

PLANNING COMMITTEE - Date: 24 April 2019

Report of the Assistant Director of Environment, Housing and Regeneration Directorate

Ref: DM2018/02044	WARD: D17 / BEDDINGTON NORTH	Time Taken: 23 weeks, 1 day
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Site: Former Sludge Beds To The West Of Beddington Lane And Land To The Rear Of 79-93 Beddington Lane, Beddington.

Proposal: Redevelopment of former sludge beds to provide four industrial units providing 20,746 sqm of industrial floorspace (Use Class B1c/B2/B8) and ancillary officers together with 186 car parking spaces, 12 disability spaces and 23 HGV spaces, new access and landscaping. Restoration of former sludge bed to the north of Mile Road to create a new ecology area.

Applicant: Prologis UK Ltd.

Agent: Mr Nick Green

Recommendation:

GRANT PLANNING PERMISSION subject to conditions, completion of the Section 106 Agreement and Stage 2 Referral to the GLA

Completion of a s.106 legal agreement by 31 May 2019 to secure a financial contribution towards the restoration of the River Wandle, Employment and Training, A Travel Plan along with a 278 Agreement, or later date as may be agreed in writing by the Strategic Director, Environment, Housing & Regeneration and Stage 2 Referral to the GLA

Reason for reporting the application to Planning Committee: At the discretion of the Head of Development Management and Strategic Planning.

Summary of why the proposal is acceptable

- The proposal is considered to be acceptable in principle and would provide a development of mixed industrial uses within a designated strategic industrial location.
- The proposal would result in the loss of open space, but would provide a similar but lesser quantity of better quality of open space by way of the Beddington Lane Ecology Reserve.
- The proposal would have limited impact on the openness of the adjacent Metropolitan Open Land.
- The design of the proposal is acceptable and would not result in harm to the character or appearance of the surrounding area or Beddington Lane streetscene.
- The proposal would not result in harm to the amenity of neighbouring residential occupiers.
- The proposal would not have an adverse impact on the safe and efficient operation of the public Highway and would provide an adequate level of car parking in accordance with the Council's maximum car parking standards.
- The proposal would be in accordance with development plan policies in terms of sustainable design and construction.
- The proposal would result in a no net loss of biodiversity by way of provision of the Beddington Lane Ecology Reserve and a financial contribution towards the restoration of the River Wandle.
- The proposal would provide an adequate level of landscaping contributing to improving the appearance of Beddington Lane.

1.0 BACKGROUND**1.1 Site and Surroundings:**

1.2 The application is split between two separate sites located to the west of Beddington Lane. The main site (the northernmost of the two sites) where the operational development is proposed is located on the west side of Beddington Lane, north of the junction with Haul Road which leads to the Viridor site within the Beddington Farm Lands. The main site is approximately 4.2 hectares in area and comprises redundant sludge beds previously used by Thames Water. As existing the main site is accessed via an access road through the middle of the site which leads to Beddington Lane. The site is enclosed by fencing, and is overgrown with scrub and other vegetation.

1.3 The existing main site has an unkempt and overgrown appearance, with some hardstanding along the centre of the main site which used to provide access to the sludge beds when they were in operation. The site is surrounded by paladin fencing with the sludge beds fenced off internally with wire mesh fencing and barbed wire.

1.4 South of the main site is another parcel of land to the rear of 79-93 Beddington Lane. This site (BLER) is approximately 3.2 hectares in area and comprises redundant sludge beds formerly used by Thames Water. The site is overgrown and enclosed by fencing, and is accessed from the redundant Mile Road.

1.5 The surrounding area is predominantly industrial in nature, with the wider Beddington Industrial Estate to the north, south and east of the site, the Thames Water sewage works to the south of the site, and to the west of the site the Beddington Farmlands, which is partly being used as landfill, with the rest of the being converted in to a nature and ecology reserve. To the north west of the site is the Viridor Energy Recovery Facility.

1.6 The site has a public Transport Accessibility Level (PTAL) of 2 “poor”.

1.7 **Site specific designation:**

Both Sites

- Archaeological Priority Area
- Site of Importance for Nature Conservation
- Metropolitan Green Chains

Main Site

- Site Allocation S76
- Site Allocation S100 Beddington Lane Road Improvement Scheme
- Strategic Industrial Location

Southern Site

- Wandle Valley Regional Park

1.8 **Relevant Planning History:**

Main Site

- 77/16088 - Construction of two sludge lagoons was granted planning permission on the 18 April 1977.

Beddington Lane Ecology Reserve Site

- 74/12490 - Construction of sludge lagoon - no objection was raised by the LPA on the 23 May 1974.
- 74/13052 - Construction of four sludge lagoons - no objection was raised by the LPA on the 28 April 1975.

- 77/16088 - Construction of two sludge lagoons was granted planning permission on the 18 April 1977.
- 95/35093 - Importation and storage of subsoil, micing of dried sludge and subsoil substitute material for export and the erection of two portacabins for a temporary period of five years was granted planning permission on the 5 April 1991.

2.0 APPLICATION PROPOSALS

2.1 Details of Proposal:

2.2 Planning permission is sought for the redevelopment of former sludge beds to provide four industrial units providing 20,746 sqm of industrial floorspace (Use Class B1c/B2/B8) and ancillary offices together with 186 car parking spaces, 12 spaces for people with disabilities and 23 HGV spaces, new access and landscaping. The proposal also includes the restoration of former sludge bed to the north of Mile Road to create a new ecology area.

2.3 As has been mentioned above the application site is split into two separate parcels of land. The parcel of land to the north of Haul Road is where the operational development is proposed providing the industrial space, and the parcel of land to the north of Mile Road is to provide an ecological reserve, referred to in the application documents as the Beddington Lane Ecology Reserve (BLER).

2.4 The industrial units proposed comprise of one large building which will contain two separate units, located adjacent to the western boundary of the site and two smaller buildings located adjacent to the eastern boundary of the site which will contain one medium sized unit in the most southern and three smaller units.

2.5

Unit	Area (Gross External Area)	Internal Height (above finished floor level)	External apex height (above finished floor level)
DC1	2,949 m ²	10 m	12.97 m
DC2A	1,382 m ²	10 m	12.97 m
DC2B	1,301 m ²	10 m	12.97 m
DC2C	1,382 m ²	10 m	12.97 m
DC3	7,553 m ²	15 m	18.86 m
DC4	6,179 m ²	15 m	18.86 m

- 2.6 The large building to the west of the site labelled units “DC 3” and “DC 4” would have a largely rectangular footprint and would measure 180 metres in length and 67 metres in width. It would have a dual pitched roof measuring approximately 18.9 metres to the apex of the roof and 15.6 metres to the eaves of the building. A small projection to the southeast corner of the building is proposed which would measure 9.9 metres in depth and 10.7 metres in width and would have a flat roof measuring approximately 11.1 metres in height and would act as the entrance to unit “DC 3”.
- 2.7 To the east elevation 15 loading bays are proposed for HGVs along with a pair of roller shutters either side of these loading bays. Along the southern elevation fenestration would be provided for the ancillary office space proposed for unit “DC 3”, as well as a brise-soleil above this fenestration, which would wrap partially around to the eastern elevation above the entrance to unit “DC 3”. Along the northern elevation fenestration is provided for ancillary office space proposed for unit “DC 4” with a brise-soleil provided over the entrance to unit “DC 4”.
- 2.8 The northern building located to the east of the site would contain three separate units labelled “DC 2A”, “DC 2B” and “DC 2C”. This building would have a rectangular footprint and would measure 84.2 metres in depth and 40.4 metres in width. The building would have a dual-pitched roof measuring 13 metres at the apex of the roof and 10.7 metres to the eaves. The western elevation would have 6 roller shutters, 2 for each unit. The eastern elevation would have fenestration and a brise-soleil above each entrance to the units. The southern elevation would have some fenestration to the eastern side.
- 2.9 The southern building located to the east of the site would contain a single unit labelled “DC 1”. It would have a rectangular footprint measuring 42.8 metres in depth and 56 metres in width. It would have a dual-pitched roof measuring 13 metres at the apex of the roof and 10.5 metres to the eaves. The eastern elevation would have fenestration and brise-soleil above the entrance to the unit. The southern elevation would have two loading bays and two roller shutters, and the northern elevation would have some fenestration to the western end of the elevation.
- 2.10 The proposed buildings would be faced in metallic cladding. The profiles of the metal sheeting would be varied, by alternating between horizontally laid sinusoidal, half round profile cladding and flat panels.
- 2.11 The units would have a mixed class B1(c) (light industrial), B2 (industrial) and B8 (storage and distribution) uses. The total internal floor space of the development would be 19,807m².

- 2.12 The existing central access to the northern parcel of land is proposed to be stopped up with the main new access to the site proposed from Haul Road on the southern boundary of the site. A secondary smaller access to a staff car parking is proposed off Beddington Lane to the north east corner of the site. Pedestrian access will be provided to the south and eastern edges of the site.
- 2.13 The proposal would provide a total of 198 car parking spaces, which includes 12 accessible car parking spaces. The unit labelled DC1 would be provided with 22 car parking spaces adjacent to its northern elevation, along the southern boundary of the site and to the front of the building, 4 of which would be accessible spaces. The units labelled DC2A, DC2B and DC2C would have a total of 44 car parking spaces provided, with 32 located along the eastern boundary of the site, of which 3 would be accessible and the other 12 located to the west of the building. The unit labelled DC4 would be provided with 55 car parking spaces in the northwest corner of the site and to the front of the building of which 3 would be accessible.
- 2.14 Vehicular circulation around the site would be provided off a central access road. This would provide access for all the HGV vehicles as well as car and motorcycle access to the units labelled DC1, DC3 and DC4. This central access road would also provide pedestrian paths to all of the units on the site. The access to the north east corner of the site would provide pedestrian, cycle and car access to the car park for the units labelled DC2A, DC2B, and DC2C.
- 2.15 A total of 66 cycle spaces would be provided on the site. 24 cycle spaces would be provided along the southern boundary of the site, with another 20 located on the northern boundary of the site and another 22 along the eastern boundary of the site.
- 2.16 No detailed waste strategy has been submitted as the occupiers of the site had not been established at the time of submission and the strategy would be dependant on the occupiers.
- 2.17 Landscaping would be provided on the verges along Haul Road and to the front of the site along Beddington Lane, with a number of mature and significant trees being retained. A further strip of landscaping would be provided to the northern boundary of the site.
- 2.18 An ecology reserve (BLER) is proposed to the southern parcel of land. This would provide a series of waterbodies and wetlands along with planting of native species relevant to the local area, along with Common Reeds planted in a mosaic with scrub. Native scrub including flowering and berry-bearing species and semi-improved grasslands are also proposed within the BLER.

