

FORMER TIMBER YARD, ENGLEMERE, NORTH ASCOT

POTENTIAL USES

⟨ **Recycling non-inert**

SITE AREA

1.5ha

LOCATION

South of A329 London Road, Englemere, North Ascot

EXISTING USE

Vacant former timber yard.

PLANNING CONTEXT

The site lies outside defined settlement boundaries within the Green Belt. It adjoins Englemere Pond Site of Special Scientific Interest. The site is designated due to scarce marginal habitats around a large pond dominated by Common Reed. A Ramblers' route runs along the south-western boundary of the site.

SITE PLANNING REQUIREMENTS

(i) General

As the proposed use would need to be enclosed, consideration should be given to adapting the existing buildings or to a redevelopment of the site.

(ii) Access and Traffic

The provision of a right-turn ghost island on the A329 would be required.

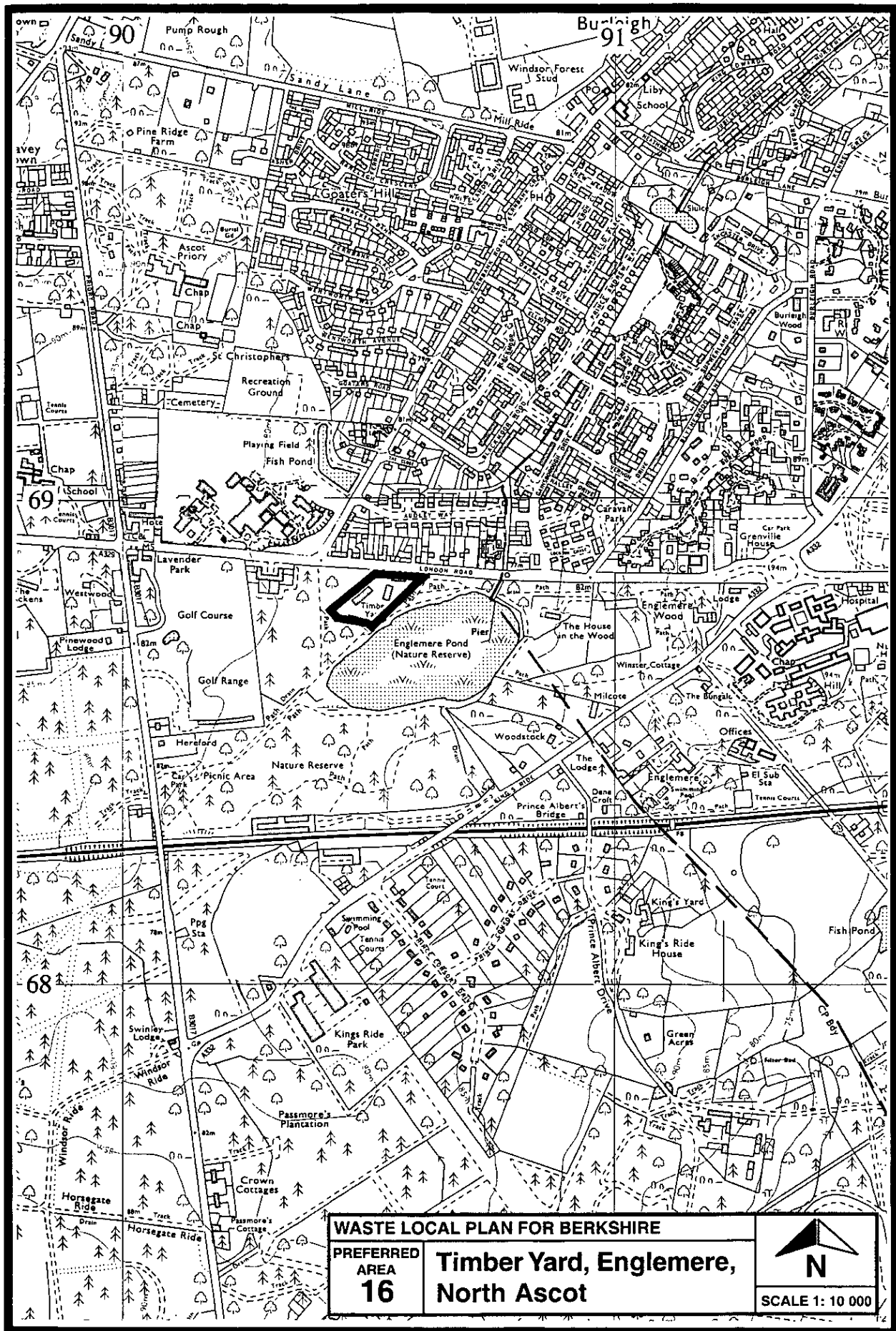
(iii) Environmental Protection

(a) People

Any new buildings would need to be located well into the site and designed to minimise impacts on residents to the north. The layout of the site would need to take these impacts into account.

(b) Landscape

Existing planting would need to be protected and additional planting undertaken to protect and complement adjoining vegetation and habitats and to screen the proposed facilities.



WASTE LOCAL PLAN FOR BERKSHIRE

(c) Ecology

Any proposal must ensure that there are no adverse impacts on the SSSI. In view of the proximity of the SSSI an environmental statement may be required.

(d) Water

Appropriate pollution prevention measures must be taken to protect the water environment in this area.

PLANT SITE, MONKEY ISLAND LANE, BRAY

POTENTIAL USES

< **Recycling non-inert**

SITE AREA

2ha

LOCATION

West of Monkey Island Lane, Bray and immediately to the north of the Tithe Barn Drive residential estate.

EXISTING USE

The site is currently occupied by a sand and gravel processing plant and a concrete plant.

PLANNING CONTEXT

The site is located within the Green Belt. The concrete plant is tied to the life of the processing plant. The land to the north has been developed as a Water Treatment Works. Land to the east of Monkey Island Lane contains Bray Pennyroyal Field SSSI. This site is designated due to the presence of a rare plant species. Bray Pit, 800m to the west of the plant site, is a Wildlife Heritage Site due to its ornithological interest.

SITE PLANNING REQUIREMENTS

(i) General

There is limited scope for any recycling at the site until such time as the processing and concrete plants are removed.

(ii) Access and Traffic

Access would be via Monkey Island Lane (a bridleway) to the A308 and thence to the strategic highway network. Improvements to Monkey Island Lane may be required dependant on the scale of the operations.

(iii) Environmental Protection

(a) People

The Tithe Barn Drive housing area is situated immediately to the south of the site. The large bund which separates the site from the housing should be retained. In order to minimise potential nuisance both on the housing area and on the water treatment works, all operations would need to be fully enclosed.

Appendix 7

(b) Landscape

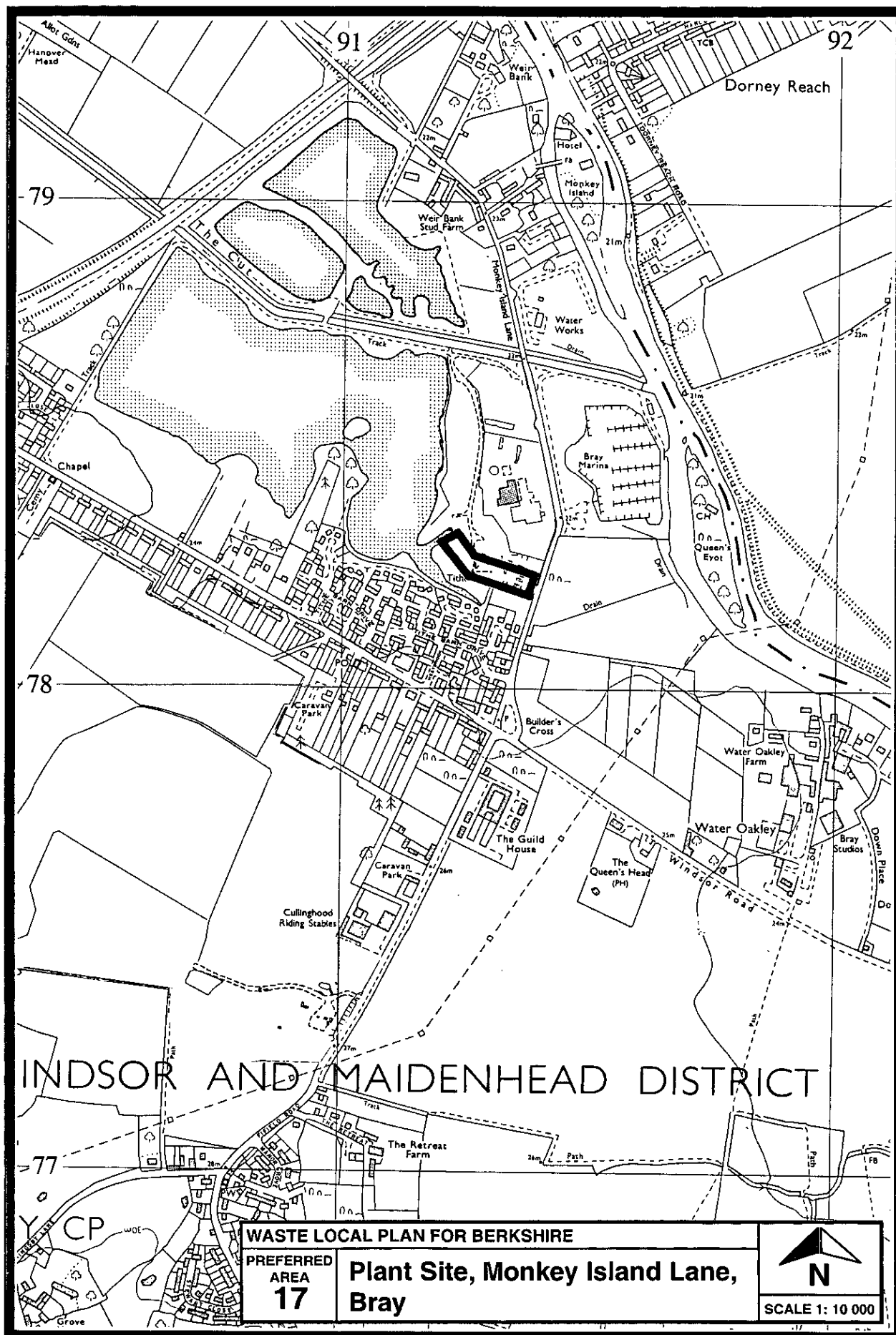
The site is located within the Green Belt and it is important that the building and any operations at the site are fully screened to minimise visual intrusion. Additional screening and landscape planting, particularly on the western boundary, would therefore be required to enhance the lake edge. Landscaping should also enhance views from the housing to the south.

