

TO: PLANNING & REGULATORY COMMITTEE

DATE: 28 September 2016

BY: PLANNING DEVELOPMENT TEAM MANAGER

DISTRICT(S) SPELTHORNE BOROUGH COUNCIL

ELECTORAL DIVISION(S):

Laleham & Shepperton

Mr Walsh

Staines South & Ashford West

Ms Turner-Stewart

PURPOSE: FOR DECISION

GRID REF: 505413 169922

TITLE: MINERALS/WASTE SP12/01132/SCD1

APPLICATION DETAILS

Manor Farm, Ashford Road and land west of Queen Mary Reservoir, Laleham, Surrey

Details of noise barriers for the conveyor switch points submitted pursuant to Conditions 22 and a Bird Hazard Management Plan submitted pursuant to Condition 36 of planning permission ref: SP2012/01132 dated 23 October 2015.

SUMMARY REPORT

Manor Farm, Ashford Road and land west of Queen Mary Reservoir, Laleham, Surrey

The Manor Farm and Queen Mary Quarry (QMQ) (land west of Queen Mary Reservoir) site, some 43.9 hectares (ha) in total, is in two parts. It comprises land at Manor Farm (some 33.4 ha), situated to the east of Staines Road (B376) and Worple Road and west of Ashford Road (B377), Laleham; and land at Queen Mary Quarry (QMQ) (including part of the lake and existing processing plant site) to the east of Ashford Road and west of Queen Mary Reservoir, Laleham, Staines upon Thames.

The Manor Farm part of the land with planning permission is situated between Staines upon Thames to the north and Laleham to the south. The land uses immediately around the site include residential to the north, east and west, Buckland School to the north, sport and recreation (north, east and west) and public footpaths running to the north and through the centre of the site. The site lies within the 13km identified birdstrike safeguarding zone for Heathrow Airport.

Planning permission ref SP2012/01132 was granted subject to planning conditions in October 2015 for the extraction of sand and gravel from land at Manor Farm, construction of a tunnel under the Ashford Road and a causeway across the lake at QMQ for the conveyor belt system, transport of the extracted mineral by conveyor to QMQ for processing in the existing processing plant, erection of a concrete batching plant and an aggregate bagging plant within the QMQ aggregate processing and stockpiling areas, restoration of the land at Manor Farm to landscaped lakes and a nature conservation afteruse. Some conditions require the submission and approval of more details on a range of matters; to date eight submissions have been made.

All mineral extracted from the site will be transported by conveyor belt to the Queen Mary Quarry (QMQ) processing plant. Processed mineral will leave QMQ via the quarry access onto the A308 (Kingston Road). The route of the conveyor belt system runs across the land at Manor Farm to the Ashford Road and in a tunnel under the Ashford Road. Within the QMQ site the

conveyor route will cross the existing lake on a causeway and then run northwards towards the processing plant site. The conveyor system will have a number of change points where the direction of conveyor changes.

This report deals with details of the noise barriers for the conveyor switch points and a bird hazard management plan (BHMP) submitted to comply with the requirements of conditions 22 and 36 of the permission.

On the details for condition 22 residents have raised concerns about noise from the conveyor and whether the proposed measures will be adequate, visual impact of the barriers and monitoring. Spelthorne Borough Council Environmental Health has been consulted for noise advice on the submission and following provision of information on the noise assessment methodology used has confirmed they have no objection to the submitted details. Spelthorne Borough Council Planning raise no objection.

On the details for condition 36 residents have raised concerns about the use of audible bird scarers and queries about monitoring and reporting arrangements and how the condition will apply in perpetuity. Spelthorne Borough Council and Heathrow Airport Safeguarding Ltd both consider the BHMP to be acceptable and raise no objection.

Having assessed the submissions and considered views from residents and statutory consultees Officers consider that the details submitted pursuant to Conditions 22 and 36 meet the requirements of the conditions and satisfy the requirements of relevant development plan policy.