2.19 An Environmental Statement has been provided within the application and covers the impact of the proposed development in respect to Landscape, Character and Visual Amenity, Biodiversity, Archaeology and Heritage, Transport and Access, Air Quality, Noise and Sustainability and Climate Change.

2.20 **Significant amendments to application since submitted:**

2.21 Further information in relation to the flood risk and drainage of the site were submitted on 3, 8 and 29 January 2019, and 26 February 2019.

2.22 A revised landscaping scheme and site layout plan was submitted on the 30 January 2019.

2.23 A revised transport technical note was submitted on the 17 January 2019 to address concerns raised by Transport for London.

3.0 **PUBLICITY**

3.1 **Adjoining Occupiers Notified**

3.2 **Method of Notification:**

3.3 Letters were sent to neighbouring occupiers dated 31 October 2018 and a site notice displayed on 13 November 2018. The application was also advertised in the local newspaper on the 22 November 2018.

3.4 A further neighbour notification was undertaken to include the nearest residential occupiers to the site. These include the residential properties 162 -180 Beddington Lane, the Portland Cottages on Therapia Lane and 49-71 Beddington Lane. These letters were dated 26 November 2018.

3.5 **Number of Letters Received:**

3.6 Two letters were received, one from 63 Beddington Lane objecting to the proposal and another from the London Wildlife Trust supporting the application.

3.7 The objections received are outlined in the table below with the officers response to each on the comments raised:

Objection Received	Officer Comments
<p>The proposal would introduce extra traffic and congestion.</p>	<p>Whilst it is acknowledged that the proposal would introduce additional traffic, it has been shown within the Transport Assessment and the additional technical notes, that the existing junction at Coomber Way, Beddington Lane and Haul Road is operating within capacity and that the proposal would not result this junction operating at above capacity. The further technical note submitted also demonstrated to the satisfaction of Transport for London that the proposal would not result in material harm to the operation of the A23 or the “five way junction in Croydon”. Furthermore the applicant has agreed to a condition securing a Service and Delivery Plan which would route HGV traffic along Coomber Way to the A23.</p>
<p>The proposal would contribute to added air pollution for the additional traffic.</p>	<p>The Environmental Statement submitted with the application assessed the impact of the development on local Air Quality and included within the assessment the impact of traffic on air quality. The Council’s Environmental Health team have assessed the application and raised no objection to the proposal on the basis of air quality.</p>
<p>The proposal would result in additional noise and disturbance.</p>	<p>The Environmental Statement submitted with the application assessed the impact of the proposed development in respect to noise and disturbance on the nearest residential properties and showed that the operation of the proposed development would have a negligible impact. In terms of construction conditions securing both a detailed construction method statement and also controlling the hours of construction are recommended to ensure no significant harm to the amenity of neighbors during the construction phase.</p>

<p>The proposal would be detrimental to pedestrian safety.</p>	<p>The existing layout of the Coomber Road, Beddington Lane and Haul Road junction has existing pedestrian footways, with crossing points at each of the arms of the junction, which are provided with tactile paving. The roads surrounding the site are already provided with pedestrian footways of up to 2 metres in width, with street lighting provided up to every 60 metres north and south of the site. In addition, Transport for London has requested a condition securing a more detailed design of the secondary access on to Beddington Lane to ensure priority for pedestrians and cyclists.</p>
<p>The proposal would result increase flood risk.</p>	<p>The proposal would involve a Sustainable Urban Drainage System which has been assessed by the Lead Local Flood Authority, who is satisfied with the proposed system subject to conditions securing a final detailed drainage design and also a detailed management plan confirming routine maintenance tasks. The Environment Agency was consulted in respect to the application and raised no objection in terms of flood risk.</p>

3.8 Material Reason for Support

- Support the creation of the BLER

3.9 Official Consultation

3.10 Internal

<p>Senior Highways Engineer</p>	<p>No objection subject to conditions securing the closure of the existing access to the main site, securing the service and delivery plan, a construction logistics plan and planning obligations to secure a S278 agreement for the proposed works to the highway, to secure</p>
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	and monitor the workplace travel plan, and to safeguard land for the provision of the cycle path along Beddington Lane.
Environmental Health Officer	No objection subject to conditions securing land contamination remedial strategy, a construction method statement, hours of construction, details of any non-road mobile machinery and further details of any proposed B2 uses in terms of noise generation.
Waste Management	No objection.
Planning Policy	No comments received
Lead Local Flood Authority	No objection subject to a condition securing a more detailed drainage strategy and evidence of the implementation of the drainage system.
Urban Design Officer	Raised concerns regarding the design of building DC1 which is located on the southeast corner of the site. The west elevation has limited detailing or transparency and fronts the Haul Road, Coomber Way, Beddington Lane roundabout, and this elevation could be more detailed. However the soft landscaping to the boundaries of the site would soften the appearance of the buildings and the development also adds permeable frontages onto Beddington Lane.
Principal Tree Officer	Raised concerns regarding the loss of two significant trees within the centre of the site.
Sustainability	No objection subject to conditions securing further details of CO2 reduction measures through a BREEAM certificate, evidence of the development achieving the documented energy savings and provision of a green roof and greenspace factor scoring.
Biodiversity	No objection subject to conditions securing an Ecological Delivery Management and

	Monitoring strategy for the BLER and a final external lighting scheme for the development.
Opportunity Sutton	No objection subject to a planning obligation to secure employment and skills scheme for the development.

3.11 **External:**

The National Planning Case Work Unit	No comments received.
Greater London Authority (GLA)	The GLA are supportive of the principle of the development, the provision of off site mitigation in respect to biodiversity, urban design. They requested that the provision of the BLER should be robustly secured and conditions in relation to material are recommended. In respect to sustainable development they require the applicant to submit further details regarding carbon savings, renewable energy and flood risk and drainage. In respect to transport they object to the provision of car parking however recommend conditions to secure a detailed service and delivery plan and a car park management plan. The GLA has requested that the application be referred back to the Mayor after the Local PLanning Authority has resolved to make a draft decision.
Transport for London	Objected to the level of car parking provided. Request conditions securing a car parking management plan, Delivery and Service Plan, the detailed design of the secondary access to providing priority for cyclists and pedestrians. The applicant has submitted a note from their leasing agents CBRE, which demonstrates that industrial developments which with a lesser

	amount of car parking as requested by TfL are difficult to occupy and would result in overspill car parking within the surrounding area. It should also be noted that the proposed development would accord to the parking standards set out in the Adopted Sutton Local Plan 2018.
The Environment Agency	No objection subject to conditions securing a remediation strategy for land contamination and verification report demonstrating completion of remediation works, prohibition of infiltration drainage systems on the site, and a piling method statement.
Thames Water	Raised no objection to the proposal in terms of connection of the development to the foul water sewage network nor the surface water network infrastructure capacity. Thames water has recommended that petrol and oil interceptors are fitted in all car parking/washing and repair facilities on site. In addition, Thames Water has commented that it requires that all easements and access will remain open and unobstructed 24 hours a day.
English Heritage (GLAAS)	No objection subject to a condition securing a written scheme of historic building investigation.
Sutton and East Surrey	No comments received.
London Borough of Merton	No comments received.
London Borough of Croydon	No comments received.
Designing Out Crime Officer	No objections subject to a controlled access to the BLER.
London Fire Brigade	No objection subject to an undertaking

	that access for fire appliances as required by Part B5 of the current Building Regulations Approved Document and adequate supplies for firefighting purposes will be provided.
SGN Network	No comments received.
National Grid	No objections.

3.12 **Councillor Representation:**

3.13 None

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 2016
- The Sutton Local Plan 2018

4.2 Also a material consideration in determining planning applications are:

- National Planning Policy Framework (NPPF) 2019.
- National Planning Practice Guidance (NPPG)
- Adopted London Borough of Sutton Supplementary Planning Guidance documents.
- Human Rights Act 1998
- Equality Act 2010
- Draft London Plan 2017

4.3 **Public Sector Equality Duty (PSED) and Human Rights**

4.4 Under the Equalities Act 2010, the Council must have due regard to the need to eliminate discrimination, harassment or victimisation of persons by reason of age, disability, pregnancy, race, religion, sex and sexual orientation. This planning application has been processed and assessed with due regard to the PSED. The application proposals are not considered to conflict with the Duty.

4.5 The application has also been considered in the light of the Human Rights Act 1998 and it is considered that the analysis of the issues in this case, as set out in this report and recommendation below, is compatible with the Act.