(c) Ecology

Any proposals must ensure that there are no adverse impacts on the SSSI. In view of the proximity of the SSSI an environmental statement may be required.

(d) Flooding

The site is located within the floodplain and any development must not increase the flooding risk to people and property.



WASTE LOCAL PLAN FOR BERKSHIRE

MANOR FARM, SLOUGH

POTENTIAL USES

- < **Engineered landfill**
- < **Recycling inert**

SITE AREA

19ha

LOCATION

South of Slough and the M4, west of Slough Sewage Works.

EXISTING USE

Farmland (largely disused at present). The topography of the site is generally flat.

PLANNING CONTEXT

The site is within the Green Belt and is identified in the adopted Local Plan for Slough as being part of the Slough Sewage Works site. The site is identified in the Replacement Minerals Local Plan (RMLP) as a Preferred Area for gravel extraction. The RMLP acknowledges that imported fill would be required to achieve the restoration of the site and that in technical terms the use of putrescible waste in restoration could be acceptable, although no commitment is given to accepting the principle of using putrescible waste in the restoration of this site.

The land immediately to the south forms part of the site of the Maidenhead, Windsor and Eton Flood Alleviation Scheme, now under construction. The use of this site may be restricted by M4 widening proposals.

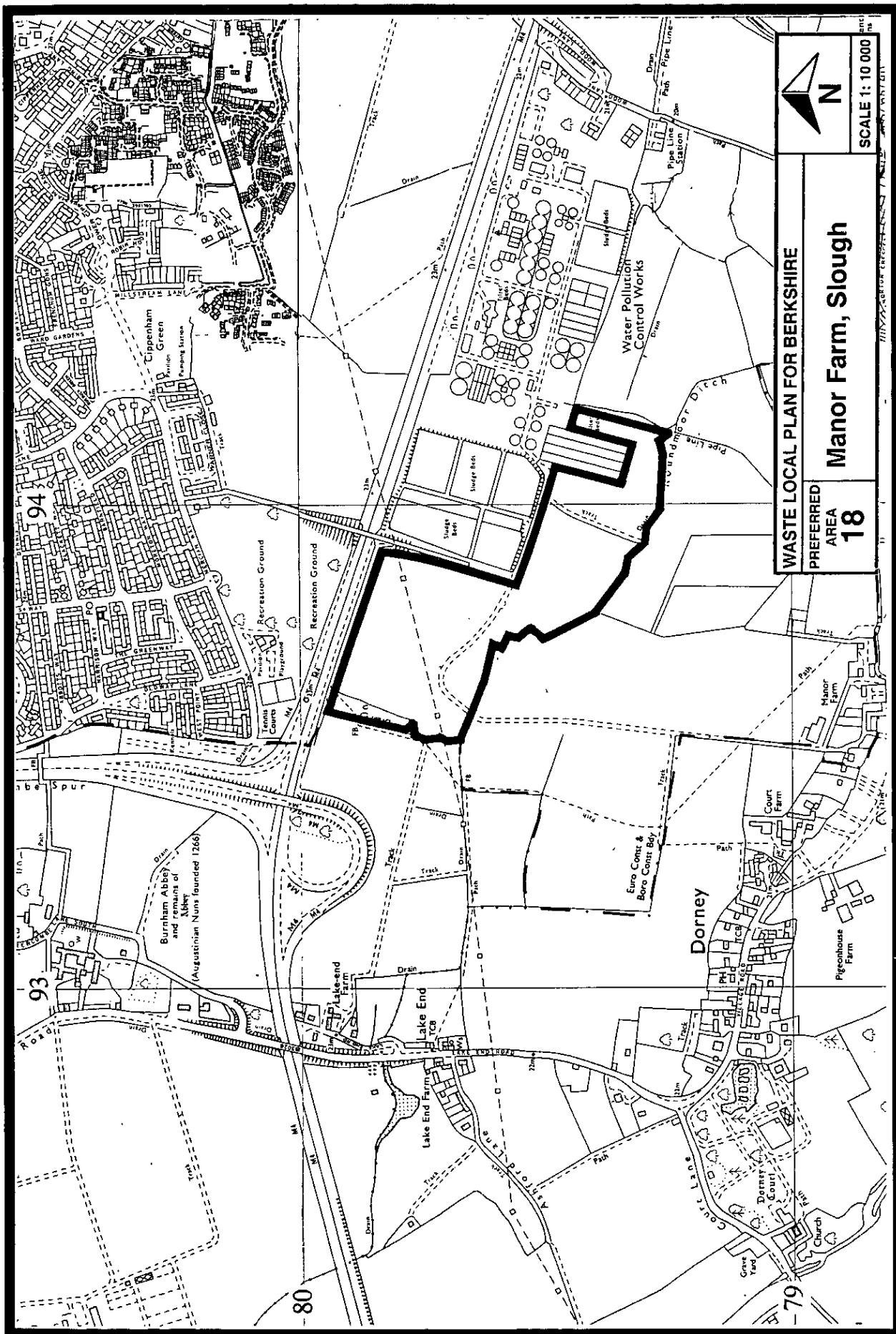
SITE PLANNING REQUIREMENTS

(i) General

Proposals for engineered landfill at this site should be accompanied by an Environmental Statement. The ES should consider the potential impacts of such a development on the environment and propose measures to ameliorate those impacts. The appropriate standards on containment must be met, and a phased working and restoration programme incorporated, together with noise attenuation and landscape screening bunds. All plant and machinery must be located to ensure satisfactory screening. Buffer zones will be required which conform with the minimum standards outlined in Chapter 10 but which also take account of local circumstances.

There are no restrictions in the RMLP on the timing of the release and working of this site. If it were worked early in the Plan period, the deposit of putrescible waste would be required to diminish over time and be replaced by polluting waste.

Inert waste recycling would only be permitted in connection with landfill activities and would be tied to the life of the landfill.



WASTE LOCAL PLAN FOR BERKSHIRE

(ii) Access and Traffic

Access to the strategic road network would be across adjoining land to the west (in Buckinghamshire) via Lake End Road to the A4 only.

(iii) Environmental Protection

(a) People

There are no residential properties in the immediate locality of the site, although residents of properties on Lake End Road may suffer some adverse impact and loss of amenity due to increased traffic.

(b) Water

The site lies within a major aquifer and waste would be tipped below the water table. Putrescible landfill must be subject to engineered containment and stringent standards. The site lies in an area of contaminated ground (old sewage sludge beds), and stringent precautions must be applied to protect water quality. Proposals should minimise adverse impacts on the adjacent main river (Roundmoor Ditch). Groundwater relief measures would be required. The groundwater and surface water issues must be addressed by the ES and appropriate precautions and mitigation measures implemented. The impact of dewatering on licensed water abstraction points must be addressed and effective measures incorporated.

(c) Landscape

The landscape of the site is generally degraded and featureless. Landfill activity would provide an opportunity to restore and upgrade the landscape. Appropriate measures, for example screen planting and bunds, would need to be implemented to protect the amenity of users of public rights of way in the locality, and of Dorney Common. The site is screened to the north by the M4 and there is screen planting along the motorway boundary of the site. Careful consideration would need to be given to the final landform of doming proposals, and the restored landscape structure would need to be integrated with the proposed landscape treatment for the Flood Alleviation Scheme.

(d) Powerlines

The route of, and access to, the overhead power line crossing the site must be safeguarded at all times.

(e) Restoration and after-use

The restoration and after-use of the site should be closely guided by the advice set out in the RMLP (Appendix 3, Site 10).

MANOR FARM SEWAGE WORKS, SLOUGH

POTENTIAL USES

⟨ Difficult/special waste, recycling, treatment or transfer

SITE AREA

28 ha

LOCATION

Within the existing sewage works, south-west of Slough, immediately south of the M4

EXISTING USE

Sewage works

PLANNING CONTEXT

The site is within the Green Belt, and north of the National Rivers Authority's proposed flood relief channel.

SITE PLANNING REQUIREMENTS

(i) General

Only treatment operations related to the processing of special/difficult waste could be accommodated on this site in order to limit the environmental impact of lorry movements on the nearby residential areas.

(ii) Access and Traffic

Access northwards would be via Wood Lane and local distributor roads to the A4. The route would be through residential areas. Proposals for widening the M4 could affect the detailed access arrangements through the works.

(iii) Environmental Protection

(a) People

The site itself is remote from residential areas, with the M4 acting as a buffer to the north. The facilities would need to be located well within the site, away from the properties in Wood Lane to restrict potential nuisances. Any potential adverse impacts must be addressed and strict environment standards applied.