The recommendation is to APPROVE the submitted details.

APPLICATION DETAILS

Applicant

Brett Aggregates Ltd

Date application valid

4 April 2016

Period for Determination

30 May 2016

Amending Documents

Condition 22 - Email from Agent (Mike Davies, Davies Planning) dated 14 July 2016.

Condition 36 - Bird Hazard Management Plan submitted in respect of Condition 36 of Planning Permission SP/2012/01132 June 2016.

SUMMARY OF PLANNING ISSUES

This section identifies and summarises the main planning issues in the report. The full text should be considered before the meeting.

	Is this aspect of the proposal in accordance with the development plan?	Paragraphs in the report where this has been discussed
Noise	Yes	37 to 44
Birdstrike safeguarding	Yes	36 to 41 and 45 to 47

ILLUSTRATIVE MATERIAL

Site Plan

Plan 1 Location Plan

Plan 2 Extraction phases, site compound, conveyor tunnel and causeway (annotated applicant SP2012/01132 drawing no. EIA9.8 Rev B March 2012)

Plan 3 Conveyor switchpoint locations (annotated applicant drawing no ST12377-025 dated 10/03/16) (Condition 22)

Aerial Photographs

Aerial 1

Aerial 2

Site Photographs

None

BACKGROUND

Site Description

- 1 The Manor Farm and Queen Mary Quarry (QMQ) (land west of Queen Mary Reservoir) site, some 43.9 hectares (ha) in total, is in two parts. It comprises land at Manor Farm (some 33.4 ha), situated to the east of Staines Road (B376) and Worple Road and west of Ashford Road (B377), Laleham; and land at Queen Mary Quarry (QMQ) (including part of the lake and existing processing plant site) to the east of Ashford Road and west of Queen Mary Reservoir, Laleham, Staines upon Thames.
- 2 The Manor Farm part of the land with planning permission is situated between Staines upon Thames to the north and Laleham to the south. To the north lies residential housing, Buckland Primary School and Greenfield Recreation Ground. To the east lies a further part of Greenfield Recreation Ground (with fenced children's play area), residential housing on the Ashford Road, the QMQ and Queen Mary Reservoir. To the south lies the Queen Mary Reservoir water intake channel and Greenscene Nursery and further south lies open farmland and Laleham Village. To the west lies residential housing, a garden centre, and the Staines and Laleham Sports Association Ltd (SALSAL) sports facility, and further to the west and south west the River Thames and Penton Hook Lock/Marina.
- 3 The site lies within the 13km identified birdstrike safeguarding zone for Heathrow Airport.

Planning History

- 4 Planning permission ref SP2012/01132 was granted subject to 48 planning conditions on 23 October 2015 for:

“Extraction of sand and gravel and restoration to landscaped lakes for nature conservation after-use at Manor Farm, Laleham and provision of a dedicated area on land at Manor Farm adjacent to Buckland School for nature conservation study; processing of the sand and gravel in the existing Queen Mary Quarry (QMQ) processing plant and retention of the processing plant for the duration of operations; erection of a concrete batching plant and an aggregate bagging plant within the existing QMQ aggregate processing and stockpiling areas; installation of a field conveyor for the transportation of mineral and use for the transportation of mineral from Manor Farm to

the QMQ processing plant; and construction of a tunnel beneath the Ashford Road to accommodate a conveyor link between Manor Farm and QMQ for the transportation of mineral.”