4.6 **Material Planning Policies in the Determination of this Application**

4.7 **London Plan 2016 Policies:**

- 2.17 Strategic industrial locations
- 2.18 Green Infrastructure: the multi-functional network of green and open spaces
- 4.4 Managing Industrial Land and Premises
- 4.12 Improving opportunities for all
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.4A Electricity and gas supply
- 5.7 Renewable energy
- 5.8 Innovative energy technologies
- 5.9 Overheating and Cooling
- 5.10 Urban Greening
- 5.11 Green roofs and development site environs
- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 5.14 Water quality and wastewater infrastructure
- 5.15 Water use and supplies
- 5.21 Contaminated Land
- 6.3 Assessing effects of development on transport capacity
- 6.5 Funding crossrail and other strategically important transport infrastructure
- 6.9 Cycling
- 6.10 Walking
- 6.11 Smoothing traffic flow and tackling congestion
- 6.12 Road network capacity
- 6.13 Parking
- 6.14 Freight
- 7.3 Designing out crime
- 7.5 Public realm
- 7.4 Local Character
- 7.6 Architecture
- 7.7 Location and design of tall buildings
- 7.8 Heritage assets and archaeology
- 7.13 Safety Security and Resilience to emergency
- 7.14 Improving air quality

- 7.15 Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes
- 7.16 Metropolitan open land
- 7.19 Biodiversity and access to nature
- 7.21 Trees and woodlands

4.8 **Sutton Local Plan 2018 Policies:**

- 1 Sustainable Growth
- 5 Wandle Valley Renewal
- 14 Industrial Land and Waste Management
- 15 Industrial Use
- 24 Green Belt and Metropolitan Open Land
- 25 Open Spaces
- 28 Character and Design
- 29 Protecting Amenity
- 30 Heritage
- 31 Carbon and Energy
- 32 Flood Risk and Sustainable Drainage
- 33 Climate Change Adaptation
- 34 Environmental Protection
- 36 Transport Impact
- 37 Parking
- 40 Site Allocations

4.9 Supplementary Planning Guidance/Documents:

- SPD 1 Designing Out Crime
- SPD 5 Planning Obligations
- SPD 8 Transport Assessments and Travel Plans
- SPD14 Creating Locally Distinctive Places

5.0 **PLANNING CONSIDERATIONS**

5.1 The principal planning considerations are considered to be as follows:

- Principle
 - i. Land Use and Impact on Openness of Metropolitan Open Land*
 - ii. Metropolitan Green Chain*
 - iii. SINC and Wandle Valley Park*
- Design Quality
- Neighbour Amenity
- Highways, access and parking

- i. Parking*
- ii. Access*
- iii. Trip Generation*

- Sustainability, Biodiversity, Trees and Landscaping
- Archaeology

5.2 Principle

5.3 (i) Land Use and Impact on Openness of Metropolitan Land

5.4 The NPPF states that planning decisions should promote the effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. It goes further stating that planning decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

5.5 Furthermore it states that decisions should recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production and give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land.

5.6 Policy 2.17 of the London Plan refers to Strategic Industrial Locations (SILs) and states that development proposals within SILs should be refused unless:

- a. they fall within the broad industrial type of activities
- b. they are part of a strategically co-ordinated process of SIL consolidation through an opportunity area planning framework or borough development plan document
- c. the proposal is for employment workspace to meet identified needs for small and medium sized enterprises (SMEs) or new emerging industrial sectors; or
- d. the proposal is for a small services for industrial occupiers such as workplace crèches or cafes.

5.7 It goes further stating that development within or adjacent to SILs should not compromise the integrity or effectiveness of these locations in accommodating industrial type activities.

5.8 Policy 14 of the Sutton Local Plan states that within Strategic Industrial Locations and Established Industrial Areas, the council will grant planning permission for B1(b)

(research and development), B1(c) (light industrial), B2 (industrial and manufacturing) and B8 (storage and distribution) uses or other similar industrial uses only.

- 5.9 The site forms part of the wider site allocation S76. The allocation is for industrial use and states that development schemes should pay particular regard to:
- Providing high quality industrial premises falling within B1(b)(c) B2 or B8 uses classes.
 - Providing high quality environmental improvements to Beddington Lane frontage and providing sensitive boundary treatments to minimise the impact on the adjacent Wandle Valley Park.
 - Respecting and enhancing the adjacent Site of Importance for Nature Conservation.
 - Site allocation S100 'Beddington Lane Road Improvement Scheme'.
 - The need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures
- 5.10 The main application site, the northern parcel of land, is formed of redundant sludge beds for treatment of sewage effluent which remain from the historic use of the Beddington Farm Lands for sewage treatment purposes. The site was de-designated as Metropolitan Open Land (MOL) in the Sutton Local Plan 2018 (SLP), and was designated as forming part of the wider Beddington Strategic Industrial Location. The site is also allocated site S76 within the SLP for industrial uses.
- 5.11 The proposal is for the erection of 6 industrial units of varying sizes with an open mix of uses forming B1(c), B2 and B8. The proposal would provide both employment opportunities and flexibility in the size and unit type which would appeal to a variety of business sizes and types. As such it is considered that the proposal would provide industrial uses as required by both regional and national policy within a SIL and is acceptable in land use terms.
- 5.12 Policy 24 of the Sutton Local Plan relates to the Green Belt and MOL. Whilst the policies do not specifically refer to development on site adjacent to the MOL, the policy requires that development within MOL should preserve the openness of the MOL. The strategic objective of this policy is to protect the open fell of the borough and also protect biodiversity.
- 5.13 Whilst in land use terms the proposal is considered acceptable, it would result in significant built form adjacent to MOL. The main site would be located to the west of the the Viridor ERF site and the designated MOL. The application has been accompanied by an Environmental Statement (ES) which has considered the visual impact of the proposed development on the wider landscape, taking into account the designated MOL to the east of the site. Viewpoints both close to the site on Beddington Lane and further afield were considered. These included views from Mill

Hill on Mitcham Common (north of the site), Pollards Hill (north east of the site), Poulter Park (west of the site) and The Pavillion in Beddington Park (south of the site).

- 5.14 The appraisal of the changes to the landscape and immediate views surrounding the site are at moderate/minor adverse. This is to be expected considering that the site at the moment is almost level and has no significant built form. When considering the longer range viewpoints, the impact is at worst minor adverse with the proportion of the development viewed from the longer range viewpoints being minimal. It should also be noted that the topography of the land slopes towards the east, with the majority of the Beddington SIL being located to the east of the site. Whilst the proposal would impact on the immediate views of the site from the east, longer ranged views would be obscured by the built form of the Beddington Lane SIL and therefore the proposal would not be readily visible from the east of the site.
- 5.15 The appraisal has also considered the cumulative impact of the proposal and other development within the immediate area. The proposal must rightly be considered against the backdrop of the ERF to assess the cumulative visual impact, but as the proposed buildings would be significantly smaller than the ERF, they would not result in demonstrable harm to the appearance of land to the west of Beddington Lane in this location given the context in which they are viewed in that direction, and are largely screened from views to the west and south by the ERF and the profile of the landfill respectively.
- 5.16 The phased restoration of the Wandle Valley Regional Park will improve the openness of the MOL and the decommissioning of the ERF at the end of its life span will further add to the openness of the MOL. Following the restoration of the Wandle Valley Regional Park and the decommissioning of the ERF the proposed development would be visible from the east of the site from the park. However, as part of the restoration and landscaping of the ERF a bund is being constructed to the east of the main site. This will help soften the appearance of the proposal from the MOL. Furthermore the proposal would be viewed from the MOL in connection with the Beddington Lane SIL, and the other industrial development surrounding the site. It should also be noted that there is established development along the west side of Beddington Lane both to the north and south of the application site. Therefore when viewing the proposal from the MOL, it would be viewed in this context of continuing the industrial development to the west of Beddington Lane and would be set against the established industrial landscape of the Beddington Lane SIL.
- 5.17 It is considered that there will be some limited impact on the openness of the adjacent MOL but this is not considered to be harmful. Furthermore in the longer views from Mill Hill on Mitcham Common, Pollards Hill, Poulter Park and The Pavillion in Beddington Park there is minimal impact on the openness of the MOL and in this case it is not considered that there would be demonstrable harm that would outweigh the

economic, social and other environmental benefits of the proposal in terms of intensifying the industrial use of the Beddington Lane SIL, providing employment opportunities, and the creation of the Beddington Lane Ecological Reserve.

- 5.18 As such the proposal is considered to conform with the policies 2.17, 4.4, and 7.17 of the London Plan and policies 1, 14, 15, 24 and 40 of the Sutton Local Plan.
- 5.19 Metropolitan Green Chain
- 5.20 Policy 25 of the Sutton Local Plan states that the Council will seek to retain the existing level of open space in the borough by:
- iv. Enhancing the role of Metropolitan Green Chains within the borough by protecting the open spaces within them from inappropriate development and improving walking and cycling links between them.
 - v. Working with partners and stakeholders to support and promote measures to help deliver the vision of the Wandle Valley Regional Park as a network of high quality, accessible and interconnected open spaces around the River Wandle.
- 5.21 However paragraph a of Policy 24 states “The council has removed two sites from the Metropolitan Open Land... and to extend the Beddington Strategic Industrial Location on Land to the West of Beddington Lane (Site Allocation 76).”
- 5.22 Policy 7.17 of the London Plan which refers to MOL states in the supporting text to the policy that “Green Chains are important to London’s Open space network, recreation and biodiversity. They consist of footpaths and the open spaces that they link, which are accessible to the public. The open spaces and links within a Green Chain should be designated as MOL due to their London wide importance.
- 5.23 As mentioned earlier the site is no longer designated as MOL, but is still designated as part of the Metropolitan Open Chain (MOC). The proposal would result in the loss of open space, in the form of the MOC, however the site is hazardous for access by the general public as the sludge beds are still present and open, with some still containing water. In addition the proposal includes the creation of the Beddington Lane Ecology Reserve (BLER) to offset any loss of biodiversity from the main site. Whilst the BLER would not be open to the public it would contribute positively to the biodiversity and ecology of the wider Beddington Farmlands, and the Wandle Valley Regional Park, and the Green Chain to which they form a part..
- 5.24 As such it is considered that the quality of open space lost, as a result of the proposal, is not of high quality, and has not formed a park or any wider park or public recreational use and is not accessible to the general public. The proposal in the form of the BLER would provide open space of a better quality in terms of its ecological value, however the quantity would be 1 hectare less than at present. The wider

benefits of the proposal such as the economic and environmental benefits including the creation of the BLER are considered to outweigh the loss of the MOC and, as such, the proposal is considered on balance to be acceptable in respect to the loss of the MOC.

5.25 The proposal is therefore considered to conform with policies 7.17 of the London Plan and policies 24 and 25 of the Sutton Local Plan.

5.26 *Site of Importance of Nature Conservation (SINC) and Wandle Valley Regional Park*

5.27 The main application site is designated as a SINC and is adjacent to the land safeguarded for the creation of the Wandle Valley Regional Park. The southern site is designated as part of the safeguarded land for the Wandle Valley Regional Park. The creation of the Wandle Valley Regional Park is a strategic objective of the London Plan. In Policy 2.18, it is stated: “In areas of deficiency for regional and metropolitan parks, opportunities for the creation of green infrastructure to meet this deficiency should be identified and their implementation supported, such as in the Wandle Valley Regional Park.”