(b) Landscape

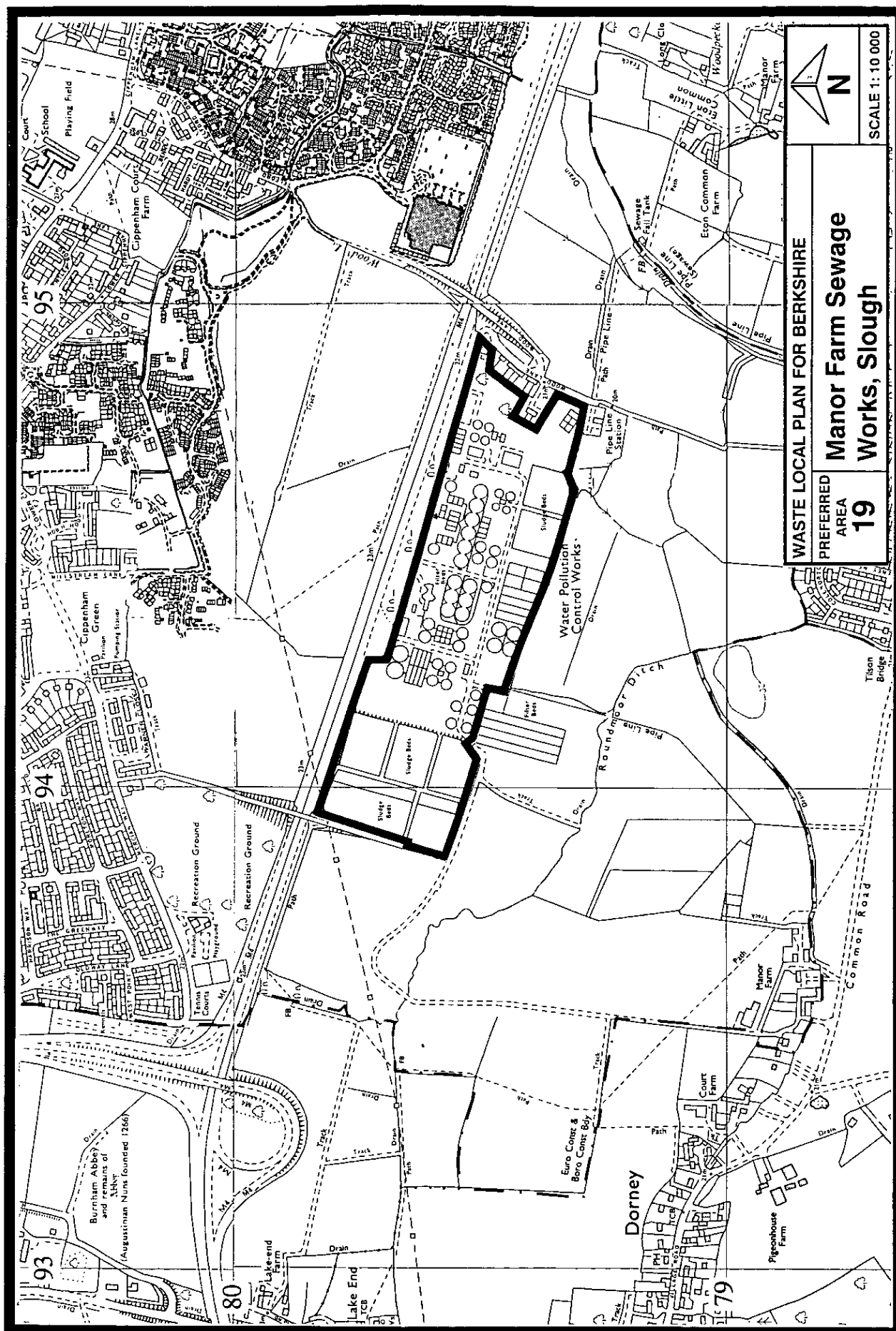
The waste facility would be a compatible use with the existing sewage works and adjoining M4. However, a high standard of design including modest scale, would be required to minimise impact. In addition landscape planting could be used to help screen operations.

(c) Water

Any waste management proposals must address the implications of developing new waste management facilities at the sewage works in respect of contaminated land and surface and groundwater protection. Proposals should minimise adverse impacts on the adjacent main river (Roundmoor Ditch).

(d) Powerlines

The route of, and access to, the overhead power line crossing the site must be safeguarded at all times.



WASTE LOCAL PLAN FOR BERKSHIRE

SLOUGH TRADING ESTATE AREA OF SEARCH

POTENTIAL USES

- < **Waste treatment**
- < **Waste derived fuel**
- < **Major recycling**
- < **Recycling non-inert**
- < **Difficult/special waste recycling, treatment or transfer**
- < **Metal recycling**

SITE AREA

182ha.

LOCATION

Wholly within the built-up area of Slough, to the west of Slough town centre. The Industrial Estate is bounded to the south by the A4 Bath Road, to the east by the A355 Farnham Road, and to the north by residential development and public open space.

EXISTING USE

The Trading Estate currently includes a wide variety of business, industrial and warehouse uses (Class B1 to B8) and a limited number of service activities, including shops and banks. Slough Power Station is also within the Trading Estate.

PLANNING CONTEXT

Slough Trading Estate is within a recognised business area as defined by the adopted Local Plan for Slough, where there is a general presumption in favour of business development (Class B1 to B8). The Estate is also subject to a Simplified Planning Zone Scheme (SPZ). Waste management uses, however, fall outside the scope of the SPZ scheme and are therefore subject to normal planning controls.

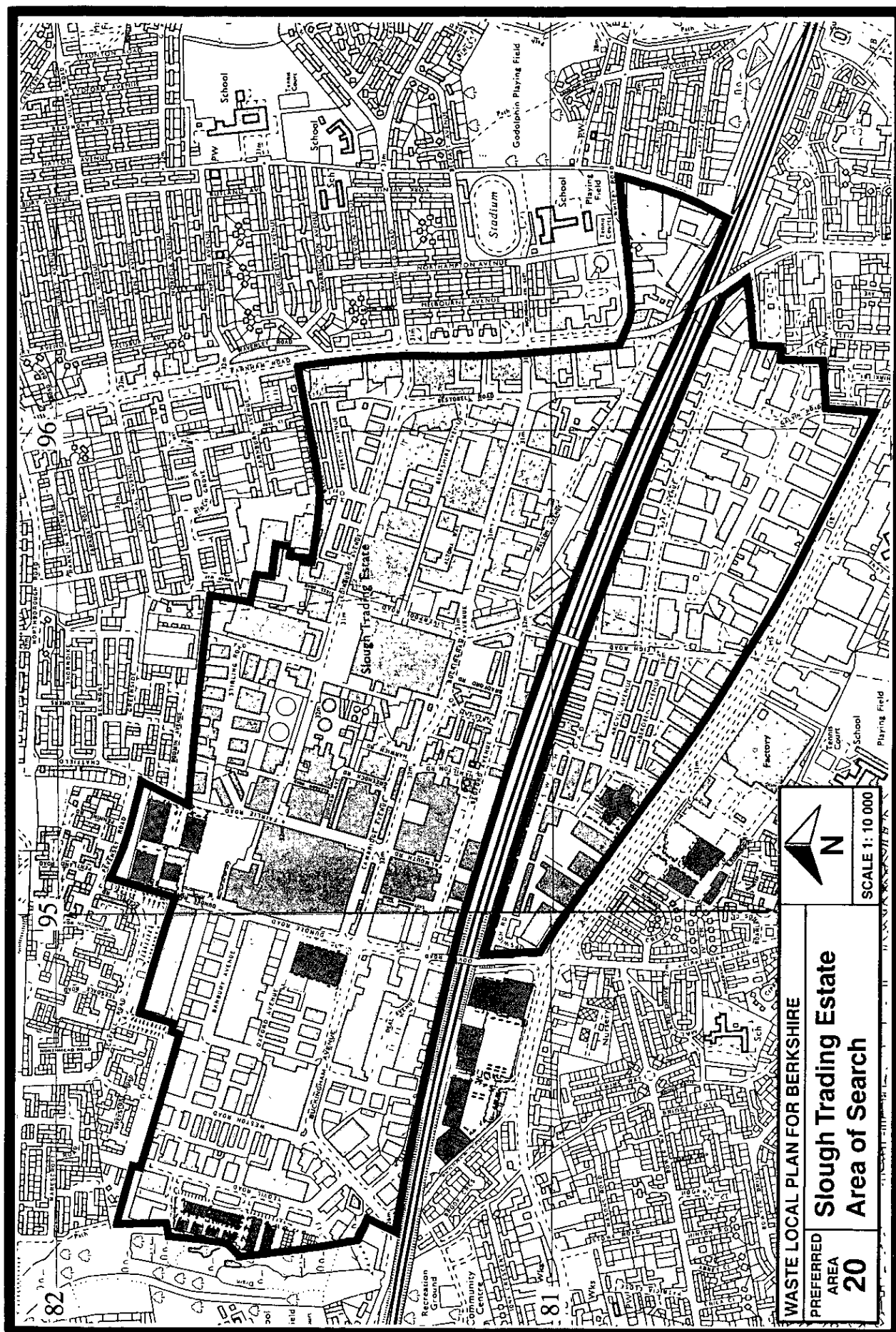
SITE PLANNING REQUIREMENTS

(i) General

Waste management uses could be accommodated on parts of the Areas of Search within large vacant buildings and sites or by the redevelopment of sites within the Trading Estate. The whole area identified on the attached plan is considered to have potential, although sites adjacent to sensitive Estate boundaries and the service zone at the centre of the Estate should be avoided. The detailed site planning requirements will be dependent on the particular use and the particular location envisaged.

(ii) Access and Traffic

The site has good access to the strategic road network (A4). The Trading Estate and the rest of Slough are a potential source of industrial/commercial waste. Access would not be permitted from the north via Chatfield Road. A haul route agreement would be necessary to meet this requirement.



