

PLANNING COMMITTEE - Date: 30 September 2015

Report of the Executive Head for Economic Development, Planning and Sustainability.

Ref: A2015/72203/FUL	WARD: A03 / STONECOT	Time Taken: 11 weeks, 6 days
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Site: UNIT 12 SANDIFORD ROAD Sutton SM3 9RD
 Proposal: Use of premises and site as a waste transfer and recycling station and provision of a 7metre high screen fence at rear (facing Minden Road).
 Applicant: Mr Ian Oliver
 Agent: Mr Jeffrey Wilson

Recommendation:

GRANT PLANNING PERMISSION

Reason for Report to Committee: Major Application recommended for approval

Summary of why application proposals are acceptable:

- The proposed development is considered acceptable in land use terms as the use would be compatible and appropriate to the site's designation as a strategic industrial location;
- The proposed fencing along the Minden Road boundary of the site is considered acceptable in design terms as it would not negatively impact on the character or appearance of the area, and is consistent with the surrounding industrial aesthetic within an established industrial area;
- The scale of the proposals and the separation distances from the residential properties in Hamilton Avenue will ensure that the development would not have a detrimental impact on the amenity of residential occupiers;
- The development would continue to provide 6 car parking spaces on site and an assessment of the proposed trip generation from the site demonstrates that there would be no undue impacts on the operation of the local highway over and above the existing situation.

1.0 BACKGROUND

1.1 Site and surroundings:

1.2 The application site is located to the north of Sandiford Road and to the south of Minden Road. The site is broadly rectangular in shape and occupies an area of approximately 0.1 hectares.

1.3 The site comprises a two storey office and warehouse building which fronts Sandiford Road. The rear of the site was previously occupied by an industrial warehouse. Works have commenced on site to implement the planning permission which was granted in September 2013 reference: A2013/67302/FUL) for the "demolition of warehouse section of existing warehouse and office unit and

construction of new warehouse on enlarged footprint and increased height to provide skip storage area and provision of new access gates onto Minden Road”.

1.4 The site forms part of the Kimpton Industrial Area. Immediately to the north west of the application site is a Council Civic Amenity Site which is in use as a ‘Reuse and Recycling Centre’. There are a wide variety of industrial, commercial and retail premises within the surrounding area. The closest residential properties are located to the south and west of the site on Hamilton Avenue which is approximately 75 to 100 metres from the site.

1.5 **Site specific designations:**

- Strategic Industrial Location;
- The Pyl Brook runs to the south and west of the site, immediately to the rear of 9 Sandiford Road. The Pyl Brook is identified as a Site of Local Importance for Nature Conservation (SINC 47).

1.6 **Relevant Planning History:**

1.7 72/9633 ‘0’ - Erection of a single storey industrial building with ancillary office accommodation, car parking facilities and access road. Granted on 2.10.72.

1.8 73/9633 ‘D’ - Erection of a single storey industrial building with ancillary office accommodation, car parking facilities and access road. Granted on 13.8.73.

1.9 75/14475 - Erection of a two-storey front extension to provide office accommodation. Granted on 16.12.75.

1.10 88/31584 ‘B’ - Use of building for uses falling within classes B2 and B8 of the Use Classes Order 1987. Granted on 2.8.88.

1.11 06/56878/FUL - Provision of a ramped access involving alterations to elevation. Granted on 4.1.07.

1.12 13/67302/FUL - Demolition of warehouse section of existing warehouse and office unit and construction of new warehouse on enlarged footprint and increased height to provide skip storage area and provision of new access gates onto Minden Road. Granted on 12.9.13.

1.13 15/71442/NMA – Non material amendment to planning application no. 13/67302/FUL. Granted on 8.4.15.

1.14 It is noted from the officer site visit that works have commenced on site to implement planning permission reference 13/67302/FUL.

2.0 **APPLICATION PROPOSALS**

2.1 **Details of Proposal:**

2.2 Planning permission is sought for the use of the premises and site as a waste transfer and recycling station together with the provision of a 7 metre high screen fence at the rear (facing Minden Road).