5.28 In 2012, the Mayor gave further expression to this policy in the Green Infrastructure and Open Environments: The All London Green Grid SPG. Figure 21 identifies the application site as part of the Wandle Valley Green Grid and Paragraph 5.99 states: “The Wandle Valley Regional Park initiative sets out a vision for the creation and improvement of a linked network of open spaces along the river corridor. The park will connect to town centres, transport hubs, communities and business areas, extending out to connect to the open spaces in the surrounding area. This includes Mitcham Common, a large area of grassland and woodland, which added to the proposed new country park, would provide an extensive open space corridor to Beddington Park in the south. The protection and restoration of the river corridor’s natural qualities will play an important role in making a vital and vibrant piece of green infrastructure in this part of London.”

5.29 In addition, Policy 25 of the Sutton Local Plan states:

a The council will seek to retain the existing level of open space in the borough by:

(v) working with partners and stakeholders to support and promote measures to help deliver the vision of the Wandle Valley Regional Park as a network of high quality, accessible and interconnected open spaces based around the River Wandle.

5.30 The site allocation requires any development to minimise its impact on the Wandle Valley Regional Park and also expects it to respect and enhance the SINC. Policy 26 of the SLP states that the council will protect and enhance SINC’s and biodiversity and

requires all major developments to result in a no net loss in biodiversity. The council will not grant planning permission within or adjacent to a SINC unless the need and benefits of the development clearly outweigh the harm, where development can demonstrate no net loss for biodiversity and where possible net gains for biodiversity by providing mitigation and or compensation measures.

- 5.31 Paragraph 'e' Policy 1 of the SLP states that to ensure a sustainable and balanced borough and to limit out-commuting over the plan period the council will enable the delivery of at least 10 additional hectares of land for industrial use.
- 5.32 The proposal would result in development on land designated as a SINC. The proposal includes the creation the BLER as mitigation and compensation for the loss of biodiversity on the main site to the north. The BLER would provide both wetland habitat and grassland habitat for wildlife, and would result in an improvement of the existing habitat on the southern parcel of land. It is worth noting the London Wildlife Trust support the creation of the BLER, and the scheme submitted in respect to the creation of the BLER has been assessed by the Senior Biodiversity Officer. Conditions are recommended in respect to the delivery, maintenance and management of the BLER, and whilst not accessible to the public the proposed BLER would result in the overall development achieving a net gain in terms of biodiversity, when taking into consideration the financial contribution by the developer in respect to improvements to the River Wandle.
- 5.33 The Environmental Statement (ES) considers the impact on the Wandle Valley Regional Park to be minimal. The site is allocated for industrial use, and noting that the impact on the openness of the MOL is minor, there will not be an adverse impact on the wider Wandle Valley Regional Park considering all other impacts and benefits. The ES also considers the creation of the BLER to contribute positively to the Wandle Valley Regional Park adding to the ecological improvements from the restoration of the Beddington Farmlands and the creation of the Wandle Valley Regional Park.
- 5.34 As the main site is not designated as open space, and the BLER will remain undeveloped, it is considered that there is no net loss of publicly accessible open space as a result of the proposed development. The provision of the BLER and other benefits of the proposed development are considered to outweigh the harm resulting from the development of the main site in terms of its impact on the SINC, and the overall impact of the proposed development on the Wandle Regional Park is considered to be acceptable.
- 5.35 The proposal is therefore considered to conform with policies 2.18 of the London Plan, and policies 1 and 25 of the Sutton Local Plan

5.36 **Design Quality**

- 5.37 The NPPF states that planning authorities should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. Policies 7.4 and 7.6 of The London Plan (2016) states that Local Authorities should seek to ensure that developments promote high quality inclusive design, enhance the public realm, and seek to ensure that development promotes world class architecture and design.
- 5.38 Policy 28 of the Sutton Local Plan states the council will grant planning permission for new development, including new buildings, alterations and extensions, provided the new development:
- a Is attractive, designed to the highest standard, especially with regard to architectural detailing, and uses high-quality materials.
 - b Respects the local context and responds to local character and heritage assets.
 - c Is of a suitable scale, massing and height to the setting of the site and/or townscape.
 - d Seeks to improve an area of poor character.
 - e Makes a positive contribution to the street frontage, streetscene and / or public realm, such as using railings and low walls where practicable.
 - f Is inclusive and accessible for all and improves movement through areas with direct, accessible and easily recognisable routes.
 - g Is secure and designed to minimise crime and anti-social behaviour.
 - h Is robust and flexible in use.
 - i Responds to natural features and retains trees, hedges and other landscape features and spaces of amenity value, where possible.
 - j Is not dominated by car and cycle parking.
 - k Creates attractive, functional and clearly defined public and private space.
 - l Protects any important local views and creates new ones wherever possible.
- 5.39 The proposal would result with the erection of three buildings on the site located either side of a main central access road running from the south to north of the site providing access from Haul Road. The largest building which would contain two units labelled DC3 and DC4 is located to the west of the central access road. The other two buildings would be located to the east of the central access road with the building containing unit DC1 the southernmost building and the building containing units DC2A, DC2B and DC2C to the north of this.
- 5.40 The largest building would be located along the western edge of the site, orientated north to south to allow the length of the footprint to occupy the majority of the western boundary of the site, with car parking provided along the southern and northern edges of the site adjacent to the building. East of this building would be further car parking

and the loading areas for the two units proposed within the building. The ancillary office space would be provided along the southern elevation of the building at first floor level, with the main access for the unit DC3 provided to the southeast corner of the building. The southern elevation of the building fronting Haul Road would have glazing to the office space enlivening this section of Haul Road. The layout of the unit DC4 is similar, but with office space provided at first floor level to the northern elevation. Again this elevation would be glazed enlivening this section of the boundary to the site. The western elevation of the building would be largely blank, however this would be shielded from view by the ERF building, further mitigated by the proposed landscaping and restoration of Beddington Farmlands which would soften the appearance of the elevation from the MOL and Wandle Valley Regional Park.

- 5.41 The scale and massing of the proposed building is typical of larger industrial units, and the building has been designed with a softly sloping dual pitched roof, with brise-soleil proposed to the glazed elevations which would give the building interest along with breaking up the massing of the buildings. The building would present the more active frontages to the southern and northern boundaries of the site which would be the most visible from traffic and pedestrians using Haul Road and Beddington Lane which represents good design in terms of the orientation of the buildings and the layout within the site. The proposed building will have its more functional eastern elevation facing towards the centre of the site.
- 5.42 In respect to the south eastern building containing unit DC1, the overall height and massing is less than the largest of the three buildings. The design of the building is of a similar architectural vernacular with a gently sloping dual pitched roof, and brise-soleil over the glazed elevation to the east of the site.
- 5.43 Due to the nature of the use of the buildings, and the need to make the most efficient use of the land, the building containing unit DC1 is orientated such that the ancillary office space is on the eastern side of the building, fronting Beddington Lane, with the haulage access to the southern elevation. This orientation of the building would provide the more active frontage to Beddington Lane as well as providing activity in the form of loading and unloading operations along the southern elevation which address Haul Road and the roundabout. When viewed from Coomber Way this building would present its eastern and southern elevations. The Urban Design Officers concerns are noted in respect to the roundabout at the junction of Beddington Lane, Haul Road and Coomber Way being a main gateway to the Beddington Lane SIL. The location of the site is to the north western edge of the Beddington Lane SIL and so the roundabout would be a gateway from vehicles coming from the north along Beddington Lane and east along Coomber Way. As such it is considered that the building presents its more attractive and interesting elevation to Beddington Lane and Coomber Way, and still retains interest in terms of activity on the southern elevation, whilst present the blank elevations internally to the site.

- 5.44 Furthermore soft landscaping is proposed to the eastern and southern boundaries of the site with replacement tree planting. This would further soften the appearance of the building and the views of the other buildings proposed, and would improve the appearance of the site when viewed in the context of the roundabout.
- 5.45 The final building which would contain the units DC2A, DC2B and DC2C would be located in the northeast corner of the site. It would be orientated north to south, with car parking to the south serving the unit DC1, and car parking to the east of the building with the haulage access to the western elevation. The building would be of a similar architectural vernacular as the others with the softly sloping dual pitched roof, and would have a similar massing and scale to the building to the south.
- 5.46 The building would provide the ancillary office space along the eastern elevation which would be glazed, with brise-soleil. This would present the more active frontage to Beddington Lane, with the haulage access on the western elevations. The north elevation would be a blank elevation, with the south elevation having some degree of glazing on the eastern edge.
- 5.47 The design of the buildings and the layout of the proposed scheme has taken into account good urban design principles of providing activity along the main frontages of the site namely Beddington Lane and Haul Road. The scale and massing of the buildings is similar to other development within the Beddington Lane SIL and is somewhat dictated by the function of the buildings. The inclusion of the brise-soleil adds interest to the buildings as well as reducing heat gain from solar radiation for the proposed units. The unit DC1 would present its more active frontages to the Haul Road, Beddington Lane and Coomber Way roundabout.
- 5.48 The Secure by Design Officer has assessed the proposal and has raised no objection to the proposed layout or design of the buildings.
- 5.49 For these reasons it is considered that the design and layout of the proposal is acceptable. As such the proposal conforms with policies 7.4 and 7.6 of the London Plan and Policy 28 of the Sutton Local Plan.
- 5.50 **Neighbouring Occupiers Amenity including:**
- **Daylight;**
 - **Sunlight;**
 - **Outlook;**
 - **Privacy;**
 - **Noise and Vibrations;**
 - **Air Quality**

- 5.51 Policy 29 of the Sutton Local Plan states that the Council will not grant planning permission for any development that adversely affects the amenities of future occupiers or those currently occupying adjoining or nearby properties, with regard to considerations of overlooking, outlook, light, noise and vibration, traffic movement amongst other things.
- 5.52 Daylight, Sunlight, Outlook and Privacy
- 5.53 The nearest residential occupiers are terraced dwellings located on Beddington Lane to the north of the site, which is approximately 75 metres southeast from the main application site. These dwellings are separated from the site by a plot of land designated as MOL and has significant mature trees and hedges along the boundary with Beddington Lane which obscures the view of the main site. Other residential dwellings close to the site are located on Therapia Lane approximately 140 metres southeast of the site. These dwellings are adjoined to the west by a small industrial unit occupied by a removal and storage firm along with a motor vehicle washing and valeting firm. To the north of these residential dwellings is a large warehouse building. Due to the separation distances from the main site and the presence of other built form between these residential dwellings and the main application site it is considered that the proposal would not result in loss of outlook, sunlight/daylight, loss of privacy by way of overlooking or by way of light pollution.
- 5.54 Noise and Disturbance
- 5.55 The submitted ES has considered the noise and vibration impact from the construction of the development. It is considered that the proposed development would have a negligible impact on nearby receptors which would include the nearest residential occupiers. No objection has been raised in respect to construction noise by the council's Environmental Health team who have recommended a condition limiting the construction operations between 08:00 hours and 18:00 hours Monday to Friday and 08:00 hours to 13:00 hours on Saturdays and at no time on Sundays or Bank Holidays.
- 5.56 In terms of operational noise the ES considers that the dominant operational noise source will arise from activity within the service yard. The requirements for external fixed plant items is not known as the future occupiers of the units are not known at this time. The assessment takes into account the operation of the development during night time hours, as this would be the most sensitive time to the nearby receptors. It concludes that the operation of the service yard during night time operation would not contribute significantly to the ambient noise levels during the night at the worst affected façade of the most affected residential dwelling. This should be viewed in the context of the site within an SIL and the likely other contributors to the ambient night time noise within the surrounding area.