WASTE LOCAL PLAN FOR BERKSHIRE

(iii) Environmental Protection

(a) People

The Trading Estate is relatively self-contained and it should be possible to locate waste management facilities within its area with minimum impact on the amenity of the surrounding area. However, in order to minimise any potential nuisance, sites within the Estate and adjacent to residential areas should be avoided.

(b) Other sensitive uses

Waste management uses must be developed and operated in such a way that other interests within the Estate, for example B1 uses and other sensitive uses (such as food processing), are protected from material adverse impact.

(c) Landscape

Proposals for the development of waste management uses would be expected to contribute to the landscape enhancement of the Trading Estate.

FAIRLIE ROAD, SLOUGH

POTENTIAL USES

- < **Waste derived fuel**
- < **Recycling non-inert**

SITE AREA

1ha.

LOCATION

At the centre of Slough Trading Estate on the east side of Fairlie Road adjacent to Slough Power Station.

EXISTING USE

The site is currently occupied by a vacant B2 (general industrial) unit and is surrounded by industrial type buildings and uses.

PLANNING CONTEXT

The site is within an existing business area, identified by the adopted Local Plan for Slough, where there is a general presumption in favour of business development (Class B1 to B8). Slough Trading Estate is also subject to a Simplified Planning Zone Scheme. Waste management uses, however, fall outside the uses permitted under the scheme and are therefore subject to normal planning controls. Planning permission for a waste-derived fuel plant at this site was granted in 1997, but the plant has yet to be constructed.

SITE PLANNING REQUIREMENTS

(i) General

The planning application approved in 1997 proposed the construction of a plant for the recycling and processing of pre-sorted paper and plastic wastes from industrial and commercial sources to produce fibre fuel suitable for burning in the adjacent Power Station. The Environmental Statement (ES) submitted with the application addressed the environmental impacts of the proposed development including the secondary impacts relating to emission from the Power Station.

(ii) Access and Traffic

The Trading Estate is bounded to the south by and accessible to the strategic highway network (A4). In terms of traffic generation, the fibre fuel would be used to supplement coal which is transported to the adjacent Power Station by road, and a significant proportion of the waste material would be generated from within the Trading Estate. The net increase in traffic is not, therefore, likely to be significant. Access and traffic issues were addressed in detail in the ES. The legal agreement completed in association with the 1997 planning permission limits the routes that may be used to provide access to or from the site, and among other things this has the effect of precluding access from the north via Chatfield Road.

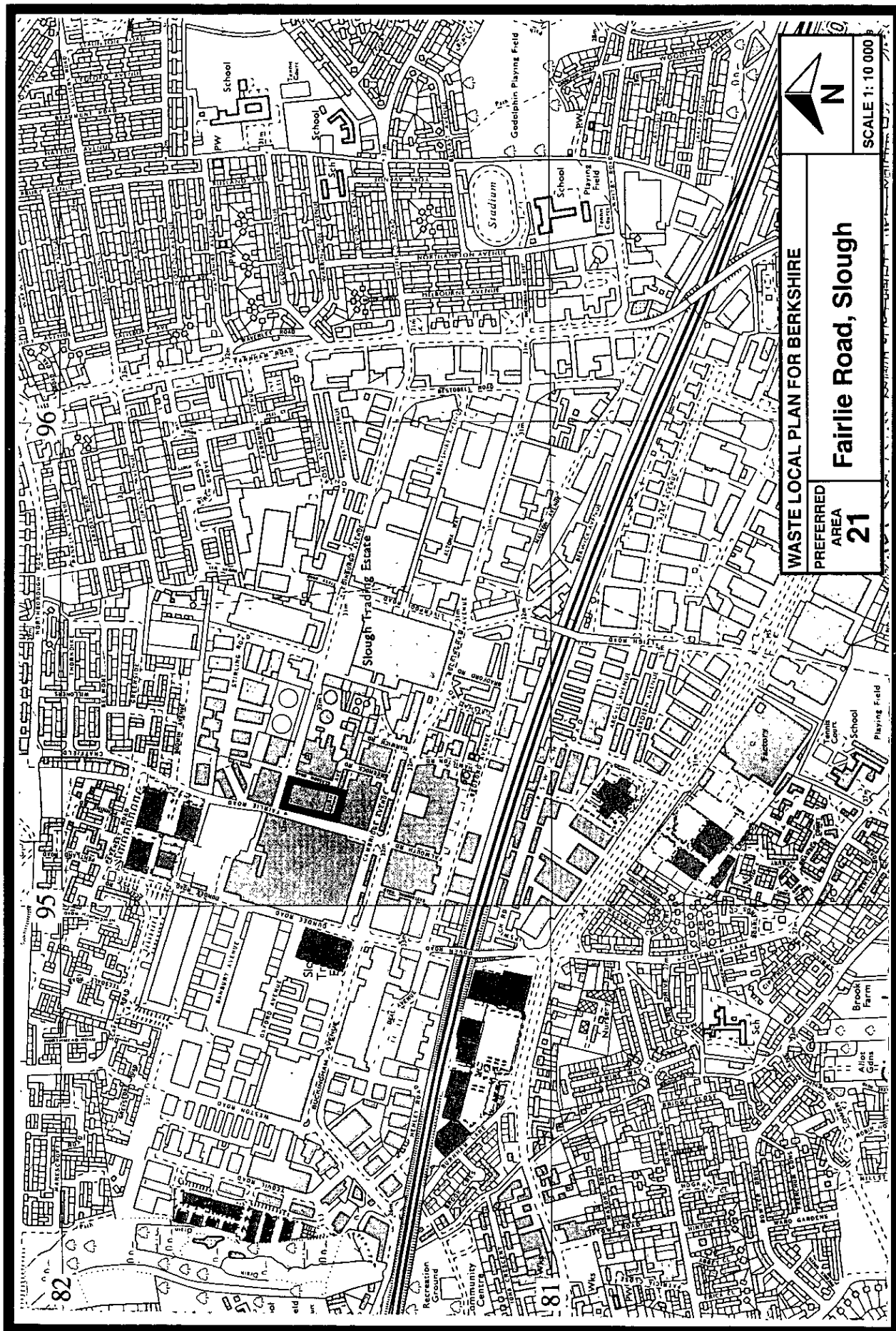
(iii) Environmental Protection

(a) People

The site is well located to minimise impacts on people, being centrally located on the industrial estate, surrounded by industrial buildings and with a buffer zone of some 250m to housing. The process of making the fibre fuel pellets is believed to be clean. Appropriate process controls and full enclosure should ensure that any potential adverse impacts are minimised. Slough Power Station has an existing capability to burn WDF and limited amounts of this fuel have been imported from outside the county for use at this site. The issue of emissions (an impact secondary to the fuel production process) was considered in detail in the ES.

(b) Landscape

There are no landscaping constraints on the site and the redevelopment would provide an opportunity to achieve landscape enhancements within the Trading Estate.



WASTE LOCAL PLAN FOR BERKSHIRE

CHALVEY WASTE TRANSFER STATION, SLOUGH

POTENTIAL USES

- < **Waste treatment**
- < **Transfer station**
- < **Major recycling**
- < **Civic Amenity Site**
- < *Difficult/special waste recycling, treatment or transfer*
- < *Metal recycling*

SITE AREA

1.2ha.

LOCATION

Off White Hart Road, south-west of Slough town centre, immediately north of the M4 near junction 6.

EXISTING USE

A waste transfer station and Civic Amenity Site.

PLANNING CONTEXT

The site is identified as being within an existing business area in the adopted Slough Local Plan. It might be affected by the M4 widening proposals which could reduce the size of the site.

SITE PLANNING REQUIREMENTS

(i) General

There will be a requirement for a facility to treat household waste after 1997, which would involve the redevelopment of existing buildings. Priority will be given to redevelopment for either waste treatment including major recycling, or major recycling in its own right. Any new buildings would need to be sympathetically designed to minimise impacts on the surroundings. Proposals must provide for a continuation within the site of the existing Civic Amenity Site use.

(ii) Access and Traffic

Access to Chalvey would be from the M4 and A355 via local distributor roads. A lorry routeing agreement would be required. The proposed development would be likely to generate similar or slightly less levels of traffic than at present. Proposals that increase the existing level of traffic would not be acceptable.

(iii) Environmental Protection

(a) People

The site is within an industrial area and a limited number of residential properties would be affected. The impact of the proposals would require a detailed assessment to identify the possible impacts, such as visual intrusion, noise and smell and to include appropriate mitigation measures to ensure no material adverse impacts upon local residents. Redevelopment of the existing operation offers an opportunity for environmental improvements and a reduction of impacts as a result of placing much of the proposed processes within a building.

(b) Landscape

The site is visible from properties to the west, the M4 and Windsor. However, the redevelopment of the site offers an opportunity to carry out side landscaping to limit visual intrusion at Chalvey.

SLOUGH GOODS YARD

POTENTIAL USES

- < Road to rail transfer
- < Recycling non-inert
- < Difficult/special waste recycling, treatment or transfer
- < Metal recycling

SITE AREA

0.7ha

LOCATION

In the centre of Slough on the main BR Paddington line, 800 metres west of Slough station.

EXISTING USE

The site was formerly in use as a goods yard. It now consists of an area of open commercial uses, including waste transfer operations in the eastern half, and vacant ground with rail sidings.