- 2.3 The site would provide a waste transfer and recycling facility for sorting, transfer and recycling of construction, demolition and excavation (CDE) waste as well as non-hazardous commercial and industrial (C&I) waste. The application proposes the 'treatment' of approximately 250 tonnes of waste per week and up to 12,000 tonnes of waste per annum.
- 2.4 The development would also involve the storage of up to 30 waste skips within the front of the site (fronting Minden Road).
- 2.5 It has also been proposed to erect a 7 metre high screen fence along the Minden Road elevation of the site. This is to provide some screening along where the skips would be stored.
- 2.6 The facility would operate between the hours of 08:00 to 18:00 hours Monday to Friday and from 08:00 to 13:00 hours on Saturdays.
- 2.7 Six full time staff would be employed at the facility.
- 2.8 Formal pre-application advice was sought from the Council and formal written advice was issued on the 20 April 2015.
- 2.9 **Significant amendments to application since submitted:**
- 2.10 None.
- 3.0 **PUBLICITY**
- 3.1 Letters were sent to 17 adjoining premises on the 20 July 2015 and two site notices were posted in the vicinity of the site on the 29 July 2015. A press notice was also published in the local press.
- 3.2 **Number of Letters Received:**
- 3.3 Two letters have been received objecting to the proposals. The comments can be summarised as follows:
- Noise & Vibrations / disturbance;
 - Increased traffic movements would increase the risk of accidents or injury.
- 3.4 **Official Consultation:**
- 3.5 **Internal:**
- 3.6 **Senior Highways Engineer:**
- 3.7 No objection.
- 3.8 **Planning Policy:**
- 3.9 Any response received will be reported orally to Planning Committee.
- 3.10 **Environmental Health (Air Quality):**

- 3.11 No objection subject to conditions.
- 3.12 **Environmental Health (Contamination):**
- 3.13 No objection subject to conditions.
- 3.14 **Sustainability:**
- 3.15 No objections.
- 3.16 **Waste Management:**
- 3.17 No objections.
- 3.18 **Flood Risk Officer:**
- 3.19 No objections.
- 3.20 **External:**
- 3.21 **Environment Agency:**
- 3.22 No objections.
- 3.23 **Councillor Representation:**
- 3.24 There has been no Councillor representation made on this application.

4.0 **MATERIAL PLANNING POLICIES**

- 4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that when determining a planning application, regard is to be had to the development plan, and the determination shall be made in accordance with the development plan, unless material considerations indicate otherwise. The development plan for the London Borough of Sutton comprises the following documents:
- The London Plan 2015
 - The Core Planning Strategy December 2009
 - The Site Development Policies DPD March 2012
 - South London Waste Plan 2012
- 4.2 Also a material consideration in determining planning applications are:
- National Planning Policy Framework (NPPF).
 - National Planning Practice Guidance (NPPG)
 - Adopted London Borough of Sutton Supplementary Planning Guidance documents.
- 4.3 National Guidance:
- 4.4 In addition to the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG) consideration is given to the requirements of the October 2014 'National Planning Policy for Waste' and the 2013 'Waste Management Plan for England'.

4.5 The London Plan (2015):

- 2.16 Strategic Outer London Development Centres
- 2.17 Strategic Industrial Locations
- 4.4 Managing Industrial Land and Premises
- 5.1 Climate change mitigation
- 5.13 Sustainable drainage
- 5.14 Water quality and wastewater infrastructure
- 5.15 Water use and supplies
- 5.16 Waste net self-sufficiency
- 5.17 Waste capacity
- 5.18 Construction, excavation and demolition waste
- 5.19 Hazardous waste
- 5.21 Contaminated land
- 6.3 Assessing effects of Development on Transport Capacity
- 6.4 Enhancing London's Transport Connectivity
- 6.9 Cycling
- 6.11 Smoothing Traffic Flow and Tackling Congestion
- 6.12 Road network capacity
- 6.13 Parking
- 6.14 Freight
- 7.3 Designing Out Crime
- 7.14 Improving air quality
- 7.15 Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes
- 7.19 Biodiversity and access to nature

4.6 Local Development Framework:

- PMP4 Main Locations for Industry
- BP6 One Planet Living
- BP7 Flood Risk and Climate Change Adaption
- BP8 Waste Reduction and Management
- BP9 Enabling Smarter Travel Choices: an Area-Based Approach
- BP10 Transport strategic & Borough-wide Proposals
- DP2 Planning Obligations

4.7 Site Development Polices DPD:

- DM1 Character and Design
- DM2 Protecting Amenity
- DM3 Enhancing the Street Scene and Public Realm
- DM5 Sustainable Design and Construction
- DM7 Flood Risk
- DM11 Contaminated Land
- DM12 Noise and Vibration
- DM17 Biodiversity, Habitats and Species
- DM19 Promoting Sustainable Transport and Accessibility
- DM20 Assessing the Transport Impact of New Development
- DM21 New Development and the Highway Network
- DM22 Parking