- 5.57 In terms of the operational traffic movements the ES considers that the increase in the background ambient noise levels to be insignificant.
- 5.58 The ES considers mitigation measures to reduce the impact on noise during construction on nearby sensitive receptors which include the neighbouring residential dwellings. It is recommended that these mitigation measures, such as a Construction Liaison Officer to implement the construction environmental method plan, construction hours, haulage routes etc. are secured by condition to reduce the overall impact of the construction of the proposal. Environmental Health have recommended that details of any external fixed plant as well as further details in respect to any Class B2 industries which may occupy the proposed units are secured by condition.
- 5.59 The ES also considers the cumulative impact of the noise generated by other developments within the area in combination with the proposal. During the construction phase with the mitigation measures proposed and the predicted noise not being above the ambient level, the ES does not consider that there would be an adverse cumulative impact during the construction phase of the development. Whilst the proposal would result in a minor increase in noise levels during operation at night, this is below guidance threshold contained in BS4142:2014, the cumulative impact of the proposed development with other development is unlikely to result in a significant cumulative effect.
- 5.60 Air Quality
- 5.61 The ES also considered the impact of the construction of the development, and the operational impact of the development on the local air quality. The assessment considered the baseline conditions of the locality using both DEFRA maps which estimate pollutant concentrations and local authority Review and Assessment studies of air quality.
- 5.62 During the construction phase of the development the emission of dust from the site is considered to be of low risk, provided that the mitigation measures proposed within the ES are carried out on site. A condition requiring the submission of a construction method statement in relation to the environmental impact of the construction of the proposed development is recommended. The proposed mitigation measures contained within the ES would be expected to be contained within the submitted construction method statement in relation to the controlling of dust emissions during the construction phase.
- 5.63 During the operational phase of the proposed development the ES also considers other pollutants such as NO₂ and particulate matter. In terms of NO₂ concentrations the operational phase of the development would not result in concentrations above the

Air Quality Standards (AQS) objectives. In terms of particulate matter (PM₁₀) the operation of the development would not result concentrations of above the AQS objectives. In terms of fine particulate matter (PM_{2.5}) the operation of the proposed development would result in a negligible change in the concentration of PM_{2.5} particulates and would be below the AQS objectives.

- 5.64 The ES also considered the impact on the air quality of the proposed development taking into consideration the cumulative impact of both the ERF and the current planning application ref: DM2018/01865 at 83-87 Beddington Lane. In terms of dust during the construction phase, the implementation of the mitigation measures would result in a cumulative impact which would still be considered to be negligible.
- 5.65 The assessment of the impact of the proposed development on air quality included cumulative traffic data, which included the application at 83-87 Beddington Lane. The cumulative impact of traffic emissions is not considered to be significant.
- 5.66 Furthermore the assessment also considered the cumulative impact of the ERF emissions within the assessment. The ES considered that the main pollutant of concern from the ERF would be NO₂. Again the cumulative impact of the proposal and the ERF emissions would not result in NO₂ concentrations above the AQS objectives and is considered to be negligible.
- 5.67 As such with the recommended conditions, it is considered that the development would not result in demonstrable harm to air quality of the local area.
- 5.68 As such it is considered that the proposal would not result in significant harm to the amenity of neighbouring occupiers as the development would be in accordance with policies 29 and 34 of the Sutton Local Plan
- 5.69 **Highways, Access and Parking**
- 5.70 Policy 36 of the Sutton Local Plan states that the Council will assess all new development applications for their impact on the existing and proposed transport infrastructure and services, and the local environment. Policy 37 of the Sutton Local Plan states that 'new developments will be expected to provide car parking in accordance with the council's restraint based maximum car parking standards taking into account public transport accessibility levels, existing publicly available parking provision and usage in the vicinity of the site and the need to deter unnecessary car use while avoiding overspill parking problems'.

Car Parking

- 5.71 The site has a PTAL rating of 2 which is defined as being 'poor'. The proposal would

provide 186 regular car parking spaces, 12 accessible car parking spaces, and provision of 23 HGV spaces. The council's maximum car parking standard requires 1 car parking space for every 50m² of gross floor area within Strategic Industrial Locations. This would result in a maximum of 414 car parking spaces. The proposal would provide less than half this level of car parking.

- 5.72 It is noted that Transport for London has requested that the level of car parking is reduced to achieve the strategic aim of Policy T1 of the draft London Plan which requires that development plans and proposals support the Mayor's strategic target of 80% of all trips in London being made by foot, bicycle or public transport by 2041. Whilst TfL have objected to the level of car parking on the basis of the draft London Plan emerging policies, the draft policies of the London Plan can only be given limited material weight as they are currently being examined in public and the report of the Planning Inspectorate has yet to be published on the soundness of the policies contained within the draft.
- 5.73 In addition the applicant in response to the objection from TfL has submitted a letter from CBRE which is the leasing agent for the applicant. The letter highlights the need to provide the level of car parking proposed, and, in particular, it estimates that a development of this size and flexible nature could potentially employ 275 persons. Whilst all the potential employees would not necessarily be on site at the same time, due to shift patterns, shifts do overlap and so the occupiers need sufficient car parking spaces to accommodate these shift patterns. It is the opinion of CBRE that a scheme with a lesser amount of car parking would become a less attractive option for potential occupiers, making it hard to attract and occupy the proposed development. It would also result in more on-street car parking within Beddington Lane and the surrounding roads, negatively impact on the safety of pedestrians and cyclists.
- 5.74 As such it is considered that the level of car parking is acceptable and would not result in overspill car parking which would result in harm to the safe and efficient operation of the public highway network.

Access

- 5.75 The application proposes two access points to the site. The first would be located on the southern boundary of the site accessed from Haul Road. This would be the main access to the site providing both access to HGVs and cars to the site. A pedestrian access is proposed to the eastern boundary of the site and a further vehicle access is proposed to the northeast corner, which will allow motor vehicles to access the park for the units labelled DC2A, DC2B and DC2C.
- 5.76 The submitted swept path analysis has been assessed by the Senior Highways Engineer who has raised no objection to the proposed access. A condition securing

the proposed pedestrian visibility splays is recommended.

- 5.77 The accesses have been laid out taking into account the proposed TfL improvements to Beddington Lane.
- 5.78 Otherwise the site has been laid out to allow for ease of movement of HGVs within the site and again this has been assessed by the Senior Highways Engineer who raised no objection to the layout of the site.

Trip Generation

- 5.79 The ES submitted was accompanied by a Transport Assessment (TA) as an appendix. Within the TA a baseline of traffic flows was undertaken using Automatic Traffic Counters (ATCs) for a week between the 24 June 2018 and 30th June 2018. The ATCs were located on Beddington Lane to the north and south of the Haul Road, Coomber way and Beddington Lane roundabout, and another on Coomber Way to the east of the roundabout. In addition to the above a manual classified count was undertaken on the 28 June 2018.
- 5.80 The table below presents the average weekday AM and PM peak traffic flows for each location.

ATC Location	Movement	AM (08:00 – 09:00)		PM (17:00 – 18:00)	
		Total Vehicles	HGVS	Total Vehicles	HGVS
Beddington Lane North	Northbound	392	112	463	80
	Southbound	466	102	582	126
Coomber Way	Eastbound	291	98	338	64
	Westbound	217	84	346	95
Beddington Lane South	Northbound	391	114	363	68
	Southbound	361	78	510	125

- 5.81 The above table shows that the most heavily used direction of travel at the roundabout is southbound especially during the PM hour and that the traffic flows are relatively stable between both directions of travel.
- 5.82 The manual classified count also considered the use of Haul Road. This shows that a very small proportion of the baseline traffic flow would use Haul Road, in total there would be 41 vehicles during the AM peak hour and 5 during the PM peak hour.
- 5.83 In addition the roundabout capacity has been modelled and validated using the data collected. The assessment of the roundabout capacity shows that it is currently

operating below capacity for both the AM and PM peak hours.

- 5.84 The data submitted by the applicant shows there is currently capacity within the public highway road network, however this is only a snapshot of the baseline and the impact of the proposed development needs to be considered to see how it would impact on the capacity and operation of the road network.
- 5.85 Transport for London requested further information to be submitted by the applicant in terms of the trip generation of the proposal and its potential impact on the Transport for London Road Network.
- 5.86 The TA has assumed a mix of uses of 80% B8 use and 20% B1c/B2. This would result in a daily profile of 581 total trips to and from the site. When split into vehicle typology this would equate to 368 LGVs and 213 HGVs across the day. The applicant has committed to directing all HGV traffic along Coomber Way to the A23. The resultant daily traffic flows across the roundabout are shown in the table below.