- 5 The permission is subject to s106 legal agreement (dated 14 October 2015) relating to long term aftercare management, (including bird management) of the land at Manor Farm and to limit the number of HGV movements in combination with planning permission refs SP07/1273 and SP07/1275 at the QMQ site to no more than 300 HGV movements (150 two way HGV movements) on any working day.
- 6 The land at Manor Farm is to be worked and restored in four phases. Phase 1 lies to the east of footpath 30 which runs approximately north to south through the site. Phases 2 to 4 lie to the west of footpath 30. All mineral extracted from the site will be transported by conveyor belt to the Queen Mary Quarry (QMQ) processing plant. Processed mineral will leave QMQ via the quarry access onto the A308 (Kingston Road).
- 7 The route of the conveyor to be used to transport sand and gravel extracted at Manor Farm to the existing Queen Mary Quarry (QMQ) processing plant runs across the land at Manor Farm to the Ashford Road and in a tunnel under the Ashford Road. Within the QMQ site the conveyor route would cross the existing lake on a causeway and then run northwards towards the processing plant site following the existing access track. In the southern part of the QMQ site this follows the route permitted under SP13/01003 (which granted planning permission for a partial realignment of the conveyor route from that originally applied for in the SP2012/01132 application). Vehicle access to the land at Manor Farm will be via two accesses, one off Worple Road and one off the Ashford Road. There will be no HGV traffic transporting mineral extracted at Manor Farm using the Worple Road or Ashford Road access.
- 8 The noise implications of the development proposed at Manor Farm and Queen Mary Quarry in application SP2012/01132 were assessed in the planning application and accompanying Environmental Statement. The noise impact assessment was undertaken in line with Government policy and guidance in the National Planning Policy Framework (NPPF) and national Planning Practice Guidance (nPPG) and Surrey Noise Guidelines.
- 9 Incorporated into the proposed extraction and restoration at Manor Farm and mineral processing operations at QMQ were a number of best practice measures which would remove or reduce noise emissions at source. In addition mitigation measures were proposed, including erection of noise bunds around working areas and localised enclosure using straw/hay bales around the conveyor change point sited to the west of Numbers 131, 151 and 155 Ashford Road (with the final details relating to height and location to be agreed), to ensure the proposals would be undertaken within national and Surrey Noise Guideline limits for mineral development on noise sensitive receptors (residential properties and Buckland School), and to reduce the noise impacts on other receptors using the public rights of way at Manor Farm and sport and recreation facilities near the site.
- 10 The planning permission was subject to a number of planning conditions, some relating to noise, including Condition 22, to secure the proposed best practice and mitigation measures. Other conditions limit the extraction of mineral, transport by conveyor to the QMQ processing plant and restoration works at Manor Farm to between 7.30am and 1800 Monday to Friday only (condition 16) and set noise limits for different activities (conditions 20 and 21).
- 11 As the site lies within the 13km identified birdstrike safeguarding zone for Heathrow Airport it was necessary when granting planning permission to assess potential hazard to aircraft from birds attracted to the different phases of the development (extraction, restoration and from the proposed afteruse). The proposed restoration to a nature conservation end use comprising a mix of waterbodies, reedbed and woodland took

account of the need to minimise the attractiveness of the site and its subsequent use by birds through:

- the physical design of the waterbodies (lake edge formation, size and dimensions of open water areas),
- proposed marginal planting and tree planting, and
- no provision for public access to the waterbodies.

- 12 The statutory consultee, Heathrow Airport Safeguarding, raised no objection to the proposed development subject to a Bird Hazard Management Plan (BHMP), to apply in perpetuity and secured by planning condition (condition 36), to minimise the attractiveness of the restored site and its subsequent use to birds.
- 13 As well as this application seven other applications, listed below, have been made seeking approval of details pursuant to conditions on a range of matters (some applications deal with more than one planning condition).