- DM33 Strategic and Established Industrial Locations
- DM34 Other Land in Industrial Use
- DM41: Site Allocations

4.8 South London Waste Plan 2012 (SLWP):

- WP1: Strategic Approach to Municipal Solid Waste and Commercial and Industrial Waste
- WP2: Strategic Approach to Other Forms of Waste
- WP5: Windfall Sites and Non MSW and C&I Waste Location Criteria
- WP7: Protecting and Enhancing Amenity
- WP9: Planning Obligations

4.9 Supplementary Planning Guidance/Documents

- SPD14 Creating Locally Distinctive Places

5.0 **BACKGROUND TO APPLICATION**

5.1 Planning permission was granted in September 2013 for the demolition of the warehouse section of existing warehouse and office unit and construction of new warehouse on enlarged footprint and increased height to provide skip storage area and provision of new access gates onto Minden Road (ref: 13/67302/FUL).

5.2 Works have commenced on site to implement the approved development. The warehouse has been constructed however has not been fully completed. In addition the access onto Minden Road has been constructed and the Sandiford Road access has been removed.

5.3 The application proposes the processing of a maximum of 12,000 tonnes of waste per annum and as such would not constitute EIA (Environmental Impact Assessment) development as it would be below the threshold under paragraph 058 of the National Planning Policy Guidance on 'Environmental Impact Assessment'.

6.0 **PLANNING CONSIDERATIONS**

6.1 The principal considerations (including whether any material planning objections have been reasonably addressed) in relation to this application are:

- **Land Use**
- **Design Quality**
- **Impact on Amenity**
- **Traffic & Parking**
- **Contamination**
- **Air Quality and Odour**
- **Noise and Vibration**

6.2 **Land Use:**

6.3 Planning permission is sought for the change of use of the storage (use class B8) premises to a 'sui generis' use, involving the transfer and recycling of construction,

demolition and excavation (CDE) waste, as well as non-hazardous commercial and industrial (C&I) waste.

- 6.4 The primary use of the site would be as a waste transfer and recycling station (sui generis use), however the site would also be used for the storage of waste skips (Use Class B8) and for the sorting of waste when it arrives at the premises (Use Class B2). The waste would be sorted within the enclosed warehouse building whilst the empty skips would be stacked and stored externally to the front of the site, fronting Minden Road.
- 6.5 The application site is located within the Kimpton Industrial Area which is a designated Strategic Industrial Location (SIL). Policy 2.17 (Strategic Industrial Locations) of the London Plan 2015 advises that the Mayor will, and boroughs and other stakeholders should, promote, manage and protect strategic industrial locations, as London's main reservoirs of industrial and related capacity.
- 6.6 SILs are given strategic protection because their scale and their relatively homogenous character means they can accommodate activities, which elsewhere might raise tensions with other land uses. Paragraph 5.82 of the London Plan suggests that land in strategic industrial locations will provide the major opportunities for locating waste treatment facilities.
- 6.7 The Council's Core Planning Strategy sets out a number of 'Strategic Objectives' in support of the Council's 'Vision' for the long term future development of the Borough. Objective S08 seeks *"To provide sufficient waste management facilities within the Borough as part of the South London Waste Plan area to achieve self-sufficiency by 2020, maximise waste minimisation, recycling and composting and recover maximum value from residual waste"*.
- 6.8 Policy DM33 of the Site Development Policies advises that the Council will only grant planning permission for B1, B2 and B8 uses or other similar industrial uses provided it can be demonstrated that the use would not adversely affect the industrial status of the operation of the area.
- 6.9 The Vision of the South London Waste Plan is to have sufficient waste management facilities, in appropriate locations, to meet the identified needs of our communities by 2021. One of the Objectives of the Plan is to *"promote waste minimisation, preparing for re-use and recycling in line with reducing net carbon emissions and the waste hierarchy."*
- 6.10 The application site is identified as a safeguarded site for waste facilities within the South London Waste Plan. It also lies outside Area 491: Kimpton Road Industrial Estate (Land North of Minden Road), which is identified as an industrial area suitable for waste facilities. The South London Waste Plan refers to these types of sites as 'windfall sites'. Therefore the proposed development will be assessed in line with the requirements of policy WP5 of the South London Waste Plan which specifically relates to windfall sites.
- 6.11 Policy WP5 advises that proposals for waste facilities on windfall sites (i.e. sites not identified and allocated for waste development under Policies WP3 or WP4) will be considered and planning permission granted, provided that it can be demonstrated that the proposed facility is not deliverable on one of the sites safeguarded by the plan and that in the case of waste management facilities, it can be demonstrated that there is a need for the development.