PLANNING CONTEXT

The site is identified in the adopted Slough Borough Council Local Plan as an Existing Business Area. Part of the western half of the site is also a safeguarded rail depot in the Replacement Minerals Local Plan. In September 1998, Slough Borough Council resolved that Slough Goods Yard (including this Preferred Area) will be proposed for housing development in the Deposit Draft version of the Review of the Local Plan for Slough, which is expected to be placed on deposit early in 1999. If that designation is retained when the Review of the Local Plan for Slough is eventually adopted, it will supersede the 'Preferred Area' designation of the site in the present Plan. The Joint Strategic Planning Committee has accepted the Borough Council's right to re-examine the designation of the site in the review of the Borough Plan in the light of acute housing land shortages.

SITE PLANNING REQUIREMENTS

(i) General

Due to space limitations, and the identification of the site as a safeguarded rail aggregates depot in the Replacement Minerals Local Plan, there may be insufficient room for all proposed uses. The road to rail transfer operation is the priority use for the site. Other uses must be small scale and must not prejudice the road to rail transportation or the rail aggregates depot. Appropriate environmental mitigation measures must be employed as necessary.

(ii) Access and Traffic

Access to the site would be via the existing route into the site from Stoke Poges Lane. However, the local road network is congested and the impact of any further traffic must be assessed at the planning application stage. The possibility of overloading the highway network means that this site is better suited to a small-scale, low key operation.

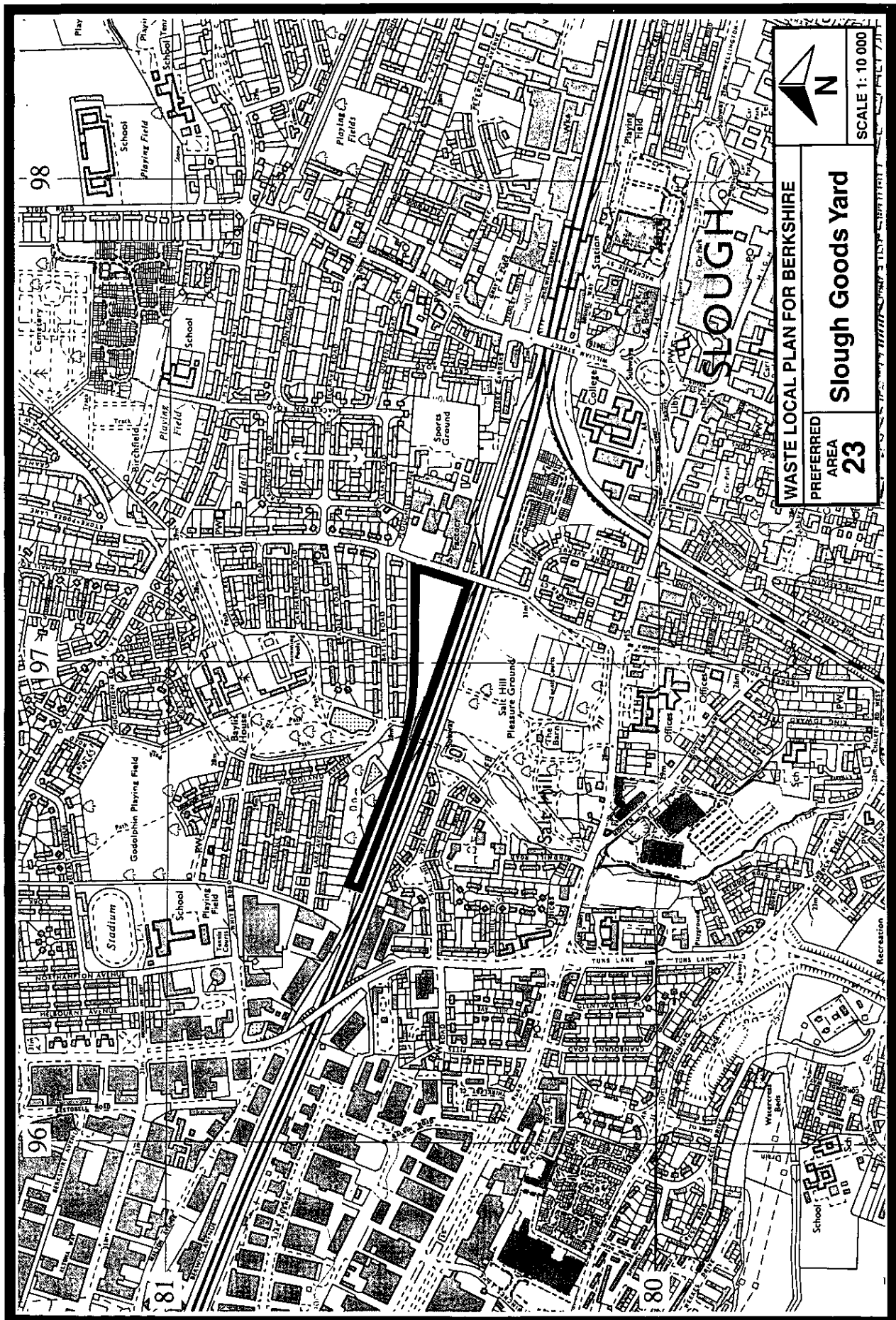
(iii) Environmental Protection

(a) People

The location of the site and the industrial character of its surroundings mean that the proposed uses would be largely in keeping with the general nature of the area. An area of housing is however situated immediately to the north of the site and it would be necessary to employ measures to minimise any impacts.

(b) Landscape

The site has no existing landscape value but is well contained and partly screened. Landscaping measures would be required to mitigate any impact on adjacent housing and Salt Hill playground.



WASTE LOCAL PLAN FOR BERKSHIRE

RIDING COURT FARM, DATCHET

POTENTIAL USES

- < **Waste treatment (final maturing and storage of compost/digestate)**
- < **Engineered landfill**
- < **Green waste composting**

SITE AREA

40ha

LOCATION

South-east of Slough, north of and immediately adjacent to the M4 and north of Datchet

EXISTING USE

Generally flat, high grade agricultural land within which is a complex of farm buildings, some still in use and others converted for offices.

PLANNING CONTEXT

The site is within the Green Belt and is identified as a strategic gap in the Local Plans. There is a listed building within the complex of structures and the area adjoins Ditton Park which is included in the Register of Parks and Gardens of Special Historic Interest in England.

The site is identified within the Replacement Minerals Local Plan (RMLP) for extraction of gravel with restoration by infilling to agriculture. The RMLP acknowledges that imported fill would be required to achieve the restoration of the site and that in technical terms the use of putrescible waste in restoration could be acceptable, although no commitment is given to accepting the principle of using putrescible waste in the restoration of this site.

There are proposals for the M4 widening which may affect the site and in particular access arrangements presently proposed for the site in the RMLP.

SITE PLANNING REQUIREMENTS

(i) General

Proposals for engineered landfill at this site should be accompanied by an Environmental Statement. The ES would consider the potential impacts of such a development on the environment of nearby uses (including the proposed new housing area and sports facilities to the north of the site, and Slough Borough Council's proposed linear park which crosses the land to the north) and on the wider environment, and propose measures to ameliorate those impacts.

The RMLP envisages that the site would be worked later in the plan period. It is therefore likely that the site would be required to take polluting rather than putrescible waste. Buffer zones will be required which conform with the minimum standards outlined in Chapter 10 but which also take account of local circumstances.

The waste treatment function would be confined to the maturation/storage of organic products of waste treatment at Chalvey. Green waste composting would be acceptable if the site were not required for waste treatment purposes. Priority will be given to utilising existing redundant farm buildings on the site to accommodate these uses. Any necessary large new buildings should be kept to a minimum, and should be located immediately north of the existing buildings. They should be designed to complement the agricultural-style buildings adjoining.

(ii) Access and Traffic

Access should be provided via Riding Court Road and Ditton Road to the A4 and M4 and a legal agreement would be required to prevent traffic travelling through the centre of Datchet. The proposals for widening the M4 would affect the details of how access to the site would be achieved.

(iii) Environmental Protection

(a) People

Datchet would be protected from operations by the M4, which would act as a buffer zone to the village. There is also a substantial buffer zone between the site and residents in Slough. Nevertheless, appropriate measures must be taken to minimise impacts on the Riding Court Farm complex and on nearby uses, in the form of buffer strips, screen planting and/or noise attenuation bunds. The buffer strips required for putrescible waste would be wider than those for inert waste.

(b) Landscape

The site comprises flat agricultural land and there are important and exposed views, particularly for the residents in the southern part of Slough and from Upton Court Park. However, existing woodland, copses, trees and hedgerows within and adjoining the site screen it from the M4 and the east and must be retained and protected at all times. These, along with advance land modelling and screen planting, would help to screen exposed working areas, plant and machinery, while maintaining both short and long views as far as possible. The grounds of Ditton Park and its setting must be protected from damage to its landscape integrity.

(c) Water

The site lies in a major aquifer and adjacent to Datchet Common Brook, a main river course, which supplies the canalised moat at Ditton Park. Mitigating measures must be incorporated to ensure that no water becomes contaminated and that water flows are maintained, and flooding is not created downstream. A detailed site investigation will be required to confirm the suitability of the geology and hydrogeology for accepting non-inert wastes.

(d) Phasing, Timing, Restoration and After-use

The phasing and timing of filling operations and the restoration and after-use of the site should be closely guided by the advice set out in the RMLP.

NORTH OF HORTON

POTENTIAL USES

⟨ Engineered landfill

SITE AREA

82ha.

LOCATION

North of Horton and south of Colnbrook, to the east of The Queen Mother Reservoir.

EXISTING USE

High grade agricultural land which is currently being farmed.

PLANNING CONTEXT

The site lies within the Green Belt and the Colne Valley Regional Park. It is identified in the Replacement Minerals Local Plan (RMLP) as a Preferred Area for gravel extraction. It is envisaged that the site would be restored by infilling to agriculture. The RMLP acknowledges that imported fill would be required to achieve the restoration of this site and that in technical terms the use of putrescible waste in restoration could be acceptable, although no commitment is given to accepting the principle of using putrescible waste in the restoration of this site.