Trips	Daily Traffic (24 Hours)		
	LGVs	HGVs	Total
Coomber Way	102	213	305
Beddington Lane North	137	0	137
Beddington Lane South	129	0	129
Total	368	213	581

- 5.87 These values were requested by TfL and were considered to be acceptable. To ensure that the HGVs are routed along Coomber Way, the applicant would accept a condition which would secure a detailed service and delivery plan prior to occupation. This would allow the applicant to establish the occupiers of the units and work collaboratively with them to ensure that HGVs use the proposed route.
- 5.88 Concerns have been raised from TfL regarding the routing of the HGV traffic along Coomber Way which leads to the A23 and the “five ways” junction in the borough of Croydon. Following the submission of the WSP technical note, TfL have removed their objection to the routing arrangement and consider that the “five ways” junction would have sufficient capacity to deal with the proposed development and the subsequent additional traffic flow.
- 5.89 In addition to the immediate trip generation of the development proposal, the TA has also considered the future impact of the development on the roundabout and cumulative impact of other development within the area on the roundabout. Again the

data shows that even with the cumulative impact of other developments and the proposed development shown that the roundabout would operate within its residual capacity.

- 5.90 In terms of staff trip generation it is estimated and anticipated that the site could potentially employ approximately 285 staff. This is based on the applicant's research which shows that on average their customers employ one person for every 69m² of floor space. It is envisaged using census data that 53% of staff would arrive by car. The rest are likely to either car pool, or use public transport cycle or arrive by foot. This therefore equates to approximately 38 car trips in total during the AM peak hour and 35 during the PM peak hour.
- 5.91 The ES also considered the cumulative impact of committed developments within the surrounding area. These include a storage and warehouse facility on Mitcham Road/Redhouse Road, Croydon (not within the London Borough of Sutton), the Beddington ERF facility (ref: D2012/66220), Units 1-3 87 Beddington Lane (ref: D2017/77923) and finally 79-83 Beddington Lane (ref: D2009/60763 and DM2018/01865).
- 5.92 The ES used data from 2018 as the baseline year and considered the impact of the development in isolation and the cumulative impact of the above applications on the three link roads of the Coomber Way, Beddington Lane junction.
- 5.93 The ES considered that the proposed development in isolation would result in a minimal impact on the surrounding links to the site and the Coomber Way roundabout. When considering the cumulative impact of the proposed development and the committed developments there would be a minor negative effect on severance along the northern link of Beddington Lane, but all other impacts on receptors were considered to be negligible or neutral.
- 5.94 The impacts of the proposed development in terms of traffic generation and the impact on the surrounding road network have been considered both in isolation and cumulatively with other committed development within the immediate area. Both the Council's Highways Engineer and TfL have raised no objections to the proposed development in terms of its impact on the efficient operation of the highway network. Whilst TfL has objected to the amount of car parking, this is considered necessary to make the proposed development viable and attractive to potential future occupiers and is compliant with the Council's maximum car parking standards.
- 5.95 As such it is considered that the proposal would provide adequate car parking provision for the proposed use and would not result in a detrimental impact on the local highway network and is in accordance with policies 36 and 37 of the Sutton Local Plan 2018.

5.96 **Sustainability:**

5.97 The London Plan policies 5.1, 5.2, 5.3, 5.9, 5.12, 5.13 and the Sutton Local plan policies 31, 32, 33 and 34 require new developments to achieve reductions in CO₂ emissions, water efficiency and flood risk mitigation measures and the installation of Sustainable Urban Drainage Systems.

5.98 The proposed development would apply sustainable building design, as well as managing environmental impacts through mitigation measures. In terms of building design, the proposal would target achieving BREEAM Excellent standards in both the design and post completion stages of the development.

5.99 Furthermore the proposal is committed to reducing its carbon emissions both operationally, such as emissions associated with the use of the building, and embodied carbon emissions, such as emissions in the manufacture of building materials, transport of those materials and construction and demolition.

5.100 In terms of the operational carbon emissions the proposal would achieve carbon emission savings through the construction of an energy efficient and low carbon building through the use of natural day lighting, low energy lighting, thermally efficient fabric and airtight construction. In addition to the design and construction of the building solar photovoltaic panels would be installed on the roof of the proposed buildings.

5.101 The Council's Sustainability Officer raised no objection to the proposed energy strategy subject to conditions securing BREEAM Design Stage and Post Construction certificates and post construction BRUKL outputs.

5.102 The Lead Local Flood Authority has assessed the drainage details submitted. The proposed drainage system would utilise attenuation tanks and the scheme is considered to be acceptable, however the Lead Local Flood Authority has recommended a condition to provide further information regarding the detailed design of the SUDS on site.

5.103 As such it is considered that the proposal would be in accordance with policies 5.1, 5.2, 5.3, 5.9, 5.12, 5.13 of the London Plan and policies 31, 32, 33 and 34 of the Sutton Local Plan.

5.104 **Biodiversity, Tree and Landscaping:**

5.105 Policy 26 of the Sutton Local Plan requires that major development achieve a no net loss of biodiversity.

- 5.106 Within the ES accompanying the application an ecological assessment of the main site and the BLER has been undertaken. The appraisal contained ecological surveys to establish whether protected species would likely be found, but also to establish the ecological value of the existing sites. The habitats found on the main site were tall ruderal vegetation, open water, reedbed and marginal vegetation, species poor semi-improved grassland, dense and scattered scrub, trees, japanese knotweed and hardstanding. At the BLER site the habitats survey were tall ruderal vegetation, species-poor semi-improved grassland and dense and scatter scrub and trees, and an existing structure.
- 5.107 In terms of protected species, surveys were undertaken, and concluded that there is little evidence for protected species on either the main site or the BLER. Whilst this is the case a condition recommending that any trees that are to be felled on site are felled outside of the bird breeding season, and if this is not possible, each potential breeding area is assessed no more than 48 hours by a qualified ecologist prior to clearance/felling works.
- 5.108 As part of the application the applicant has committed to providing an ecological reserve (BLER) on a site to the south of the main site. The applicant has proposed a wetlands and grassland habitat. As part of the application biodiversity accounting has been submitted. The council's Senior Biodiversity Officer has assessed the ecological value of the existing sites, and the value of the proposed BLER. Whilst the BLER would result in an improved habitat within that site, it would not completely mitigate the loss of habitat on the main site following the clearance of the site, and would result in a net loss of biodiversity.
- 5.109 As such the applicant has agreed to provide a financial contribution in lieu of any loss of biodiversity. The contribution would provide funding for the restoration of the River Wandle at Richmond Green contributing to improving the biodiversity of the River Wandle and the wider Wandle Valley Regional Park. Discussions regarding the final Section 106 Contribution associated with the development are ongoing and will be confirmed within the update report.
- 5.110 Given the above it is considered that the provision of a biodiverse roof would not be proportionate in this instance and that biodiversity gain would be achieved through the imposition of a landscaping scheme, the provision of the BLER and the financial contribution to the restoration of the River Wandle. As such the proposal is considered to be acceptable in terms of sustainability and biodiversity.
- 5.111 Furthermore the conditions securing a biodiverse roof have been recommended by the Sustainability Officer. Considering the use of the buildings and the fact that the applicant is proposing the BLER as mitigation for loss of biodiversity and ecological

value of the main site, it is not considered reasonable to require a biodiverse roof to ensure that there is no net loss of biodiversity on site.

- 5.112 The proposal would result in the loss of two mature Oak trees one of which is considered Category 'A' and one of which is considered Category 'B'. Whilst the proposed landscaping scheme would provide for replacement tree planting including 3 large semi-mature trees, the Principal Tree Officer has raised concerns that the replacement tree planting would not achieve a neutral impact on the short to medium term. However over the long term the Principal Tree Officer is content that the proposal would provide a similar canopy cover and density.
- 5.113 Given the above whilst there would be loss of 2 significant trees, the proposal would provide significant benefits in terms of the BLER and a financial contribution to the restoration of the River Wandle. In addition the replacement tree planting would provide a long term benefit to the appearance of the main site and Beddington Lane. As such it is considered that the benefits above outweigh the harm of the loss of two significant trees.
- 5.114 As such the proposal is considered to be in accordance with policy 26 and 28 of the Sutton Local Plan.
- 5.115 **Archaeology and Heritage**
- 5.116 Policy 7.8 of the London Plan and Policy 30 of the Sutton Local Plan require assessment of a proposals impact on heritage assets.
- 5.117 Whilst a number of statutorily listed building are located within 1.5 kilometres of the site, the ES considered the impact of the proposal on the statutorily designated heritage assets. During the operational phase of the proposed development, the separation distances to the designated heritage assets would prevent any harm to their setting or historical significance and as such it is considered that the proposal would not result in significant harm to the setting or significance of any designated heritage assets.
- 5.118 However the site is located within an area of Archaeological Priority and Historic England's Greater London Archaeological Advisory Service has been consulted and raised no objection to the proposal subject to a condition securing a written scheme of historic building investigation.
- 5.119 As such the proposal is considered to be in accordance with policy 7.8 of the London Plan and policy 30 of the Sutton Local Plan.

5.120 **Community Infrastructure Levy**

- 5.121 The London Borough of Sutton introduced its Community Infrastructure Levy (CIL) charging schedule in April 2014. Any new build, that is a new building or an extension, is only liable for the levy if it has 100 square metres, or more, of gross internal floor space and is charged at a rate of £100 per sqm. This is in addition to the Mayor's CIL charged at £20 per sqm. CIL is charged on the total net additional floorspace created (measured as Gross Internal Area).
- 5.122 All Local Authorities are required to index the CIL charges to take account of price increases between the time when charging schedules setting out an authority's rate come into force, and the time at which planning permission is granted. In this instance the London Borough of Sutton's CIL has been indexed from its adoption in April 2014 and the Mayoral CIL indexed from its adoption in April 2012.
- 5.123 The proposal would be CIL liable for Mayoral CIL, but not Sutton CIL.
- 5.124 A section 106 agreement is recommended to secure a development Travel Plan, a S278 agreement for the highway works, a financial contribution towards the River Wandle restoration, and employment and skills training.