- 6.12 Policy WP5 sets out four criteria that need to be met in order for waste facilities on windfall sites to be considered acceptable. The four criteria are as follows:
- (a) It can be demonstrated that the proposed facility is not deliverable on one of the sites safeguarded in Policy WP3 or in one of the areas identified in Policy WP4;
 - (b) In the case of waste management facilities, it can be demonstrated that there is a need for the development either in accordance with Policy WP1 for Municipal Solid Waste and Commercial and Industrial Waste or on a case-by-case basis for those wastes identified in Policy WP2;
 - (c) The other policies of the relevant borough's Development Plan are met; and,
 - (d) The following locational criteria are met:
 - (i) The site is not within or will not have an adverse effect on nature conservation areas protected by international or national regulations;
 - (ii) The site does not contain features or have an adverse effect on features identified as being of international or national historic importance; and,
 - (iii) The site has no adverse effect on on-site or off-site flood risk, meets the Sequential Test for flood risk as set out in Planning Policy Statement 25 "Development and Flood Risk" and, where appropriate, the criteria for the PPS25 Exception Test. Proposals involving hazardous waste will not be permitted with Flood Zones 3a or 3b.

Criterion a: The proposed facility is not deliverable on one of the safeguarded sites

- 6.13 The applicant has highlighted that planning permission has been granted for industrial uses falling within B1, B2, B8 on plots 'B' and 'C' of the former Sutton Sewage Treatment Works site (comprising Area 491) as recently as 2007 and all of the constituent sites have now been fully developed and occupied for business use. As such, it is considered that the development of a waste transfer and recycling station on sites comprising Area 491 would not be deliverable within the period of the South London Waste Plan.

Criterion b: There is a need for the development

- 6.14 Policy BP8 and paragraph 6.139 of the Core Strategy demonstrate that the London Borough of Sutton is committed to maximising self-sufficiency in the management of waste and to promoting recycling in line with the waste hierarchy.
- 6.15 The South London Waste Plan sets out the targets for Municipal Solid Waste (MSW) and Commercial and Industrial (C&I) waste streams which are 994,604 tonnes in 2011, 1,004,349 tonnes in 2016 and 1,017,427 tonnes in 2021, these targets are sought in order to achieve self-sufficiency.
- 6.16 The South London Waste Plan Annual Monitoring Report 2011-2013 states that the plan area is currently managing 327,119 tonnes of Municipal Solid Waste (MSW) and Commercial and Industrial (C&I) waste, thereby leaving a shortfall of 667,485 tonnes. Therefore, the first target which was set for 2011 has been missed.
- 6.17 The report indicates that since January 2011, there were eight planning permissions for the management of MSW and C&I waste, four of which are yet

to be implemented, potentially providing an estimated additional 495,480 tonnes capacity. It is also noted that there are currently two further applications for waste facilities in Sutton, but none for MSW and C&I waste.

- 6.18 Whilst the proposed development would primarily involve the transfer and recycling of Construction, Demolition and Excavation (CDE) waste, the company is also seeking to recycle limited quantities of Commercial and Industrial (C&I) waste generated locally from within the Kimpton Industrial Area, from nearby industrial estates, including the Gander Green Lane and Abbots Road and the Oldfields Road industrial areas and elsewhere.
- 6.19 It is considered that the proposal to recycle limited quantities of Commercial and Industrial (C&I) waste generated locally would complement the service currently offered at the Council's Re-use and Recycling Centre which is in close proximity to the application site.

Criterion c: Other policies in the Development Plan are met

- 6.20 As discussed earlier in this report, the application site is located within Kimpton Industrial Area which is a designated Strategic Industrial Location (SIL) in the London Plan 2015 and within Sutton's Core Strategy. It is also considered that the proposal would enable the development and intensification of the Kimpton Industrial Area in accordance with Policy PMP4 of the Core Strategy.
- 6.21 Given the proximity of the application site to the Council's Re-use and Recycling Centre on Kimpton Park Way, the proposed development would assist in the co-location of waste facilities, in line with recommendations in the NPPF and Policy 5.17A of the London Plan.
- 6.22 Furthermore, the proposed development would comprise a waste transfer and recycling facility which officers consider would constitute a use which is similar to B1, B2 and B8 industrial uses and therefore would be in keeping with the industrial status of the Kimpton Industrial Area, in accordance with Policy DM33 of the Site Development Policies DPD.
- 6.23 Consideration will be given to other development plan policies such as transport, amenity, and environmental issues later in this report.