SITE PLANNING REQUIREMENTS

(i) General

Proposals for engineered landfill at this site should be accompanied by an Environmental Statement. The ES would consider the potential impacts of such a development on the living conditions of nearby residents, on the agricultural viability of the area, and on the environment generally and propose measures to ameliorate those impacts.

The RMLP envisages this site being worked relatively early in the plan period. The deposit of putrescible waste would be required to diminish over time and be replaced by polluting waste.

(ii) Access and Traffic

The site is accessible to the strategic road network via the A4 and M4 or via Poyle to the M25. The Environmental Statement should consider the relative merits of these alternatives and provide clear conclusions to support the access and haul route proposed in association with any application to fill this site. The potential haul route to the A4 passes housing in Colnbrook. A possible access onto the public highway at Poyle is also opposite houses. A legal agreement would be required to prevent traffic travelling through the centres of Horton and Colnbrook.

Appendix 1

(iii) Environmental Protection

(a) People

Appropriate measures must be taken, in the form of buffer strips, screen planting and/or noise attenuation bunds, to protect the amenities of residents in Colnbrook and Horton and to protect the recreation ground adjacent to the southern end of the site. The buffer zones will be required to conform with the minimum standards outlined in Chapter 10 and also take account of local circumstances. All plant and machinery should be located as far from developed areas as possible.

(b) Landscape

The existing landscape is generally flat and largely featureless. Houses in Colnbrook currently have exposed views to the site. Appropriate measures, for example screen planting and bunds, would need to be implemented to protect the amenities of houses in Colnbrook and Horton, and those of users of the Colne Valley Way. Careful consideration would need to be given, in landscape terms, to the final landform of doming proposals bearing in mind the surrounding landform and the setting of the Colnbrook. The site should be restored with a strong landscape structure of new copses, hedges and woodland linked into existing landscape features on the periphery of the site and alongside the Colne Valley Way.

(c) Ecology

The site lies north of Wrybury Lakes SSSI and adjacent to important ornithological sites which are Wildlife Heritage Sites. Any proposals should ensure that there is no adverse effect on these interests and the ES will need to address potential impacts on nature conservation.

(d) Powerlines

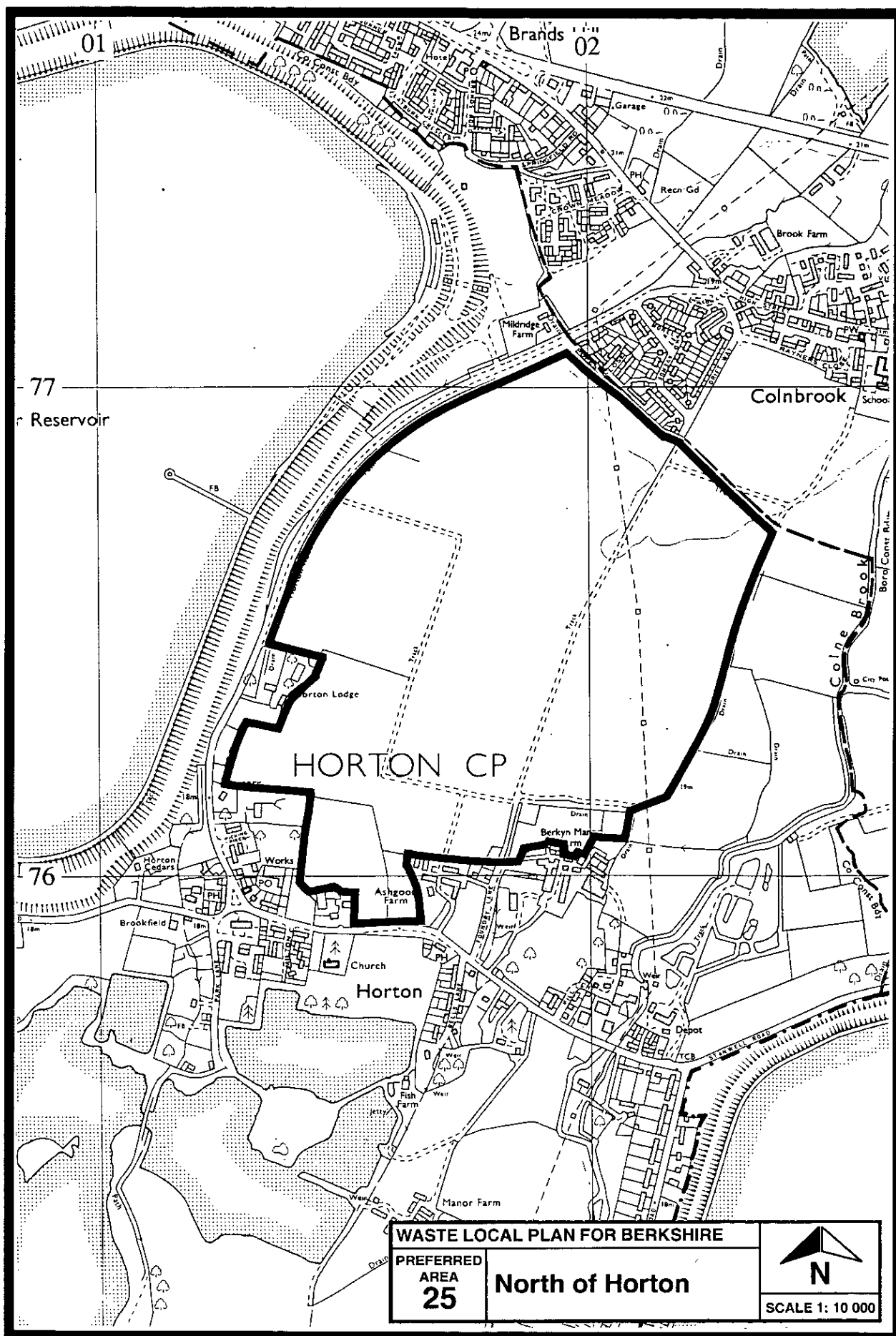
The route of, and access to, the overhead power line crossing the site must be safeguarded at all times.

(e) Flooding

The site lies outside but immediately to the north of the floodplain of the River Thames. As a result of recent works undertaken as part of the Lower Colne Flood Alleviation Scheme, the whole of the site has now been taken out of the flood plain of the Colne Brook. Proposals to develop this site should ensure that any increased run-off from the doming of the landfill area does not exceed the capacity of the watercourse.

(f) Groundwater and Surface Water Regime

The site lies within a major aquifer and waste could be tipped below the water table. Putrescible landfill must be subject to engineered containment and stringent standards. A detailed site investigation will be required to confirm suitability of the geology and hydrogeology for accepting non-inert wastes, with reference to groundwater quality and groundwater relief. There may be constraints on large scale dewatering, and appropriate measures would be required to prevent impedance of groundwater flows. Any proposals for infilling the site should demonstrate that the development would not create or exacerbate conditions which could result in any detrimental change to the groundwater and surface water regime, and it will be necessary to demonstrate through appropriate modelling and design the impact of the proposals and the combined impact with other relevant permitted and planned development in the locality.



WASTE LOCAL PLAN FOR BERKSHIRE

(g) Other issues

There may be a restriction on the extraction of clay, for use in the engineered containment of the site, in close proximity to The Queen Mother Reservoir.

(h) Phasing, Timing, Restoration and After-Use

The phasing and timing of filling operations and the restoration and after-use of the site should be closely guided by the advice set out in the RMLP.

ROSARY FARM, POYLE

POTENTIAL USES

- < **Recycling inert**
- < **Recycling non-inert** (see below)

SITE AREA

1.5 ha

LOCATION

South of Bath Road, Poyle, just to the east of the former Staines - West Drayton railway line. The southern boundary is marked by the Poyle Channel.

EXISTING USE

The site is currently used for the sorting and transfer of (primarily) inert waste. It operates in part in conjunction with the Longford II landfill site to the south.

PLANNING CONTEXT

The whole site lies in the area of the Colne Valley Park, and the south-western sector lies in the Metropolitan Green Belt.

The southern 0.6ha of the site, including almost all of the part of the site in the Green Belt, has planning permission (granted in 1993) for the storage and sorting of waste materials and various associated activities. The area of this permission overlaps with an area (partly in, partly out of the Green Belt) which has an Established Use Certificate for the storage of topsoil and excavated material, and various associated activities including ancillary office use of Galleymead House and the former Rosary Farm buildings. Some areas in the north and the east of the site are outside the area of both the planning permission and the Established Use Certificate.

The planning permission granted in 1993 is temporary until 1 August 1999, or until completion of landfilling at Longford II. A condition of the permission is that, following its expiry, the Green Belt part of the site should be restored to grassland.

SITE PLANNING REQUIREMENTS

(i) General

Permanent use of part of this site for the recycling of primarily inert wastes (including topsoil and excavated material), with limited subsidiary recycling of non-inert wastes such as wood, paper, metal and plastics, brought to the site as part of mixed skip-loads of construction/demolition waste, would be acceptable subject to the general requirements set out below. No other types of non-inert wastes (such as general household wastes or food wastes) would be permitted to be handled at the site. The following general requirements would have to be satisfied before the grant of a permanent permission for these uses could be considered:

Approved

- (a) the satisfactory prior implementation of all the conditions attached to the 1993 planning permission;
- (b) the redistribution of uses within the total site, such that the part of the site now in the Green Belt is restored to grassland as required by the 1993 permission, but with a replacement area being found elsewhere within the parts of the site which are subject to neither the planning permission nor the Established Use Certificate;
- (c) all activities currently taking place within the steel-framed building permitted under the 1993 permission continuing to take place within a suitably-designed building, even though the existing building would have to be removed in accordance with (b) above;
- (d) all activities which are currently authorised only on an ancillary basis remaining ancillary to the principal use of the site for inert waste recycling;
- (e) all the other site planning requirements set out below being met.

