

PLANNING APPLICATIONS COMMITTEE 20 APRIL 2017

<u>APPLICATION NO.</u>	<u>DATE VALID</u>
17/P0438	30/01/2017
Address/Site	12 Waterside Way, Tooting, SW17 0HB
Ward	Wimbledon Park
Proposal:	ERECTION OF A CONCRETE BATCHING PLANT WITH ASSOCIATED STOCK BAYS, BATCH CONTROL CABIN, CAR & CYCLE PARKING AND ANCILLARY STRUCTURES
Drawing Nos	2712/10 Rev E, 2712/11 Rev E and 2712/12 Rev E.
Contact Officer:	Tim Lipscomb (0208 545 3496)

RECOMMENDATION

Grant planning permission subject to conditions.

CHECKLIST INFORMATION

- S106: Not required.
- Is a Screening Opinion required: No
- Is an Environmental Statement required: No
- Has an Environmental Statement been submitted: No
- Press notice: No
- Site notice: No
- Design Review Panel consulted: No
- Number of neighbours consulted: 15
- External consultations: Yes (Environment Agency)
- Controlled Parking Zone: No
- PTAL: 1b (poor)
- Flood Zone: Flood Zone 3a (high probability)
- Conservation Area: No
- Listed Building: No
- Protected trees: No

1. **INTRODUCTION**

- 1.1 This application is being brought to the Planning Applications Committee for determination due to the number of objections received. In addition, the application has been brought before the Committee at the request of Councillor Latif.

2. **SITE AND SURROUNDINGS**

- 2.1 The site comprises a plot of 0.2ha within an existing industrial area. The site is located towards the eastern end of the industrial area to the southern side of Waterside Way. The site is operated by Cappagh Public Works Ltd.
- 2.2 The site is currently laid to hardstanding. The site is currently being used for storage of materials, parking and storage of machinery, including storage of a cement silo which has previously been used temporarily on site.
- 2.3 The site is enclosed by metal palisade security fencing.
- 2.4 There are two double width vehicular accesses leading on to Waterside Way from the site.
- 2.5 The southern boundary of the site is demarcated by a line of mature trees with a railway line beyond. There is an electricity pylon to the immediate southeast of the site.
- 2.6 To the immediate west of the site is a part three storey, part two storey office building which is operated by Cappagh also but does not form part of the site area (Cappagh Head Office). Beyond this, to the west, is a plot accommodating 'Richard Wolf Uk Ltd', a medical supplies company. Beyond Richard Wold UK Ltd is 'Abel & Cole', an organic food supplier accommodated within a warehouse with offices at first floor level.
- 2.7 Opposite the site is another industrial plot, operated by Cappagh also. Further to the west, on the north-eastern side of Waterside Way is 'Waterside Way Garage', a bus depot managed by 'Go Ahead London'.
- 2.8 To the immediate east is 'Prentice Glass Ltd' a glass merchants and glazing contractors company based in the end plot of the industrial estate, contained with a warehouse building. Premier Scaffolding Specialists Ltd is also located to the eastern end of the industrial estate.

- 2.9 The application relates to the eastern part of the plot only, with the existing part three storey, part two storey building not forming part of the area to be developed.
- 2.10 The closest residential properties are located at Caxton Road, approximately 125m from the site, to the southwest, beyond the River Wandle and the railway line. There are also residential dwellings at Chaucer Way, approximately 165m away from the site, to the southeast. To the west, are residential properties at Havelock Road, approximately 145m from the site. Garfield Primary School is located approximately 160m from the application site, to the south.
- 2.11 The site is subject to the following planning constraints:
- Archaeological Priority Zone
 - Strategic Industrial Location
 - Flood Zone 3A
 - Wandle Valley 400 buffer zone

To the immediate west and south of the site is:

- Green chain
- Metropolitan Open Land
- Wandle Valley Regional Park
- Site of Importance for Nature Conservation (SINC)