Criterion d: The locational criteria are met

- 6.24 The application site is not located within nature conservation area and would not impact on one, the site does not contain features or have an adverse effect on features identified as being of international or national historic importance and the site does not affect on-site or off-site flood risk. As such, it is considered that the proposed development would meet all of the locational criteria set out in criterion d.
- 6.25 Overall, in terms of the Council's existing policy the site is located in a Strategic Industrial Location where industrial and warehousing uses are acceptable in principle, and the London Plan emphasises the need to make provision for waste management uses on industrial sites. It is therefore considered that the proposed development is acceptable in principle, subject to compliance with other relevant policies relating to the impact upon the visual and residential amenity of the area, environmental considerations as well as the impact upon the local highway network.

6.26 **Design Quality:**

6.27 The application proposes the erection of a 7 metre high fence along the boundary of the site.

6.28 Core Policies BP12 and PMP2 state that the Council will seek to ensure that development respects the local context and distinctive local character.

6.29 Policy DM3 of the Site Development Policies DPD states that the Council will expect all new development to contribute positively to the street scene in terms of the design and appearance.

6.30 The proposed fencing would extend along the northern boundary of the site fronting onto Minden Road. The proposed fencing would be of a similar height to the existing buildings adjacent to the site on Minden Road.

6.31 The applicant has advised that the purpose of the proposed fencing is to facilitate the screening of the storage area to the front of the site. The submitted plans indicate that storage skips would be positioned and stacked to the front of the warehouse when not in use. The fencing would also help to reduce the amount of dust particles that could leave the site.

6.32 Overall, noting the industrial appearance of the surrounding area and the dual purpose of the proposed fencing, it is considered to be acceptable in this instance. Notwithstanding this, should the application be approved it is recommended that a condition is included to secure further details of the fencing including details of materials.

6.33 **Impact on Amenity:**

6.34 The closest residential properties to the application site are located to the south and west of the site on Hamilton Avenue which is approximately 75 to 100 metres away. Given the nature of the proposed works and the separation distances it is considered that the proposed development would not result in any undue impact on their amenity. As such it is considered that the proposals would be acceptable, in accordance with Policy DM2 of the Site Development Policies DPD.

6.35 It is noted that objections have been received to the proposals from the staff / management of the adjacent industrial premises on the basis that the existing activities carried out within the site have resulted in increased noise, vibrations and disturbance.

6.36 **Noise and Vibration:**

6.37 Policy 7.15 (Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes) of the London Plan 2015 states that development proposals should seek to manage noise by avoiding significant adverse noise impacts on health and quality of life as a result of new development and by mitigating and minimising the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development.

- 6.38 Policy DM2 of Site Development Policies DPD seeks to protect the amenity of the occupants of buildings which adjoin, or are likely to be affected by the proposed new development. Policy DM12 states that development that would result in exposure to noise or vibration above acceptable levels affecting noise-sensitive land uses will not be permitted unless appropriate mitigation measures are put in place to reduce the adverse impacts to acceptable levels.
- 6.39 The application has been accompanied by a Noise Assessment which has been prepared by Aran Acoustics. An environmental noise survey has been undertaken to determine the existing noise levels at the nearest noise sensitive location and to establish the maximum permissible noise levels from proposed plant associated with the development.
- 6.40 The application site is located within the Kimpton Industrial Area and the closest noise-sensitive uses are the residential properties to the south and west of the site on Hamilton Avenue which are between approximately 75 and 100 metres away from the application site.
- 6.41 The proposed waste recycling facility would operate between the hours of 08:00 to 18:00 hours Monday to Friday and from 08:00 to 13:00 hours on Saturdays. The proposed plant operating within the facility would include a 13 tonne 360 excavator with grab arm and an 8 tonne loading shovel and as discussed earlier in this report the anticipated vehicle movements to and from the site equates to 30 per day. The applicant has confirmed that the proposed plant machinery would operate intermittently throughout the day time period only and this is also noted within the noise assessment.
- 6.42 The noise survey calculations demonstrate that noise from the plant associated with the proposed development would not exceed the maximum permissible noise level targets and therefore would be unlikely to result in noise disturbance at the nearest noise sensitive locations which are the residential dwellings on Hamilton Avenue.
- 6.43 It is noted that objections have been received from adjacent businesses which suggest that noise and vibrations from operations within the site cause annoyance and discomfort for staff in immediate surrounding buildings.
- 6.44 Whilst these objections have been considered it is noted that the plant machinery would operate within the warehouse and that the machinery would be used intermittently throughout the day. Given the site's location within an industrial area it is considered that the proposed development would constitute an acceptable use on the land.
- 6.45 Should the application be approved, it is recommended that a condition is included to ensure that the proposed development is carried out in accordance with the submitted noise assessment and that the noise levels should not exceed those calculated in the noise assessment.
- 6.46 On balance, subject to conditions it is considered that the proposed development would comply with Policy 7.15 of the London Plan 2015 and Policies DM2 and DM12 of the Site Development Policies DPD.