(ii) Access and Traffic

Access to and from the site shall be via the existing access road to the east of the site. Any intensification of the use of the site would require the provision of a ghost-island right-turning junction on Bath Road.

(iii) Environmental Protection

(a) People

The bund and associated planting to the south of the site, required under the 1993 permission to protect the amenities of Poyle New Cottages, shall be retained. Additional screening of the site, together with landscaping and amenity planting on the land east of the access road and within the control of the present site operator, would be desirable in any event, and especially so in association with the redistribution of uses within the site.

Measures must be taken to limit the impacts of noise (including machinery noise) and dust from the site on nearby residents.

The wheel-wash required to be provided under the 1993 permission must be provided, to minimise danger and inconvenience to users of the access road and Bath Road.

(b) Flooding

This site lies in an area which could be liable to flooding in extreme weather conditions. Any development at this site must make appropriate provision to accommodate this constraint.

(c) Other matters

No associated development will be permitted on the land to the east of the present alignment of the site access road, as indicated on the Inset Map.

The interests of the Environment Agency and of the owner/operator of the nearby railway must be protected at all times, as described in the letters accompanying the 1993 planning permission.

All conditions of the 1993 permission not otherwise referred to above must be implemented strictly according to the terms of the permission, unless varied by the formal written approval of the planning authority.

Any non-inert waste handled on the site must be of a type which is acceptable to the Civil Aviation Authority, having regard to the safeguarding of Heathrow Airport.

COLNBROOK PROPOSED RAIL DEPOT SITE

POTENTIAL USES

- < **Recycling inert** (temporary)
- < **Recycling non-inert** (temporary)
- < **Green waste composting** (temporary)

SITE AREA

4.5 ha

LOCATION

On the east side of the currently-disused Staines-West Drayton branch railway line, north of the A4 Colnbrook by-pass and just west of the M25 motorway.

EXISTING USE

Vacant.

PLANNING CONTEXT

The whole site lies in the Green Belt and the Colne Valley Park. Planning permission for the construction of a depot for importing aggregates by rail, and various related and ancillary activities, was granted in November 1987. Screen bunds have been constructed around the site to be occupied by the operational area of the depot, but no work has yet begun on the construction of the depot proper, and it is not known when further construction work will be undertaken. The site is safeguarded for use as a rail aggregates depot in accordance with the provisions of Policy 26 of the Replacement Minerals Local Plan for Berkshire (as amended by the Alterations adopted in 1997).

SITE PLANNING REQUIREMENTS

(i) General

Use of the site for the recycling of inert and non-inert waste and for green waste composting would be acceptable on a temporary basis, pending the construction of the rail aggregates depot. Any application for the establishment of temporary waste management facilities at the site, or for the subsequent renewal of any temporary permission which may be granted, would be considered having regard (among other things) to the prospects at that time for the construction of the rail depot. The initiation or continuation of waste management uses on the site would not be appropriate if for any reason the rail depot proposal were abandoned.

(ii) Access and Traffic

The use of the site as a depot for importing aggregates will rely on minerals being brought to the site by rail. However, it would be expected that its temporary use for waste management purposes would rely on materials being brought to and taken from the site by road. Road access to and from the site should be as proposed for the rail depot (and as used in recent years in connection with mineral extraction and restoration of land to the south), namely, directly to/from the Colnbrook by-pass. Traffic arriving from the east, or leaving to the west, exits from/gains access to the main road by means of an underpass, to avoid any need for turning movements across the main carriage-way.

(iii) Environmental Protection

(a) People

There are no houses in the immediate vicinity of the site.

(b) Other matters

Great care must be taken to ensure that no works are undertaken in connection with the use of the site for recycling and/or composting which would prejudice the landscaping and planting already carried out as part of the rail depot permission, or which could prejudice the successful implementation of the remainder of that permission.

The environment of and working conditions in the nearby Lakeside Road commercial area should be safeguarded from additional adverse impacts resulting from carrying out waste management operations on the site (i.e. adverse impacts different from or in excess of those already authorised by virtue of the rail depot permission).

The route of, and access to, the overhead power line crossing the site must be safeguarded at all times.

APPENDIX 8: LANDFILL SITES

APPENDIX 8A - SITES FOR INERT WASTE LANDFILL

Sites with planning permission

SITE	GRID REFERENCE
Barton Court, Kintbury	SU 383 682
Kiln Cottage, Welford	SU 406 716
Hermitage Farm, Oare ¹	SU 500 745
Bath Road, Midgham	SU 554 666
Larkwhistle Farm, Brimpton Common	SU 574 627
Gardners Lane, Upper Basildon	SU 596 757
Barlows Plantation, Aldermaston	SU 605 626
Bath Road, Beenham	SU 605 680
Decoy Plantation, Aldermaston	SU 612 635
Poors Allotment, Ufton Nervet	SU 637 669
Meales Farm, Sulhamstead	SU 638 687
Heron's Nest, Theale	SU 661 699
Field Farm, Burghfield ¹	SU 675 705
Field Farm Cottages, Burghfield	SU 675 705
Knights Farm, Pingewood	SU 675 705
Smallmead Farm, Reading ¹	SU 682 698
Moore's Farm, Burghfield	SU 691 687
Whistley Court/Lea Farm, Hurst ¹	SU 798 661
Whistley Mill, Hurst	SU 709 740
Manor Farm, Finchampstead	SU 800 625
Strande Castle, Cookham	SU 885 839
Sheephouse Farm, Maidenhead	SU 894 833
St Georges Lane, Ascot	SU 925 685
Kennedy Park, Slough	SU 953 823
Kingsmead, Horton	TQ 011 755
Hythe End, Wraysbury	TQ 013 726
Staines Road, Wraysbury	TQ 013 730
ARC Wraysbury	TQ 015 734
Sutton Lane, Colnbrook ¹	TQ 026 780
Tanhouse Farm, Colnbrook ¹	TQ 035 773
Longford II, Poyle ¹	TQ 037 763
Egglesey Farm, Colnbrook ¹	TQ 040 770

¹Sites with planning permission which includes non-inert as well as inert waste.

Sites with planning permission which are judged unlikely to be implemented

SITE	GRID REFERENCE
Railway Land, Pingewood	SU 695 694
Wraysbury No. 1 Pit	TQ 005 746
Wraysbury No. 2 Pit	TQ 010 739

S106 Sites¹

SITE	GRID REFERENCE
Marleys, Beenham	SU 600 681

Replacement Minerals Local Plan Preferred Areas

SITE	RMLP SITE REF	GRID REFERENCE
Chamberhouse Farm, Thatcham	1	SU 518 659
Bath Road, Midgham	2	SU 555 665
Station Road, Theale	4	SU 644 705
Arrowhead Road, Theale	5	SU 655 710
Smallmead Farm, Reading	8	SU 702 703
Manor Farm, Slough	10	SU 938 945
Riding Court Farm, Datchet ²	11	SU 992 780
North of Horton ²	12	TQ 018 765
Kingsmead	13	TQ 010 747

APPENDIX 8B - SITES FOR NON-INERT WASTE LANDFILL

SITE	GRID REFERENCE
Hermitage Farm, Oare	SU 500 745
Bath Road, Beenham (Marley Tile site)	SU 605 680
Field Farm II and IIB, Theale	SU 675 705 *
Smallmead Farm, Reading	SU 702 709
Smallmead Farm Section A, Reading	SU 697 704
Whistley Court Farm/Lea Farm, Hurst	SU 790 740 *
Star Works, Knowl Hill (<i>not yet licensed</i>)	SU 815 797 *
London Road, Bracknell	SU 895 693
Kennedy Park, Slough	SU 953 823 *
Sutton Lane, Colnbrook	TQ 026 780 *
Tanhouse Farm, Colnbrook	TQ 035 773 *
Longford II, Poyle	TQ 037 763 *
Egglesey Farm, Colnbrook	TQ 040 770 *

Details of the wastes acceptable at these sites (except Knowl Hill) can be found in Appendix 5.

Sites marked with an asterisk are **not** licensed to receive household waste.

The planning permission for the site at Knowl Hill expressly precludes the landfilling of household waste, other than civic amenity waste.

¹ Sites with a resolution by the Waste Planning Authority to grant planning permission subject to the prior completion of a legal agreement

² Sites which are also proposed in the Waste Local Plan for non-inert landfill which would in practice dispose of quantities of both inert and non-inert waste

APPENDIX 9: THE RELATIONSHIP BETWEEN PLANNING CONTROLS & POLLUTION CONTROLS

The Unitary Councils as **waste planning authorities** are responsible for the processing and determination of planning applications for waste management development in their area, and for monitoring compliance with the conditions attached to any planning permission for waste development.

Local authorities are also required to produce a waste local plan setting out policies to guide existing and future developments. Following the reorganisation of local government in Berkshire as from 1 April 1998, these responsibilities have been taken over by the successor authorities, working jointly through the 'Joint Strategic Planning Committee'.

There has been some confusion in the past between the roles of the planning authorities and those of other bodies. To clarify this confusion the Government produced a planning policy guidance note, PPG23, entitled 'Planning and Pollution Control', which outlines the relationship between controls over development under the planning law, on the one hand, and under pollution control legislation on the other. At the time of issue of PPG23, pollution control was administered by three separate bodies, or groups of bodies: **Her Majesty's Inspectorate of Pollution** (HMIP), the **National Rivers Authority** (NRA), and the **Waste Regulation Authorities** (WRA; at the time, waste regulation was a local authority responsibility, and County Councils were the WRA). In April 1996 these three responsibilities became the function of a single body, the **Environment Agency**, in order to introduce an integrated approach to pollution control.