3. **CURRENT PROPOSAL**

- 3.1 The proposal is for the erection of a concrete mixing batch with associated stock bays, batch control cabin, car and cycle parking, and ancillary structures.
- 3.2 The machinery would be located along the southern part of the site. There would be a ground feed hopper, aggregate feed conveyor (15.1m in height), wedge pit, water tanks, mixer house and loading point (16.2m in height), batch control cabin (3.8m in height with a GIA of 26sqm) and covered overhead storage bins (17.1m in height) and three integral cement silos.
- 3.3 Four bulk material bays would be located to the northern part of the site. Three car parking spaces, two motorcycle parking spaces and 4 covered cycle parking spaces are proposed.
- 3.4 The existing vehicular access to the east would be widened from 5m to 7m. New sliding gates would be provided to both accesses.

- 3.5 Four new floodlights would be installed, rather than using the existing lights on the southern boundary. These lights would be directed to the north and east, fitted with LED or low pressure sodium bulbs and would be operational
- 3.6 The plant/site will be operated as follows:
- Aggregate will be delivered to the site by road and tipped into the ground level aggregate receiving hoppers.
 - Aggregate will then be transferred by covered conveyor to the overhead aggregate storage bins;
 - There will also be ground aggregate storage bays for any aggregate overflow;
 - Cement will be delivered by road to the site by cement tanker and discharged by a sealed pipe system under pressure into the cement silos;
 - Cement will be transferred from the cement silos into the batching plant by sealed pipes;
 - The mixing and loading of concrete is computer controlled and undertaken within the integral batching plant and controlled with the batching cabin;
 - Aggregate, cement and water are mixed within the plant mixer and then discharged into the waiting truck mixer within the mixer loading point beneath the batching plant.
- 3.7 Concrete would not be crushed on site.
- 3.8 The application sets out that the following HGV movements are anticipated:
- Aggregate in – 14 loads per day equating to 28 daily movements;
Cement in – 4 loads per day equating to 8 daily movements;
Concrete out – 25 loads per day equating to 50 daily movements.
- 3.9 The application states that 35% of the total amount of aggregate used in the concrete production at the site would be recycled material from Cappagh's recycling facility at Riverside Road (approximately 1 mile away).
- 3.10 The operating hours of the site would be 0700 to 1900 Monday to Friday, 0700 to 1300 Saturdays and No Sunday or Bank Holiday working.
- 3.11 The agent anticipates that the proposed concrete mixing bath would employ 5 drivers, 2 plant staff and 2 office staff. The office staff would

be based at the offices housed on the adjoining site.

4. **PLANNING HISTORY**

- 4.1 81/S/1991 – Outline – construction of an estate road. Refuse Permission 12/12/2000.
- 4.2 82/S/1234 – Formation of estate road and associated footpath to serve industrial/warehouse development on adjoining site with London Borough of Merton (land was under control of London Borough of Merton as from April 1994). Grant permission subject to conditions 21/12/2000.
- 4.3 82/S/1293 – Erection of industrial/warehouse units with ancillary office servicing and car parking areas (land now under the control of London Borough of Merton as from April 1994). Grant permission subject to conditions 20/12/2000.
- 4.4 91/P0602 – Outline application for use of land for storage or distribution purposes (Class B8) (Council application). Grant Section 316 permission 12/07/1991.
- 4.5 91/P0606 – Outline application for use of land for general industrial purposes (Class B2) (Council application). Grant Section 316 permission 12/07/1991.
- 4.6 93/P0296 – Erection of new building with associated car parking for B2 general industrial use as manufacturing of water treatment equipment water bottling and importation/exportation. Grant permission subject to conditions 28/07/1993.
- 4.7 93/P1480 – Erection of new building with associated car and cycle parking for B2 general industrial use as manufacturing of water treatment equipment, water bottling and importation/exportation (modification to planning permission 93/P0296 dated 28/07/93). Grant permission subject to conditions 04/02/1994.
- 4.8 94/P0828 – Erection of electrical sub-station and switch room. Grant permission subject to conditions. 04/11/1994.
- 4.9 02/P0515 – Application for a certificate of lawfulness for a first floor window at rear of unit. Issue Certificate of Lawfulness 18/06/2002.
- 4.10 04/P0826 – Alterations involving the formation of 4 new windows on the front elevation of the existing building in connection with the partial

conversion of the mezzanine storage area to provide ancillary office.
Grant permission subject to conditions 09/07/2004.