6.47 Contamination:

6.48 Policy 5.21 (Contaminated land) of the London Plan 2015 states that appropriate measures should be taken to ensure that development on previously contaminated land does not activate or spread contamination. Site Development Policy DM11 advises that the Council will permit development proposals on or near potentially contaminated sites, provided that a detailed site investigation is undertaken prior to the start of construction.

6.49 A site investigation study has been carried out by Sevenoaks Environmental Consulting Ltd and has been submitted in support of the application, together with a supplementary letter.

6.50 The site investigation study has been assessed by the Environmental Protection Officer who has commented that the nature of proposed use of the site as a waste transfer station and the risks to the final end users from any potential ground contamination are low.

6.51 The submitted site investigation study suggests that a contaminated land discovery strategy should be implemented during construction. Therefore, should the application be approved it is recommended that a condition is included to ensure that an additional assessment be carried out if contamination is encountered which has not previously been identified.

6.52 The Environment Agency have been consulted and have advised that the application site has a relatively low risk with respect to Controlled Waters and have subsequently raised no objections to the proposed development. Should the application be approved an informative will be included to advise the applicant that a licence may be required from the Environment Agency for the proposed works.

6.53 Overall, subject to conditions it is considered that the proposed development would comply with Policy 5.21 of the London Plan 2015 and Policy DM11 of the Site Development Policies DPD.

6.54 Air Quality and Odour:

6.55 Policy 7.14 (Improving Air Quality) of the London Plan 2015 states that development proposals should minimise increased exposure to existing poor air quality and make provision to address local problems of air quality. Policy DM10 of the Site Development Policies DPD advises that planning applications with potentially significant adverse impacts on air quality should be accompanied by an Air Quality Assessment to assess the extent of the potential impacts and set out the mitigation measures proposed to make the development acceptable.

6.56 The application has been accompanied by an Air Quality Assessment and Management Plan which has been carried out by Isopleth Ltd. The report identifies potential impacts associated with the proposed development and details the methods for controlling effects to an acceptable level.

6.57 Given the nature of the proposed waste (construction, demolition and excavation waste and commercial and industrial waste) it is considered that the development would have negligible odour potential. Should non-permitted waste be delivered to the site it would be isolated in an enclosed container and subsequently removed for disposal. The enclosed container would be located internally within the warehouse and has been indicated on the proposed plans.

- 6.58 The Air Quality Assessment and Management Plan has been reviewed by the Environmental Protection Officer who has raised no objections to the proposed development subject to the implementation of the mitigation measures outlined within the management plan for controlling potential emissions from the site. Therefore, should the application be approved it is recommended that a condition is included to ensure that the development is carried out in strict accordance with the mitigation measures outlined in the Air Quality Assessment and Management Plan.
- 6.59 On balance, subject to conditions it is considered that the proposed development would not detrimentally impact on air quality and would comply with Policy 7.14 of the London Plan 2015 and Policy DM10 of the Site Development Policies DPD.
- 6.60 **Traffic & Parking:**
- 6.61 Site Development Policy DM19 states that major trip generating developments should be located in areas of good public transport accessibility and Policy DM20 states that the council will assess all new developments for their impact on the existing and proposed transport infrastructure and services and the local environment. Site Development Policy DM22 and Core Policy BP10 state that new developments will be expected to provide the appropriate amount of car parking necessary in accordance with the Council's restraint-based maximum car and cycle parking standards.
- 6.62 The application site is located to the north of Sandiford Road and to the south Minden Road and comprises an area of 1,076 sqm.
- 6.63 Works have commenced on site to implement the 2013 planning permission for the demolition of the warehouse section of existing warehouse and office unit and construction of new warehouse on enlarged footprint and increased height to provide skip storage area and provision of new access gates onto Minden Road, reference: 13/67302/FUL.
- 6.64 The original vehicular access to the site from Sandiford Road has been removed and the new access on to Minden Road has been constructed.
- 6.65 The proposed development would involve the storage of up to 30 waste skips to the front of the site (fronting Minden Road). The skips would be taken to active building sites within the Croydon, Sutton, Merton and Kingston waste management area. Construction, demolition and excavation waste would subsequently be collected and returned to the premises for sorting and recycling and residual waste disposed of offsite by landfill. Commercial and industrial waste would also be collected from businesses within the Kimpton Industrial Area. It is anticipated that the proposed waste recycling facility could generate up to 30 lorry movements per day. The skips would be transported by five 18-tonne skip lorries.
- 6.66 It is anticipated that the proposed waste recycling facility would treat 250 tonnes of waste per week and up to 12,000 tonnes of waste per annum.
- 6.67 The application has been accompanied by a Transport Statement. A Trip Generation Comparison study has been included within the statement which compares the permitted and proposed trip generation. The comparison study demonstrates that in the worst case scenario where the proposed waste transfer facility generates up to 42 two-way daily HGV trips, there would only be an