Application reference	Proposal
SP12/01132/SCD3	Details of Dust Action Plan and dust monitoring programme submitted pursuant to Condition 24(a) of planning permission reference SP2012/01132 dated 23 October 2015.
SP12/01132/SCD5	Details of measures to be taken and facilities to be provided to keep the public highway clean and prevent creation of a dangerous surface submitted pursuant to Condition 12(a), a Construction Management Plan submitted pursuant to Condition 15 and an updated bat survey and biodiversity mitigation strategy submitted pursuant to Condition 38 of planning permission reference SP2012/01132 dated 23 October 2015.
SP12/01132/SCD6	Details of the current and proposed design of the Worple Road access; tree and hedgerow removal, protection measures and replanting submitted pursuant to Condition 8(b)(i) of planning permission reference SP/2012/01132 dated 23 October 2015.
SP12/01132/SCD7	Details of a Groundwater Monitoring Plan submitted pursuant to Condition 32 of planning permission ref: SP2012/01132 dated 23/10/2015.
SP12/01132/SCD8	Details of the design of the temporary Ashford Road access submitted pursuant to Condition 8 (a) and vegetation survey and tree and hedgerow protection plan submitted pursuant to Condition 47 of planning permission ref: SP2012/01132 dated 23 October 2015.
SP12/01132/SCD2 - Approved 10 August 2016	Details of archaeology submitted pursuant to Condition 35 of planning permission ref: SP/2012/01132 dated 23 October 2015.
SP12/01132/SCD4 (2016/0057) Approved 10 August 2016	Details of a scheme to ensure that the causeway does not form a barrier on the flood plain submitted pursuant to Condition 28 of planning permission reference SP2012/01132 dated 23 October 2015.

THE PROPOSAL

Condition 22

- 14 Condition 22 and the reason for imposition read as follows:

Prior to the extraction of minerals and use of the conveyor, details of the location and height of the noise barriers for the conveyor switch points as specified in Planning Supporting Statement paragraph 7.149 and Table 7.12, letter from Wardell Armstrong dated 13/11/2012 (not 2013 as on letter), Environmental Statement paragraphs 11.6.16 and 11.7.3, paragraphs 2.13 to 2.18 of the June 2013 Addendum to the Environmental Statement and plan ST13443-PA2 Application Area (proposed conveyor route) dated 09/04/13, shall be submitted to and approved in writing by the County Planning Authority. The noise barriers are to be constructed in accordance with the approved details and maintained in good condition until completion of extraction and use of the conveyor system to transport mineral to the Queen Mary Quarry processing plant, with the monitoring and maintenance of the barriers to be included within the site integrated management system.

Reason:

To ensure minimum disturbance and avoid noise nuisance to the locality in accordance with Policy EN11 of the 'Spelthorne Borough Core Strategy and Policies Development Plan Document' February 2009 and Policy MC14 of the Surrey Minerals Plan 2011.

- 15 Mineral extracted at Manor Farm is to be transported by field conveyor to the Queen Mary Quarry processing plant for processing. The conveyor system will have a number of change points where the direction of the conveyor changes.
- 16 The submission provides details of the noise barriers for the conveyor change points on the land at Manor Farm and within the Queen Mary Quarry site required to ensure the noise from the conveyor switch points meets the noise limits set for the development. The submission includes details of the assessment used to determine the height and location of the noise barriers.
- 17 For conveyor change points on the Manor Farm part of the site a 2 metre (m) high barrier is proposed. For the change points on the Queen Mary Quarry part of the site a 1.5m high barrier is proposed. The barriers would be constructed out of hay or straw bales. The barriers would be located no more than 2m from the conveyor drive machinery and be installed taking account of changes in ground height between the barrier location and change point.
- 18 The barriers would be constructed so they wrap around the machinery as much as possible so they completely obscure the view between the change point and nearest residential dwellings on the land at Manor Farm (Change point 1 and subsequent locations). For the change points within the Queen Mary Quarry site the barriers would be installed so they at least partially obscure the view between the machinery and nearest residential properties.

Condition 36

- 19 Condition 36 and the reason for imposition read as follows:

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

a) monitoring of any standing water or wetland within the site temporary or permanent

The Bird Hazard Management Plan shall be implemented as approved, on commencement of the extraction and shall remain in force for the operational life of the site, including the restoration and thereafter in perpetuity.

Reason:

It is necessary to manage the site in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport in accordance with Policy MC14 of the Surrey Minerals Plan 2011.

