by the Local Planning Authority covering the application site and any adjoining land which will be used during the construction period. Such a strategy shall include the following:-

Details of cranes and other tall construction equipment (including crane locations, operating heights and details of obstacle lighting). Such schemes shall comply with Advice Note 4 'Cranes and Other Construction Issues' (available at [www.aoa.org.uk/operations & safety/safeguarding.asp](http://www.aoa.org.uk/operations&safety/safeguarding.asp))

The approved strategy (or any variation approved in writing by the Local Planning Authority) shall be implemented for the duration of the construction period

REASON: To ensure that the development does not endanger the safe movement of aircraft or the operation of Heathrow Airport through penetration of the regulated airspace.

23. Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:

Management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards From Building Design'

The Bird Hazard Management Plan shall be implemented as approved and shall remain in force for the life of the building. No

subsequent alterations to the plan are to take place unless first submitted to and approved by the Local Planning Authority.

REASON: It is necessary to manage the flat roofs in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

24. No development of each phase shall take place until details in respect of measures to control the disposal of waste generated during the construction and the use of the development of that phase have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented during the course of building operations and the subsequent use of the building:

- (a) Minimise, re-use and re-cycle waste, including materials and waste arising from construction;
- (b) Minimise the pollution potential of unavoidable waste;
- (c) Dispose of unavoidable waste in an environmentally acceptable manner - there shall be no bonfires on site.

REASON In the interests of the amenities of the area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

25. No development shall begin until details of a scheme (Working Method Statement) to control the environmental effects of construction work has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

- (i) control of noise
- (ii) control of dust, smell and other effluvia
- (iii) control of surface water run off
- (iv) site security arrangements including hoardings
- (v) proposed method of piling for foundations
- (vi) construction working hours, hours during the construction phase when delivery vehicles taking materials are allowed to enter or leave the site.

The development shall be carried out in accordance with the approved scheme or as otherwise be agreed in writing by the Local Planning Authority.

REASON In the interests of the amenities of the area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

26. Surface water drainage shall be carried out in accordance with the drainage details as set out in the HAC Flood Risk Assessment and in accordance with such other details as shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. The scheme as approved shall be implemented in accordance with the details approved.

REASON: To prevent flooding in accordance with the National Planning Policy Framework Technical Guidance 2012

27. Prior to the occupation of the proposed new building, the existing transfer building shall be demolished and all resulting materials permanently removed from the site.

REASON: In the interests of the visual amenities of the area in accordance with Policy EN3 of The Adopted Local Plan for Slough 2004.

INFORMATIVE(S)

1. The development is close to the airport and the landscaping which it includes may attract birds which in turn may create an unacceptable increase in bird strike hazard. Any such landscaping should, therefore, be carefully design to minimise its attraction to hazard species of birds. Your attention is drawn to Advice Note 3, 'Potential Bird Hazards: Amenity Landscaping and Building Design' (available at <http://www.aoa.org.uk/operation&safety/safeguarding.htm>)

2. The development is close to the aerodrome and the approach to the runway. We draw attention to the need to carefully design lighting proposals. This is further explained in Advice Note 2, 'Lighting near Aerodromes' (available at [http://www.aoa.org.uk/operation & safety/safeguarding.htm](http://www.aoa.org.uk/operation&safety/safeguarding.htm)). Please note that the Air Navigation Order 2005, Article 135 grants the Civil Aviation Authority power to serve notice to extinguish or screen lighting which may endanger aircraft.

3. The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by footusing fixed access stairs, ladders or similar. The owner/occupier must not allow gulls to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by Heathrow Airport Operations Department. In some instances it may be necessary to contact Heathrow Airside Operations Department before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof.

The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs.

4. In dealing with this application, the Local Planning Authority has worked with the applicant in a positive and proactive manner through requesting amendments. 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.

5. The development and continued operation of the site as a waste transfer station shall proceed and continue in accordance with all previous planning permissions granted for this site including and all relevant planning conditions shall continue to comply.