increase of 12 HGV movements over and above the vehicular trip estimates of 30 two-way daily vehicular trips associated with the existing permitted use.

- 6.68 In a worst case scenario the proposed use could generate an increase of up to 12 two-way daily vehicular trips compared to the permitted use. However, it is anticipated that trip activity would not be sustained at this level as staff would likely travel to and from work via a range of transport modes and that demand for skip lorry trips is likely to run at peak operational capacity on a daily basis. Both factors would likely reduce the actual trip generation of the proposed development to a level below that of the permitted use trip generation forecasts.
- 6.69 As per the existing planning consent, six people would be employed at the site and six parking spaces will be provided to the front of the site, fronting Minden Road. The applicant has confirmed that five skip lorry vehicles would be stored within the curtilage of the warehouse building at night or when not in use. A swept path analysis has been included with the application submission and confirms that there is adequate space for skip lorry movements and parking within the warehouse building.
- 6.70 Cycle parking will continue to be provided for staff within the confines of the building.
- 6.71 It is noted that the objections raised have been on parking and highways grounds. The Principal Engineer was consulted and confirmed that the proposed change of use of the premises would be acceptable and stated that the overall level of vehicular activity associated with the development proposal would not have a detrimental impact on the operation of the local highway network or highway capacity. Should the application be approved it is recommended that conditions are included to ensure that the development is carried out in accordance with the details in the submitted Transport Statement, and to ensure that the development does not exceed the anticipated throughput of waste. Consequently, the proposed development would not result in additional highway stress or cause additional safety issues in the area.

7.0 CONCLUSION AND RECOMMENDATION

- 7.1 It is considered that the proposed development is acceptable in land use terms as the use would be compatible and appropriate to the sites designation as a strategic industrial location.
- 7.2 The proposed fencing along the Minden Road boundary of the site is considered acceptable in design terms as it would be in keeping with the industrial character of the site and its wider setting.
- 7.3 The scale of the proposals and the separation distances from the residential properties in Hamilton Avenue will ensure that the development would not have a detrimental impact on the amenity of residential occupiers. Notwithstanding this, it has been proposed to included conditions to ensure that noise and odours / dust from the site together with the hours of operation would be controlled.
- 7.4 The development would continue to provide 6 car parking spaces on site and an assessment of the proposed trip generation from the site demonstrates that there would be no undue impacts on the on the operation of the local highway over and above the existing situation. Furthermore, cycle parking would continue to be

provided within the host building. Therefore the proposals are considered acceptable in highway terms.

- 7.5 It is therefore recommended that planning permission be granted subject to conditions.

Background Papers: A2015/72203/FUL

Drawings and other documents can be viewed on line –

- 1) Go to page: <http://gis.sutton.gov.uk/FASTWEB/welcome.asp>
- 2) Enter Planning Application Number: **A2015/72203**
- 3) Click on Search and View Current Applications
- 4) Click on View Plans & Documents

G

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Carshalton
SM5 4JA

A2015/72203/FUL

DRAFT

WARNING: It is in your interests to ensure you obtain the approval of the Local Planning Authority, where the conditions require that to occur. Failure to comply with the following conditions may lead to enforcement action to secure compliance.

FIRST SCHEDULE

UNIT 12 SANDIFORD ROAD Sutton SM3 9RD

Use of premises and site as a waste transfer and recycling station and provision of a 7metre high screen fence at rear (facing Minden Road).