4.11 Other relevant history:

8 Waterside Way:

94/P0132 – Use of land for the open storage of building materials, storage of plant and equipment relating to the construction industry and the recycling of concrete by the use of a concrete recycling plant. Refused on 21/07/1994 for the following reason:

- “1. The proposed concrete crushing plant by reason of noise and dust, would be an unacceptable use for this very small site, detrimental to the amenities of the occupiers of nearby industrial units, to visitors to the adjacent cemetery and to the occupiers of nearby residential properties to the west of the River Wandle, contrary to policy EP2 and EP3 of the Unitary Development Plan Deposit Draft.”

5. **CONSULTATION**

5.1 Standard 21-day site notice procedure and individual letters to 15 neighbouring occupiers. 21 letters of representation has been received, including nearby businesses and residential properties, objecting on the following grounds:

- Noise and dust/air pollution – affecting residential properties, Garfield Primary School, offices nearby and nearby glass manufacturers.
- This type of development is not welcome in this location. There is no pre-established designation for this type of development.
- The area is already congested and polluted. There is no air monitoring in place and the application should not even be considered until pollution monitoring is put in place.
- Concern that road would not be kept clean and spillages/debris cleared.
- Increase in traffic flow and congestion.
- Displacement, additional on-street parking as site currently accommodates parked vehicles.
- Query whether the staff parking proposed would be sufficient.
- There is no pre-established designation for a concrete plant at this site and there is sufficient supply of ready-mix concrete currently. There is no need for the proposal.
- The site is not big enough to accommodate 5 truck-mixers,

tankers and general deliveries.

- Query where truck-mixers would be parked overnight.
- Query whether the number of truck-mixers would be limited by condition if permission granted.
- Query whether any permission would ensure 35% recycled aggregate, if not, there would be significantly more traffic movements.
- The starting time is too early, the finishing time is too late – causing increased and unreasonable distress and disruption to local residents.
- Adverse impact on wildlife and amenity of adjacent River Wandle corridor. A full assessment of the social impact of this increase in noise levels and usage of the nature park during the day should be required.
- The hours of operation are clearly unacceptable and should be more in line with normal business hours.
- The visual impact is unacceptable.
- Concern that residential properties in the area have not been notified, as they were for the waste incinerator proposal.
- Cappagh's Waterside Way plant is due to be closed as a result of Crossrail. Therefore the assertion that 35% of aggregate will be from local sources will be incorrect.
- The Hanson concrete plant already billows out cement dust not far away – we do not want another operator in the area.
- These operations should be rail-fed to minimise HGV movements.
- Concern that any hours of working condition would be breached.

5.2 Environment Agency:

Not yet received – to be addressed in Supplementary Agenda.

5.3 Flood Risk Officer:

Site is within Flood Zone 3A as shown on the Environment Agency flood risk maps. The proposed use is classified as being 'less vulnerable' use class as per the NPPF definitions. Topographic levels on the site vary between 10.2m and 10.6m AOD and it is relatively flat.

The existing site is 100% impermeable. It is unknown if the existing site is served by positive drainage, although it is assumed that the site drains to the sewer in Waterside Way. In the post development scenario, the site will remain 100% hardstanding.

Some flood defences are present offering a level of protection to the

site, thought to be in order a 1 in 50 year standard of protection but the site it is still at risk from events greater than this magnitude. Flood depths across the site in the order of 0.2-0.6m for a 1-in-100 year storm event and 0.4-0.8m for a 1-in-1000 year flood event.

The Environment Agency take the lead on main river flood risk and they will need consulted as a statutory body. The Environment Agency will need to be satisfied with regards to river flood risk, climate changes allowances and whether the proposal has the ability to increase offsite flood risk, including floodplain compensation measures.