- 20 The site lies within the 13 kilometre (km) identified birdstrike safeguarding zone for Heathrow Airport. A Bird Hazard Management Plan (BHMP) is required to minimise the attractiveness of the restored site and its subsequent use to key bird species/groups (species considered by the Civil Aviation Authority (CAA) to be of particular concern in relation to birdstrike hazard). The BHMP would form part of the Ecological Management Plan (LEMP) for the site which includes measures within the design of the restoration scheme to reduce the attractiveness of the site to the key bird species/groups considered to be a hazard to aircraft.
- 21 The BHMP sets out proposals for bird monitoring (areas, key bird species/groups and frequency) during the operational phase of the development by a competent bird surveyor. This monitoring would continue post restoration.
- 22 In addition to the surveys during the operational phase site workers would be informed during induction of the need to be vigilant to bird numbers and where necessary report significant aggregations of the key bird species/groups (species considered by the Civil Aviation Authority (CAA) to be of particular concern in relation to birdstrike hazard).
- 23 Bird trigger numbers are identified for the key bird species/groups listed in the table below which if exceeded would immediately trigger implementation of active control measures to deter the birds from using the site.

Bird species/group	Trigger numbers
Swans, ducks (e.g. mallard, pochard, tufted duck)	>100 present on the site (cumulative total, all species)
Geese (e.g. Canada and greylag goose)	>20 moulting in late June
Cormorant	>100 present on the site
Starlings and corvids	>c.1000 present on the site
Gulls	>200 present on the site (cumulative total, all species)

The active control measures include arm scares, lures, plastic tape and flags and the submission sets out the duration for use and additional monitoring arrangements following use of the control measures. Due to the proximity of residential areas in the vicinity of the site bird distress calls and pyrotechnic bird scaring cartridges would only be used as a last resort if, despite the other active control measures being taken, aggregations of key bird species continues to be a problem.

- 24 The bird survey results would be incorporated into an annual report which would be made available for submission to the County Planning Authority and Heathrow Airport Ltd. The annual report would make recommendations for modifications to the frequency and timing of visits, threshold numbers and control measures necessary to further reduce the suitability of the site for waterfowl and other birds.

CONSULTATIONS AND PUBLICITY

District Council

- 25 Spelthorne Borough Council - Planning: Condition 22 - No objection.
Condition 36 – No objection.
- 26 Spelthorne Borough Council – Environmental Health (Condition 22 only): No objection.

Consultees (Statutory and Non-Statutory)

- 27 Heathrow Airport Safeguarding Ltd (Condition 36 only): No objection.

Parish/Town Council and Amenity Groups

- 28 Clag2: No views received.
- 29 Laleham Residents' Association: No views received.
- 30 Manor Farm Residents Association: No views received.
- 31 Spelthorne Natural History Society: No views received.

Summary of publicity undertaken and key issues raised by public

- 32 The application was publicised by the posting of nine site notices and a total of 281 of people who had made comments on the SP2012/01132 planning application were directly notified by letter. To date written representations have been received from 15 members of the public, with the many of the respondents stating their continued objection to the development permitted by SP2012/01132.
- 33 Issues raised on to the details for condition 22 relate to concerns about noise from the development impacting on residents including from the conveyor system and querying the adequacy of the proposed mitigation, who will monitor and whether there are noise limits and controls over the hours the conveyor belt would operate. Other issues raised concern the visual impact of the straw bales.
- 34 Issues raised on the details for condition 36 relate to concerns about whether the proposed measures will scare off or kill wildlife that migrates on to the land at Manor Farm; the noise and disturbance that would arise if audible bird scarers are used; query who will monitor and how can the monitoring reports be viewed; and how the measures will be maintained in perpetuity.
- 35 Residents refer to operations at Queen Mary Quarry (QMQ) already being audible and how the development and additional activity at QMQ will make this worse for residents not protected by noise bunding such as those on Worple Road and potential impact on shift workers from the development at Manor Farm. Residents also query the long term (25 year management period for the restored site) and period beyond and the tree planting to be undertaken during restoration and potential impact of the trees on residential properties.
- 36 Officer comment: The other points raised include objection to the development permitted under ref SP2012/01132 and potential impact including in terms of traffic, noise, dust/air quality, flood risk, impact on wildlife and visual impact. These matters were all assessed and considered in the officer report on the planning application see Item 7 of the [2 September 2015 Planning and Regulatory Committee Agenda](#). At the meeting the committee resolved to grant planning permission subject to the prior completion of a