6.0 **CONCLUSION AND RECOMMENDATION**

- 6.1 The proposal is considered to be acceptable in principle and would provide a development of mixed industrial uses within a designated strategic industrial location. Whilst there would be some loss of openspace, the proposal would provide improved open space in the form of the BLER. Whilst there would be loss of land designated as a SINC the proposal would provide benefits in terms of the BLER and a financial contribution to the restoration of the River Wandle.
- 6.2 The design and layout of the proposal is considered to be acceptable and would not result in harm to the character of the area or the Beddington Lane streetscene.
- 6.3 The proposal would not result in harm to the amenity of neighbouring occupiers and would be acceptable in respect to its impacts not the highway and the level or parking provision.
- 6.4 The proposal would achieve acceptable reductions in carbon emissions and energy efficiency, and would not result in additional flood risk in terms of surface water flooding. The proposal would achieve a no net loss in terms of biodiversity.

- 6.5 It is therefore recommended that planning permission is granted with the recommended conditions, subject to the completion of the S106 agreement and a Stage 2 referral to the GLA.

G

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Savills
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DM2018/02044

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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

Former Sludge Beds To The West Of Beddington Lane And Land To The Rear Of
79-93 Beddington Lane, Beddington.

Redevelopment of former sludge beds to provide four industrial units providing 20,746 sqm of industrial floorspace (Use Class B1c/B2/B8) and ancillary officers together with

186 car parking spaces, 12 disability spaces and 23 HGV spaces, new access and landscaping. Restoration of former sludge bed to the north of Mile Road to create a new ecology area.

SECOND SCHEDULE

(1) The development hereby permitted shall be carried out in accordance with the following approved plans: 31063-PL-200 Rev. B, 31063-PL-201 Rev. B, 31063-PL-202, 31063-PL-203, 31063-PL-204 Rev. A, 31063-PL-205 Rev. A, 31063-PL-206, 31063-PL-207, 31063-PL-208 Rev. A, 31063-PL-209, 31063-PL-210, 31063-PL-211 Rev. A, 31063-PL-212, 31063-PL-213, 31063-PL-216 Rev. A, NK019219 RPS-SI-XX-DR-D-1301, 01, 05 Rev. D, 03 Rev. G, 06 Rev. B, Design and Access Statement Rev. B, Drainage Assessment Form, Flood Risk Assessment Ref: RCEF63071-002 R, Drainage Philosophy Statement Ref: NK019219-RPS-SI-XX-CA-D-0001 Rev P05, Technical Note: Biodiversity Accounting, Transport Technical Note - Response to TfL Comments dated 17 January 2019, NK019219-RPS-SI-XX-DR-D-1302 Rev. P02, File/Design Notes from Barry Chinn dated 16 January 2019, Outline Ecological Delivery, Management and Monitoring Strategy for the Beddington Lane Ecology Reserve (BLER) dated February 2019, Commercial Workplace Travel Plan, Transport Assessment dated November 2018, Phase I Geo-Environmental Site Assessment, Planning Statement dated November 2018, Sustainable Design and Energy Statement dated October 2018, Environmental Statement dated November 2018.

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

(2) 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.

3) Prior to the commencement of development (excluding demolition, groundworks and site clearance) the type and treatment of the materials, including samples, to be used on the exterior of the building(s) shall be submitted to and approved in writing by the Local Planning Authority. The approved materials shall be used in the construction of the development hereby approved, completed prior to its occupation/use and retained thereafter.

Reason: To safeguard the visual amenities of the area and to ensure compliance with Policy 28 of the Sutton Local Plan 2018.

4) Prior to the commencement of development, a scheme for biodiversity protection and enhancements shall be submitted to and approved in writing by the Local Planning Authority. This will take the form of an updated No Net Loss and Net Gain evaluation, working to the provided methodology and in accordance with BS42020:2013. Full details of habitat creation, aftercare, management and monitoring of enhancements will be included in the plan, expanding on illustrative drawing 2347-01-01 Landscape Design. Details on all proposed planting substrates (including Green Infrastructure) will provide physico-chemical data (nutrient values, pH, particle size, composition etc.), all trees, shrubs and other flora will include species, numbers, sizes, planting plans & provenance, whilst all other features (including nesting and roosting sites) will provide full specifications, including plan and elevation views. Work shall be undertaken in accordance with the approved scheme in the first season after approval of the condition details and thereafter retained for the life of the development.

Reason: To enhance and protect the biodiversity value of the land in accordance with Policy 26 of the Local Plan 2018.

5) Prior to the commencement of the development, a detailed scheme of the phasing of the construction works of both the ecological reserve and the main development site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall ensure that the delivery of the ecological reserve shall commence simultaneously as the main development site. The development shall be built in accordance with the approved phasing for both the main development site and the ecological reserve.

Reason: To ensure the development provides no net loss of biodiversity and the proposed mitigation and in accordance with policy 26 of the Sutton Local Plan 2018.

6) Prior to the commencement of the development a construction environmental management plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority. The CEMP shall be in accordance with BS42020:2013 and include the following:

- a. Risk assessment of potentially damaging construction activities
- b. Identification of 'biodiversity protection zones'
- c. Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements)
- d. The location and timing of sensitive works
- e. The times during construction when a specialist ecologist need to be present on site to oversee works
- f. Responsible persons and lines of communication
- g. The role and responsibilities of the on-site ecological clerk of works (ECoW) or similarly competent person

h. Use of protective fences, exclusion barriers and warning signs.

All works carried out during the construction period shall be undertaken in accordance with the approved CEMP.

Reason: To enhance and protect the biodiversity value of the land in accordance with Policy 26 of the Local Plan 2018.

7) Prior to the occupation of the development hereby permitted, a detailed lighting scheme shall be submitted to and agreed in writing by the local planning authority. The lighting scheme will provide sufficient information on the limitation of light pollution to the designated site for nature conservation, especially to the west and south of the site. Lux levels from all light sources are to be no more than 0.2lux on the western boundary of the site and no more than 0.2 lux within 5m of the southern boundary of the site.

Lighting details will provide:

- a. information on the location, design, height, orientation, baffles / shading, of lighting columns
 - b. The luminance and intensity of any other internal lighting that would be visible externally (all residual light spill from buildings, skylights, security lights etc).
 - c. isolux contour maps at 1m intervals extending for at least 20m into the adjacent Site of Metropolitan Importance for Nature Conservation, showing the effects of pre and post mitigation light spill.
 - d. The hours of use of any lighting that would be visible outside the site
- The lighting scheme shall be implemented in accordance with the approved details and thereafter retained throughout the period of operation of the development.

Reason: To protect existing and proposed biodiversity of adjacent protected land in accordance with Policy 26 of the Local Plan 2018.

8) No raw materials, finished or unfinished products or parts, packing, waste, refuse, plant, machinery or vehicles shall be stacked, stored or otherwise placed on the created habitats for any period of time over the lifetime of the development.

Reason: To protect created biodiversity and habitats from disturbance and destruction during the operational process of the development in accordance with Policy 26 of the Local Plan 2018.

9) No development shall begin, including demolition and site clearance works, until a Construction Logistics Plan (CLP) and Construction Management Plan (CMP), to include details of: (a) loading and unloading of plant and materials; (b) storage of plant and materials; (c) programme of works (including measures for traffic management); (d) provision of boundary hoarding, behind any visibility zones of construction traffic routing; (e) hours of operation; (f) and means to prevent deposition of mud on the

highway have been submitted to and approved in writing by, the Local Planning Authority. The development shall be constructed in accordance with the approved statement.

Reason: To ensure that the proposed development does not interfere with the free flow of traffic and conditions of safety on the public highway, and to ensure the development process does not have a significant adverse impact on the amenities of nearby residential properties. In accordance with policies 34, 35 and 36 of the Sutton Local Plan 2018.

10) No development shall begin, including demolition and site clearance works, until a Construction Logistics Plan (CLP) and Construction Management Plan (CMP), to include details of: (a) hours of operation; (b) means to control dust and emissions to air; (c) means to control noise and vibration, (d) the details of a construction liaison officer has been submitted to, and approved in writing by, the Local Planning Authority. The development shall be constructed in accordance with the approved statement.

Reason: To ensure that the proposed development does not have a significant adverse impact on the amenities of nearby residential properties and to minimise the impacts on local air quality. In accordance with policies 34, 35 and 36 of the Sutton Local Plan 2018.

11) Prior to the occupation of the development hereby approved, a full Delivery and Servicing Plan (DSP) shall be submitted to, and approved in writing by, the Local Planning Authority. The Delivery and Servicing Plan shall include details of the HGV haulage routing to and from the site which shall be along Coomber Way and Ampere Way and shall also include details of how future occupiers of the proposed development shall be informed of this HGV haulage route. The approved details shall be implemented and permanently retained thereafter.

Reason: In the interest of road safety and to safeguard the amenity of nearby residential properties in accordance with Policy 29 of the Sutton Local Plan 2018.

12) Prior to the occupation of the development, car parking provision for 186 spaces and 12 disability spaces shall be laid out in accordance with the approved drawing no. 31063-PL-201A. Further details in respect to provision of 36 electric vehicle charging points (both active and passive) shall be submitted to and approved in writing by the Local Planning Authority and the approved details shall be implemented prior to occupation and retained thereafter for the life of the development. The 36 electric vehicle charging points shall be included within the total of 186 car parking spaces.

Reason: To ensure sufficient car parking provision is provided in accordance with Policy 37 of the Sutton Local Plan 2018 and Policy 6.13 of the London Plan.

13) Prior to the occupation of the development hereby permitted, details of petrol and oil interceptors which are to be fitted in all car parking, washing and repair facilities and areas shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to the occupation of the development and shall be maintained and retained for the life of the development.

Reason: To prevent oil-polluted discharges entering local watercourse, in accordance with policy 34 of the Sutton Local Plan 2018.

14) Prior to the occupation of the development, details of the cycle storage shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to the occupation of the development and shall be retained thereafter for the life of the development.

Reason: To ensure sufficient cycle parking provision is provided in accordance with Policy 37 of the Sutton Local Plan 2018.

15) Prior to the commencement of works to the proposed access road, full details of the improvement works to be carried out on the service road which provides access to the development, shall be submitted to, and approved in writing by, the Local Planning Authority which demonstrate that the means of access shall be resurfaced and made suitable for regular use by vehicles and pedestrians. The improvement works to this access road shall be implemented prior to the first occupation of the development hereby approved, and this access road shall thereafter be permanently maintained as such.