The EA's flood mapping shows the majority of the application site to have a 'low' susceptibility of surface water flooding, considered to have between a 1-in-100 and 1-in-1000 annual probability of flooding. The EA maps also show that flood depths are expected to be between 0.3m and 0.9m deep and flow velocities less than 0.25m/s.

The operation of the concrete batching plant facility requires the use of significant volumes of water for various uses. It is proposed to reuse all surface water runoff from within the application site as part of the on-site operational processes. A 45m³ above ground recycled water tank would be used and it is anticipated that all rainwater collected within this tank would be reused daily on-site. To ensure operation on-site is able to continue unaffected during periods of dry weather, a back-up fresh water tank, supplied by Thames Water mains water, is also proposed as part of the proposed development.

The recycled water tank, wedge and sump pit and hopper pit will provide a total volume of 281m³ available storage for surface water runoff on Site. This is greater than the 136m³ total volume of rainfall to be accommodated within the Site for the 1-in-100 year 6 hour storm, including allowances for climate change over the lifetime of the development.

The design life of the development is considered to be 25 years. Buildings proposed as part of the new development in relation to operation of the concrete batching facility would be designed to be floodable. The FRA states that 'although operation of the application site would need to cease during a flood event, it is not anticipated that ingress/ egress of flooding water to these parts of the application site would have any significant long term detrimental impacts on the operation of the application site'.

We would expect further detail on the measures to address water quality and pollution control to be submitted to the satisfaction of the

Environment Agency and of our Environmental Health department.

Non-Standard Condition: No development approved by this permission shall be commenced until a detailed scheme for the provision of surface and foul water drainage has been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority and in consultation with Thames Water. The drainage scheme will dispose of surface water by means of a sustainable drainage system (SuDS) in accordance with drainage hierarchy contained within the London Plan Policy (5.12, 5.13 and SPG) and the advice contained within the National SuDS Standards. Where a sustainable drainage scheme is to be provided, the submitted details shall:

- i. Provide information about the design storm period and intensity and the method employed to attenuate flows to sewer or main river. Appropriate measures must be taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. Include a timetable for its implementation;
- iii. Provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption and any other arrangements to secure the operation of the scheme throughout its lifetime;

Reason: To reduce the risk of surface and foul water flooding to the proposed development and future users, and ensure surface water and foul flood risk does not increase offsite in accordance with Merton's policies CS16, DMF2 and the London Plan policy 5.13.

Non-Standard Condition: The development hereby permitted shall not be occupied until such time as a Flood Warning and Evacuation plan and procedure is implemented and agreed in writing to the satisfaction of the Local Planning Authority. The Flood Warning and Evacuation Plan shall be implemented in accordance with the submitted Flood Risk Assessment document included and the procedures contained within the plan shall be reviewed annually for the lifetime of the development. Consultation of the plan shall take place with the Local Planning Authority and Emergency Services.

Reason: To reduce the risk of flooding to the proposed

development and future users in accordance with Merton's CS16 and policy DM F1 and the London Plan policy 5.12.

Informative:

No surface water runoff should discharge onto the public highway including the public footway or highway. When it is proposed to connect to a public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required (contact no. 0845 850 2777).

5.3 Transport Planning:

The PTAL is 1b (poor) with bus available as the only public transport mode available within the PTAL calculation area. The development is not located in a controlled parking zone nor is there one likely to be in place by the time the development is occupied.

This development proposes four secure covered cycle parking stands which is in line with London plan minimum levels and is welcomed. Three on site car parking spaces have been provided it is thought that this provision in off street parking will not generate a significant level of over spill parking.

Trip generation by the proposal will be a significant decrease in trip generation the present site produces 238 vehicle movements, of which 182 are HGVs, currently the site has an office and repair use associated with it. The proposed batching plan will generate 96 total vehicle movements a day of those 86 are HGVs. The reduction in movements reduces vehicular movements at the junction of Watermill Way and Plough lane by 3%.