s106 legal agreement and planning conditions. None of the other points raised are considered to be relevant to and impact on the County Planning Authority's determination of this application.

PLANNING CONSIDERATIONS

Introduction

- 37 The guidance on the determination of planning applications contained in the Preamble/Agenda frontsheet is expressly incorporated into this report and must be read in conjunction with the following paragraphs.
- 38 In this case the statutory development plan for consideration of the application consists of the Surrey Minerals Local Plan 2011 (comprised of the Core Strategy and Primary Aggregates Development Plan Documents (DPD) and Spelthorne Borough council Spelthorne Borough Local Plan 2001 Saved Policies And Proposals as at 28 September 2007 (SBLP 2001); and Spelthorne Borough Core Strategy and Policies Development Plan Document February 2009 (SBCS&P DPD 2009).
- 39 The application has been submitted to comply with the requirements of conditions 22 and 36 (see paragraphs 14 and 19 above). In considering the application the acceptability of the details submitted for each will be assessed against relevant development plan policies and material considerations.

Surrey Minerals Plan 2011 Core Strategy Development Plan Document (SMP 2011 Core Strategy DPD)

Policy MC14 Reducing the adverse impacts of mineral development

Spelthorne Borough Core Strategy and Policies Development Plan Document February 2009 (SB Core Strategy and Policies DPD 2009)

Policy EN11 Development and Noise

- 40 SMP 2011 Core Strategy DPD Policy MC14 states that proposals for mineral working will only be permitted where a need has been demonstrated and sufficient information has been submitted to enable the authority to be satisfied that there would be no significant adverse impacts arising from the development and sets out matters to be addressed in planning applications, including:
- adverse effects on neighbouring amenity including noise, dust and transport impacts; and
 - potential danger to aircraft and safe operation of airports from birdstrike and structures.
- 41 SB Core Strategy and Policies DPD 2009 Policy EN11 seeks to minimise the impacts of noise and sets out a series of criteria by which to achieve this including measures to reduce noise to acceptable levels and ensuring provision of appropriate noise attenuation measures.

Condition 22

- 42 As outlined in the planning history section above the need for noise barriers at the conveyor switch points were identified as part of the noise mitigation measures for the development. This submission deals with the details of those noise barriers. The noise submission includes measures to maintain the barriers. The localised barriers are part of a package of mitigation measures to ensure noise from operations undertaken at Manor Farm is within the noise limits set by other planning conditions relating to noise.
- 43 The days and hours the conveyor belt is able to operate are limited to 0730 to 1800 hours Mondays to Fridays. It would not operate on Saturday mornings. The noise

barriers would be maintained by the operator. The site would be monitored by the County Council as part of the regular monitoring of mineral and waste sites.

- 44 Residents have raised concerns about noise from the conveyor and whether the proposed measures will be adequate, visual impact of the barriers and monitoring. Spelthorne Borough Council Environmental Health has been consulted for noise advice on the submission and following provision of information on the noise assessment methodology used has confirmed they have no objection to the submitted details. As noted in paragraph 25 the views of Spelthorne Borough Council Planning are awaited. As there is no technical objection from Environmental Health, Officers are satisfied that the details submitted pursuant to Condition 22 satisfy the requirements of development plan policy.