Reason: In the interests of vehicle and pedestrian safety, and in accordance with Policy 36 of the Sutton Local Plan 2018.

16) Prior to the occupation of the development hereby approved, all redundant accesses and crossovers shall be reinstated and returned to a raised kerb, in a manner to be agreed in writing by the Local Planning Authority.

Reason: In the interests of pedestrian and vehicle safety and in accordance with policies 35 and 36 of the Sutton Local Plan 2018.

17) All tree(s) on and adjacent to the site shown to be retained shall be protected in accordance with the Arboricultural information submitted with the Application (Arboricultural Method Statement and Tree Protection Plan) and follow recommendations in British Standard BS 5837: Trees in Relation to Design, Demolition

and Construction - Recommendations (2012). There will be no materials stored within Construction Exclusion Zone (CEZ), and the Tree Protection Fencing (TPF) and other measures shall only be removed on completion of development. On completion of development, the applicant (their heirs or successors in title) shall submit photographic evidence of compliance with BS5837:2012.

Reason: To ensure tree(s) significant in terms of their provision of local amenity are protected from construction damage, in accordance with best practice and Policy 28 of the Sutton Local Plan 2018.

18) Prior to the occupation of the development, full details of hard and soft landscaping shall be submitted to and approved in writing by the Local Planning Authority. All hard and soft landscaping and tree planting shall be carried out in accordance with the approved details and to a reasonable standard in accordance with the relevant recommendations of appropriate British Standards (in particular, BS 3882: Specifications for Topsoil, Recommendations (2015) and BS 8545: Trees from Nursery to Independence in the Landscape, Recommendations (2014) or other recognised codes of good practice). The works shall be carried out prior to the occupation of any part or relevant phase of the development or in accordance with the timetable agreed with the Local Planning Authority. Any tree(s) or plants that (within a period of five years after planting) are removed, die, or (in the opinion of the Local Planning Authority) are damaged or defective shall be replaced as soon as is reasonably practicable with others of a similar size/species/number as originally approved, unless the Local Planning Authority gives its consent to any variation.

Reason: To ensure the provision, establishment and maintenance of a reasonable standard of landscape in accordance with the approved designs in accordance with Policy 28 of the Sutton Local Plan 2018.

19) Prior to the occupation of the development hereby approved, a final Work Place Travel plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include details of security and surveillance for the cycle storage, quantity of showers and lockers and provision of drying rooms for cyclists.

Reason: To encourage non-car modes of transport in accordance with Policy 37 of the Sutton Local Plan 2018.

20) Prior to the commencement of the development, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken shall be submitted to and approved in writing by the Local Planning Authority. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the approved remediation

strategy in are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action shall be submitted and approved in writing by the Local Planning Authority. Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented in accordance with the approved details.

Reason: For the protection of Controlled Waters. The site is located over a Secondary Aquifer and it is has been demonstrated that the site is affected by historic contamination in accordance with Policy 34 of the Sutton Local Plan 2018.

21) If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved, verified and reported to the satisfaction of the Local Planning Authority.

Reason: There is always the potential for unexpected contamination to be identified during development groundworks, in accordance with Policy 34 of the Sutton Local Plan 2018.

22) Prior to occupation of the development, a verification report demonstrating the completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, if appropriate, and for the reporting of this to the Local Planning Authority. Any long-term monitoring and maintenance plan shall be implemented as approved.

Reason: Should remediation be deemed necessary, the applicant should demonstrate that any remedial measures have been undertaken as agreed and the environmental risks have been satisfactorily managed so that the site is deemed suitable for use in accordance with Policy 34 of the Sutton Local Plan 2018.

23) Whilst the principles and installation of sustainable drainage schemes are to be encouraged, no drainage systems for the infiltration of surface water drainage into the ground are permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been

demonstrated that there is no resultant unacceptable risk to Controlled Waters. The development shall be carried out in accordance with the approval details.

Reason: Infiltrating water has the potential to cause remobilisation of contaminants present in shallow soil/made ground which could ultimately cause pollution of groundwater in accordance with Policy 34 of the Sutton Local Plan 2018.

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

Reason: The developer should be aware of the potential risks associated with the use of piling where contamination is an issue. Piling or other penetrative methods of foundation design on contaminated sites can potentially result in unacceptable risks to underlying groundwaters. It is recommended that where soil contamination is present, a risk assessment is carried out in accordance with our guidance 'Piling into Contaminated Sites'. No piling activities will be permitted on parts of the site where an unacceptable risk is posed to Controlled Waters in accordance with Policy 34 of the Sutton Local Plan 2018.

25) Prior to the commencement of the development, details demonstrating that access for fire appliances as required by Part B5 of the Current Building Regulations Approved Documents and that adequate water supplies for firefighting purposes will be provided shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented on site prior to occupation and shall be retained for the lifetime of the development.

Reason: To ensure that emergency vehicles can access the site and that adequate water supplies will be provided in the case of a fire in accordance with Policy 36 of the Sutton Local Plan 2018.

26) No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works.

B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

Reason: To ensure the protection of items of archaeological interest in accordance with paragraph 199 of the NPPF and Policy 30 of the Sutton Local Plan 2018.

27) Prior to occupation of any unit for B2 use, further information on the specific noise impacts from any associated plant, equipment or industrial activities shall be submitted to the local planning authority and approved in writing.

Reason: In accordance with Policy 34 of Local Plan and to safeguard the amenity of neighbouring residential occupiers in accordance with Policy 29 of the Sutton Local Plan 2018.

28) No development shall take place until the site has been registered on the NRMM database (www.nrmm.london) and the details of any non-road mobile machinery to be used on site during the construction of the development with net power between 37kW and 560kW have been provided to demonstrate compliance with the standards of the Low Emission Zone for NRMM.

Reason: To safeguard the amenity of surrounding occupiers during the construction phase and in accordance with Policies 29 and 34 of the Sutton Local Plan 2018.

29) Any works during the demolition / construction phase that generate noise beyond the site boundary shall be only carried out between the hours of 08.00 and 18.00 Mondays to Fridays and between 08.00 and 13.00 on Saturdays and at no time whatsoever on Bank Holidays and Sundays.

Reason: To safeguard the amenity of surrounding occupiers during the construction phase and in accordance with Policies 29 and 34 of Local Plan 2018.

30) Prior to the occupation of the individual units, details of any fixed plant items to be fixed externally to the units shall be submitted to and approved in writing by the Local Planning Authority. Should the fixed plant items emit noise then details of the levels of noise produced and an assessment on their impact on the nearest neighbouring residential units shall be included within the submitted information. Should the fixed plant include flues or chimneys involving the emission of gases, fumes or odours, then details of the fans, filters, odour abatement and other mitigation measures shall be included within the submitted information. The approved details

shall be implemented on site prior to the occupation of the unit and shall be retained and maintained thereafter.

Reason: To ensure the development is in accordance with policies 29 and 34 of the Sutton Local Plan 2018.

31) Prior to the commencement of works above slab level, a BREEAM New Construction 2018 Interim (Design Stage) Certificate, issued by the Building Research Establishment (BRE) or equivalent authorizing body, must be submitted to the Local Planning Authority and approved in writing to show that a 'Very Good' rating will be achieved, with BREEAM 'Excellent' mandatory credits achieved for criteria Ene 01 and Wat 01 relating to 'Reduction of energy use and carbon emissions' and 'Water consumption' respectively.

Reason: To comply with the requirements of policy 31 of the Sutton Local Plan 2018.

32) Within 6 months of first occupation of the development, a BREEAM New Construction 2018 Final (Post-Construction) Certificate, issued by the BRE or equivalent authorizing body, must be submitted to the Local Planning Authority and approved in writing to demonstrate that the approved BREEAM rating and mandatory credit scores have been achieved. All the measures integrated shall be retained for as long as the development is in existence.

Reason: To comply with the requirements of policy 31 of the Sutton Local Plan 2018.

33) Prior to first occupation, documentary evidence including 'as-built' BRUKL outputs prepared under the Simplified Building Energy Model (SBEM), shall be submitted to the Local Planning Authority and approved in writing to demonstrate that the development has been carried out in accordance with the approved Sustainable Design and Energy Statement (Turley Sustainability, October 2018) (PROZ3012) to secure at least a 46% reduction in CO2 emissions below the target emission rate (TER) based on Part L2A of the 2013 Building Regulations and achieve at least a 16% reduction in total emissions (regulated and unregulated) through on-site renewable energy generation. If the development is unable to meet the required reduction in CO2 emissions through the approved energy strategy, then any shortfall shall be made up through the application of further sustainability measures unless otherwise approved by the Local Planning Authority in writing"

Reason: To comply with London Plan Policy 5.7 and policy 31 of the Local Plan 2018.

34) There shall be no retail sales from the development hereby approved with the exception of a trade counter, which shall be the subject of a detailed scheme to be submitted to and approved in writing by the local planning authority.

Reason: To ensure the development approved retains its business use in accordance with Policies 14 and 15 of the Sutton Local Plan 2018.

35) Prior to the commencement of the development hereby approved, drawings showing the existing and proposed land levels of the site shall be submitted to and approved in writing by the Local Planning Authority. The approved land levels shall be implemented on site and retained thereafter.

Reason: To ensure that the development does not result in significant retrograding of land levels to the detriment of the adjacent SINC in accordance with Policy 26 of the Sutton Local Plan 2018.

36) Prior to the occupation of the individual units a waste and refuse strategy shall be submitted to and approved in writing by the Local Planning Authority for each unit. The approved waste and refuse strategy shall be implemented on site and retained thereafter.

Reason: To ensure that the site has an adequate waste and refuse strategy to ensure litter and waste does not harm the amenity of the surrounding area or the neighbouring SINC in accordance with Policy 26 of the Sutton Local Plan 2018.

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) The submitted application complied with the relevant planning policies and Sutton Council has accordingly granted planning permission.

(3) Should you require details of the consideration of the application that has led to this decision, the file may be inspected under the provisions of the Local Government (Access to Information) Act 1985. An appointment can be made for this purpose by telephoning 020 8770-5070.