The TA states that there may be further reductions in HGV movements on the surrounding highway network given linked trip between the two sites (the owner has another site nearby). This may be true however for the purpose of this assessment a worst case scenario has been assumed which is the uplift in movements between those associated with the current use that those associated with the proposed batching plan.

It is thought that the circulation of the site is suitable to accommodate vehicles, it's unlikely that all associated vehicles will be on site during the course of the day, at the start and finish of the day multiple vehicles may be stored on site, which currently happens, the

management of these vehicles during this time can be dealt with by the operators of the site.

The proposal is likely to significantly improve the performance and safety of the immediately surrounding highway network, as such a recommendation for approval is supported.

5.3 Highways:

Highways comments are H9, H10, H12, H13, INF9 and INF12

We do not have any objections to the proposal.

5.4 Crossrail

Transport for London administers the Crossrail 2 Safeguarding Direction made by the Secretary of State for Transport on 24 March 2015.

I confirm that this application relates to land within the limits of land subject to consultation by the Crossrail 2 Safeguarding Direction. If the Council, in its capacity as Local Planning Authority, is minded to grant planning permission, please apply the following conditions on the Notice of Permission:

C1 None of the development hereby permitted shall be commenced until detailed design and construction method statements for all the ground floor structures, foundations and basements and for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the Local Planning Authority which:

(i) Accommodate the proposed location of the Crossrail 2 structures including tunnels, shafts and temporary works.

The development shall be carried out in all respects in accordance with the approved design and method statements. All structures and works comprised within the development hereby permitted which are required by paragraphs C1(i) of this condition shall be completed, in their entirety, before any part of the building(s) is/are occupied.

Informative:

Transport for London is prepared to provide information about the proposed location of the Crossrail 2 tunnels and structures.

It will supply guidelines about the design and location of third party structures in relation to the proposed tunnels, ground movement arising from the construction and use of the tunnels. Applicants are encouraged to discuss these guidelines with the Crossrail 2 engineer in the course of preparing detailed design and method statements.

5.5 Sustainability:

There are a number of Merton Policies that do not apply to this application. The development does not include any office space or ancillary buildings that would be assessed under Part L of the building regulations or that would be suitable for assessment under BREEAM, and so for these reasons policy CS15.f. is not applicable. The applicant has not included a section on sustainability in their design and access statement, and whilst a number of the boroughs sustainability policies are not applicable the applicant may wish to add a small paragraph relating to sustainability to their design and access statement in order to highlight how elements of the developments design have taken account of the boroughs sustainability policies (e.g. the specification of LED lighting etc.), however this would simply be for clarity and to help counter act opposition to the application grounds on the basis of pollution.

5.6 Environmental Health:

Further to your consultation in relation to the above planning application. Should you be minded to approve the application I would recommend the following conditions:

- Noise levels, (expressed as the equivalent continuous sound level) LAeq (10 minutes), from any plant/machinery associated with premises shall not exceed LA90-10dB at the boundary with the closest residential property.
- Prior to the commencement for the use of the site, an application shall be 'duly made' for a Permit to meet the requirements of the Pollution Prevention and Control Act 1999 and associated Regulations.

With regards to dust, the legislation to control this is the Pollution Prevention and Control Act 1999 and associated accompanying Regulations. Specifically unloading of bulk cement into storage and cement batching is regulated under this legislation, the aim of this legislation is the control of emissions to air, i.e. dust. The site will require a formal Permit containing conditions regarding dust emissions thus the negating reason to duplicate dust control planning conditions.

Aggregates are delivered to site for use in their individual product size, they are not crushed on site.

As far as I am aware this location already has heavy vehicle plant movements.

Suggest vehicle movements should be restricted to 7am-7pm Monday-Friday and 8am-1pm on Saturdays.

5.7 Biodiversity Officer:

The Site:

The site is designated within the WVRP_Buffer_400m - Brangwyn Crescent and Green chain (ID 7) runs through the site and the southern boundary of the site is designated as SINC - Wandle Trail Nature Park and Lower River Wandle with Wandle Valley MOL adjacent to the southern boundary.