In its role as successor to the HMIP, the Environment Agency is responsible for the imposition of high pollution control standards over a range of processes. Operators of these processes must have prior authorisation from the Agency before a plant can operate. Assessment of such proposals by the Agency involves the consideration of the total impact of all releases to air, water, and land. The Agency's statutory involvement in the planning process is limited to commenting on environmental assessments, although the Agency reserves the right to give non-statutory advice on the range of environmental issues for which it has some responsibility. When planning applications for particular types of waste development are accompanied by an Environmental Statement (see Chapter 8 of this Plan), the planning authorities are obliged by statute to consult the Agency. In addition to this statutory role, PPG23 recommends that the Agency should be consulted on any potentially polluting developments, in order that account may be taken of the scope of the relevant controls which they exercise, and to avoid any conflicts with them. Such consultation is now general practice. Other government guidance, known as PPG12 ('Development Plans and Regional Planning Guidance'), advises planning authorities to consult the Agency when preparing development plans. The Agency will then endeavour to indicate areas where there is a risk of harm to the environment or to human health and where potentially polluting developments might therefore need to be restricted or avoided.

In its role as successor to the NRA, the Environment Agency is responsible for the conservation and enhancement of water resources, for licensing water abstraction, and for the control of water quality and pollution in relation to "controlled waters". "Controlled waters" includes the sea up to the three mile limit, estuaries, water contained in underground strata, and most lakes, ponds, reservoirs, rivers and other watercourses. In these capacities, the Agency has an important consultative role in the planning system. The supply of water and sewage disposal are capable of being material considerations in planning applications, and should also be taken into account in drawing up development plans. The Agency must also be consulted on planning applications in circumstances specified in the Town and Country Planning (General Development Procedure) Order 1995, for example, where development would involve works or operations on the bank of a river or where it would involve the deposit of waste. In practice the Agency is consulted on virtually all waste-related applications, to ensure that its wide range of interests are all taken into account when the applications are decided.

As Waste Regulation Authority, the Environment Agency regulates the keeping, treatment and disposal of controlled wastes (i.e. household, commercial and industrial wastes) for the purposes of preventing pollution of the environment, harm to human health, and serious detriment to the amenities of the locality. These aims are achieved by waste management licences issued by the Agency. Licences may not be issued unless a site has obtained planning permission, or its equivalent (eg Certificate of Lawful Use).

When County Councils were the WRA, they had a responsibility to prepare the overall waste strategy for its area (in the form of a Waste Management Plan). Following the transfer of waste regulation responsibilities to the Environment Agency, Waste Management Plans that had already been adopted (such as Berkshire's) remained in force. However, the Agency is not required to prepare or maintain Waste Management Plans at 'county level'. The Secretary of State for the Environment, Transport and the Regions is responsible for preparing a waste strategy setting out his policies for the recovery of waste in England and Wales, on which he must consult the Environment Agency. Whether any more 'local' strategic waste management guidance will be prepared in future is still undecided.

The role of the Environment Agency as WRA must not be confused with the role of the local authorities as Waste Planning Authority (see above), or as Waste Disposal Authority - whereby the Councils are responsible for the provision of a number of services to the public and businesses, including the receipt and disposal of household and trade waste, the provision and operation of civic amenity sites, and recycling of selected wastes and abandoned cars. Nor should it be confused with the role of the local authorities as Waste Collection Authorities - providing services such as the collection of household waste and selected traders' waste, recycling and street cleaning.

The Borough and District Councils as planning authorities have a statutory responsibility to consult the WRA on any development within 250 metres of land which has been used at any time in the last 30 years for the deposit of waste, or on proposals for any new waste facilities. PPG12 also makes it clear that Waste Local Plans should have regard to Waste Management Plans produced, under the former arrangements, by County Councils as WRA.

PPG23 states that there should be close consultation between the planning authority and pollution control bodies to prevent unnecessary duplication and conflict of interests. The role of the planning system is to control development and use of land in the public interest. It has an important part to play in determining the location of development which may give rise to pollution. The potential for pollution affecting the land is therefore a material consideration in deciding whether to grant planning permission. However, the role of the planning process is to focus on whether the development itself is an acceptable use of the land, rather than on the control of the processes or substances themselves. Planning authorities are expressly charged not to duplicate controls which are the statutory responsibility of other bodies, and not to seek to substitute their own judgement on pollution control matters for that of the bodies with the relevant expertise and the statutory responsibility for that control.

To this end, both through the process of preparing this Waste Local Plan and in the processing of planning applications, the former County Council and the successor Unitary Authorities (and the Joint Committee) have consulted and will continue to consult the Environment Agency (or its predecessors the HMIP, NRA and WRA), and their views form a very important contribution to the decisions made. In reaching these decisions, the planning authority has regard to the general policy documents of these organisations, as well as to the guidance which they give on specific proposals. It also has regard to relevant legislation and government advice.

The key documents referred to during the preparation of the draft waste local plan included the following, prepared by agencies which have since become part of the Environment Agency:

HMIP:

- 1 The Environmental Protection Act 1990 - which outlines the former HMIP's responsibilities and legislative requirements.
- 2 The Chief Inspector's Guidance Notes - identifies standards and are updated every four years. (*These are now issued as Environment Agency Technical & Process Guidance Notes, which identify the criteria to be taken into account when determining applications for Integrated Pollution Control.*)

NRA:

- 1 Policy and Practice for the Protection of Groundwater, 1992.
- 2 Landfill and the Water Environment - NRA Position Statement, January 1995.
- 3 River Kennet Catchment Management Plan Final Report - produced by the NRA Thames Region in April 1994.
- 4 Proposed Datchet, Wraysbury, Staines and Chertsey flood plain management proposals.
- 5 Thames 21 - A planning perspective and sustainable strategy for the Thames Region - Consultation Draft, produced by the NRA Thames Region in September 1994.

WRA:

- 1 Draft Waste Management Plan for Berkshire - November 1994. (*The Waste Management Plan was finally approved by the former County Council in July 1995.*)
- 2 Environmental Protection Act 1990.
- 3 Waste Management Papers - produced by the Department of the Environment on a broad range of topic areas, e.g. land filling.

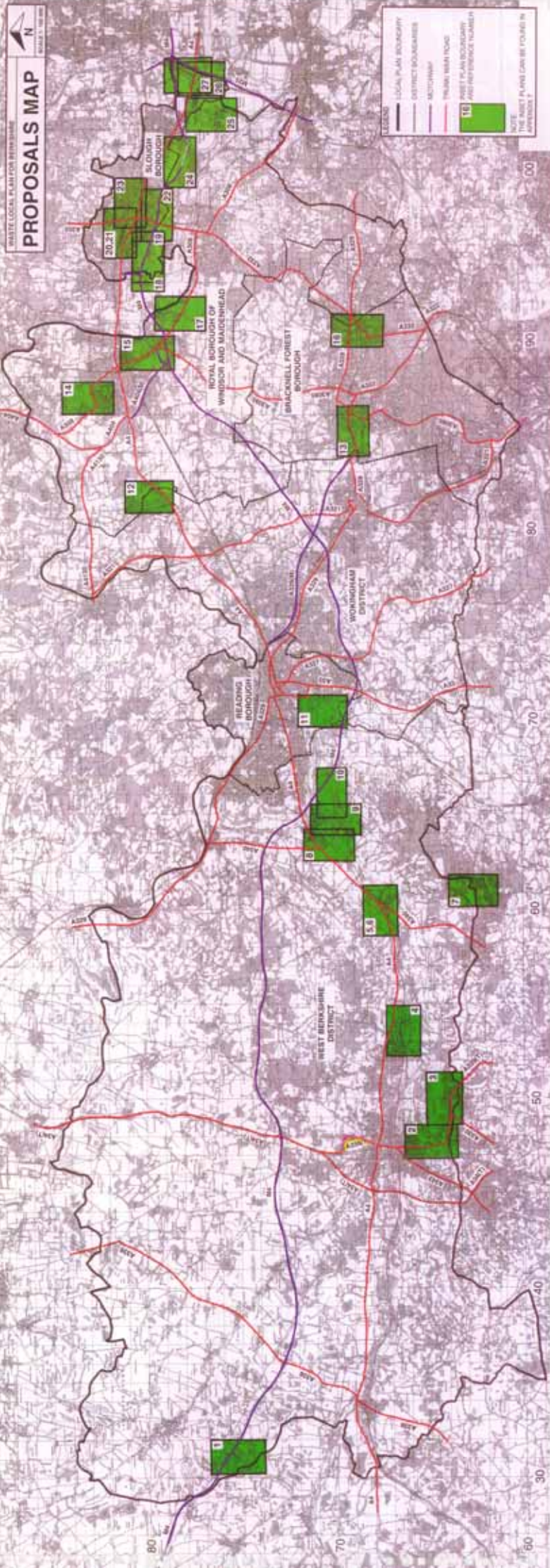
Following the amalgamation of the above functions into the remit of the Environment Agency in 1995, other documents covering these and related subject-areas have been issued by the Agency, and these have been taken into account where appropriate in the preparation of this final version of the Plan. Details of all EA publications can be obtained from the Agency.

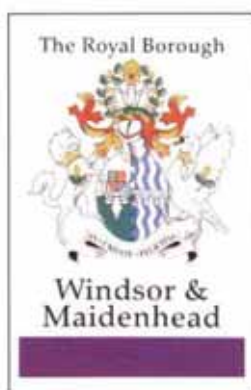


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PROPOSALS MAP





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