Condition 36

- 45 Residents have raised concerns about potential disturbance from use of audible bird scarers. As outlined in paragraph 23 above the use of bird distress calls and pyrotechnic bird scaring cartridges would be as a last resort if other methods fail. Condition 22 requires the BHMP to be implemented in perpetuity. Planning permissions run with the land so this requirement would be binding on future landowners if the landownership changes. Annual reports which include results of the monitoring and modifications required to the BHMP will be made available to Surrey County Council and Heathrow Airport Ltd. Monitoring reports would be available to view at the county council and on the application record (ref SP12/01132/SCD1) on the online planning register (<http://planning.surreycc.gov.uk/planappsearch.aspx>) if made available to view online.
- 46 The BHMP was amended following comments received from Heathrow Airport Ltd Safeguarding Team about the need for there to be zero tolerance of breeding geese on site as the restoration scheme includes habitat which has the potential to encourage breeding geese. The BHMP now states "*that 'no breeding geese' should be allowed on site and the monitoring regime should consist of a visit in March to look for geese, if present, another in mid April to remove nests under the correct licences from Natural England. Then another to confirm no more than 20 geese moulting in late June.*" Following this amendment Heathrow Airport Safeguarding Ltd has confirmed that, having assessed the submission against safeguarding criteria, they have no objection to the details being approved. Spelthorne Borough Council have raised no objection.
- 47 Officers are satisfied that the details submitted pursuant to Condition 36 satisfy the requirements of development plan policy.

HUMAN RIGHTS IMPLICATIONS

- 48 The Human Rights Act Guidance for Interpretation, contained in the Preamble to the Agenda is expressly incorporated into this report and must be read in conjunction with the following paragraph.
- 49 The proposal involves the approval of details of pursuant to Conditions 22 and 36 of planning permission ref SP2012/0132 dated 23 October 2015. It is the Officer's view that the matter covered by the submissions and implementation does not give rise to any potential impacts and therefore would not engage Article 8 of Article 1 of Protocol 1. As such these details are not considered to interfere with any Convention right.

CONCLUSION

- 50 The schemes submitted by the applicant pursuant to conditions 22 and 36 are acceptable and comply with the relevant development policies as listed above such that the details submitted pursuant these conditions can be approved.

RECOMMENDATION

The recommendation is that the details of noise barriers for the conveyor switch points submitted pursuant to Conditions 22 and a Bird Hazard Management Plan submitted pursuant to Condition 36 contained in application ref SP12/01132/SCD1 be **APPROVED** subject to the following condition.

Condition:

Bird Hazard Management Plan Condition 36 details - submission of annual monitoring reports

- 1 Annual monitoring reports prepared in accordance with Section 2.4 of the Bird Hazard Management Plan submitted in respect of Condition 36 of Planning Permission SP/2012/01132 June 2016 shall be submitted to the County Planning Authority no later than 1 November each year.

Reason:

- 1 To comply with the terms of the submission and to enable the effectiveness of the bird hazard management plan to be monitored and any recommended modifications agreed by the County Planning Authority in consultation with Heathrow Airport Safeguarding to enable ongoing management of the site as required by Condition 36 in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport in accordance with Policy MC14 of the Surrey Minerals Plan 2011.

CONTACT

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BACKGROUND PAPERS

The deposited application documents and plans, including those amending or clarifying the proposal, responses to consultations and representations received as referred to in the report and included in the application file and the following:

Government Guidance

[National Planning Policy Framework 2012](#)

[Planning Practice Guidance](#)

The Development Plan

[Surrey Minerals Plan Core Strategy Development Plan Document \(DPD\) 2011](#)

[Spelthorne Borough Council Core Strategy and Policies DPD February 2009](#)

Other documents

- The deposited application documents and plans and Environmental Statement including those amending or clarifying the proposal, responses to consultations and representations received on the application included in the application file for application ref SP2012/01132.

-The officer report and annexes to the 2 September 2015 Planning and Regulatory Committee (Item 7) for application ref SP2012/01132 ([2 September 2015 Planning and Regulatory Committee Agenda](#))

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