SECOND SCHEDULE

(1) The development must be begun not later than the expiration of three years beginning with the date hereof.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990, as amended.

(2) The development hereby permitted shall be carried out in accordance with the following approved plans and documents:

Drawings: Location Plan, 2248/BR/02 Rev D, 2248/PL/PR/05 Rev D, 2248/PL/PR/07 Rev C, V400-001 Rev B.

Documents: Planning Statement dated 26 June 2015, Appendices document, Transport Statement – reference PPL0137-01a (dated 7th July 2015), Site Investigation and Remediation Letter Report carried out by Sevenoaks Environmental Consultancy Ltd – reference 14 10 09 Ltr Rpt 01 Rev 01 HA JW (dated 4th February 2015),

Geo-Environmental Desk Study carried out by Sevenoaks Environmental Consultancy Ltd – reference 2243 14 10 06 RPT 01 REV 01 HA JW, Air Quality Assessment and Management Plan carried out by Isopleth Ltd – reference: 01.0029.0001 (v3) (dated June 2015), Noise Assessment carried out by Aran Acoustics – reference: RPT 150620.0 (dated 22/06/15).

Reason: For the avoidance of doubt and in the interests of proper planning.

(3) If during implementation of this development, contamination is encountered which has not previously been identified, the additional contamination shall be fully assessed and a specific contaminated land assessment and associated remedial strategy shall be submitted to, and agreed in writing by, the Local Planning Authority before the additional remediation works are carried out. The agreed strategy shall be implemented in full prior to completion of the development hereby approved.

Reason: To prevent harm to human health and pollution of the environment in accordance with the aims and objectives of Policy 5.21 of the London Plan 2015 and Policy DM11 of the Site Development Policies DPD

(4) The use of the premises hereby permitted shall not operate other than within the following times:

08:00 Hours to 18:00 Hours Monday through to Friday,
08:00 Hours to 13:00 Hours Saturdays, and not at all on Sundays, Bank Holidays or Public Holidays.

Reason: To ensure that no nuisance or disturbance is caused to the detriment of the amenities of adjoining occupiers or of the area generally.

(5) The development hereby approved shall be carried out in strict accordance with the mitigation measures set out in the Air Quality Assessment and Management Plan (Report Ref: 01.0029.0001 (v3)).

Reason: To minimise potential emissions from the site and to protect local air quality in accordance with Policy 7.14 of the London Plan 2015 and Policy DM10 of the Site Development Policies DPD.

(6) Noise from the site should not exceed a level of 45dB(A) when measured at the nearest residence in accordance with the British Standard BS 4142 - 2014 and in accordance with the recommendations set out in the Noise Assessment (report reference: RPT 150620.0 (dated 22/06/15)).

Reason: To protect the amenities of adjoining occupiers.

(7) Notwithstanding the details hereby approved, waste materials delivered to the site shall not exceed 250 tonnes per working week and 12,000 tonnes per annum, unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure that the proposed development does not interfere with the free flow of traffic and conditions of safety on the public highway.

(8) Notwithstanding the information contained in the Transport Statement, vehicle movements from the site shall not exceed 30 lorry movements per working day, unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure that the proposed development does not interfere with the free flow of traffic and conditions of safety on the public highway.

(9) Prior to the commencement of the development hereby approved, full details of the proposed fencing including details of materials shall be submitted to, and approved in writing by, the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.

Reason: To safeguard the visual amenities of the area.

INFORMATIVES.

(1) This approval only grants permission under section 57 of the Town and Country Planning Act 1990. Further approval or consent may be required by other legislation, in particular the Building Regulations and you should contact Building Control on 020 8770 5000 before proceeding with the work.

(2) This application has been assessed against the relevant policies of the London Plan 2015, Sutton's Core Planning Strategy 2009 and the Site Development Policies DPD 2012. The proposal is generally in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 (as amended) and for this reason planning permission is granted.

(3) The applicant is hereby advised of the following comments which have been received from the Environment Agency:

This development may require an Environmental Permit for certain activities. The Environmental Permitting Regulations (England and Wales) 2010, cover water discharge activities, groundwater activities, radioactive substances, waste, mining waste and installations. Please see our website for further information on permitting process: <https://www.gov.uk/environmental-permit-how-to-apply/overview>.

(4) Notwithstanding any permission granted under the Planning Acts, no signs, devices or other apparatus may be erected within the limits of the highway without the express approval of the Highway Authority. It is not the policy of the Highway Authority to approve the erection of signs or other devices of a non-statutory nature within the limits of the highway.