GiGL data shows bats, mice, birds, foxes and a number of notable aquatic/wetland plant species within a 2km radius of the site.

Preliminary Ecological Appraisal:

The applicant has submitted a Preliminary Ecological Appraisal January 2017 and the site survey was carried out on site survey 6 December 2016.

The methodology, findings and recommendations of the submitted Preliminary Ecological Appraisal are considered acceptable.

Key report recommendations:

As confirmed in the report it is considered that the boundary tree line running along the Wandle river corridor is likely to act as a commuting or foraging corridor for bats. This report also confirms that several trees in the boundary tree line would be considered to support features of low value for roosting bats. No further survey are therefore recommended, however if any trees are subject to direct disturbance a precautionary approach should be taken, with works overseen by a licenced bat ecologist.

Potential nesting value was noted associated with the boundary tree line.

Should any vegetation clearance be required it should be timed to fall outside of the nesting bird season, taken to conservatively run March and September, unless an ecologist confirms the absence of nesting birds. Please see proposed condition 3 below.

Records for key species of conservation concern were found for the local area however. No further surveys are recommended for these species', however proposals should consider their presence in the local area and provide appropriate enhancement measures.

Value for other key protected species such as reptiles, great crested newt, badger, dormouse, water vole and otter was deemed negligible given the location of the site, and nature of the existing habitats.

Recommended that the provision of an improved lighting regime along boundary vegetation – existing lighting (which uses high pressure sodium bulbs) be replaced by LED or low pressure sodium bulbs; these bulbs have reduced levels of light in the UV, and narrower light bandwidth ranges resulting in reduced attractiveness to invertebrates, when compared with other widely used bulbs. The former floodlights columns, located on the boundary itself, will stay in place however will not be used. New units will be located on the plant structure, away from the boundary. The lighting units will be directional, facing away from the boundary vegetation towards the entrance and exit gates, ensuring a dark corridor is maintained outside of operational hours, which will be 0700 – 1900; no lighting should be on outside of these hours; and

The design and access statement page 11 states the following re lighting proposed:

The application proposes to install 4no. flood lights some 10m away from the boundary, towards the centre of the site, attached to the new plant itself. The lights would be directed towards the north and east, fitted with LED or low pressure sodium bulbs and will only be used within the operational hours of the plant (07:00 – 19:00). The proposed lighting is considered appropriate to ensure safe operation of the plant, whilst not creating conflict or light pollution in respect of the Green Corridor and SINC designation of the land to the south, as confirmed within the Ecology Appraisal.

I also note that the report notes that enhancements could be achieved through the provision of bird and bat boxes in the tree line. However the applicant has not provided details of bird and bat boxes. Policy CS13 (g Nature Conservation) of the Core Strategy instructs Council to "Require, where appropriate, development to integrate new or

enhanced habitat or design and landscaping which encourages biodiversity ..". In this case it is considered that there is an opportunity to enhance the biodiversity value of the site through the provision of bird and bat boxes in the tree line adjacent to the River Wandle. As such I advise that the planner request the applicant submit details of bird and bat boxes to be provided as noted in the submitted report.

At this stage should you be minded to approve this application, in accordance with the recommendations section of the report I propose the following conditions:

A suitably worded condition requiring the applicant to submit a construction and environmental management plan detailing dust and pollutant spillage controls. The management plan should demonstrate that dust associated with the processing site is minimised to mitigate any potential impacts upon the Wandle River Corridor. This is required to ensure that no net increase in air or liquid/waterborne pollutants from the site, such as oil spillage are generated and to ensure the protection of the ecological integrity of the adjacent Wandle River corridor.

A suitably worded condition requiring the applicant to protect trees on site in accordance with standard BS5837: 2012 – Trees in relation to design, demolition and construction-Recommendations. This will ensure that trees on site are suitably protected during the construction and operational phase of development on site.

A suitably worded condition instructing the applicant that should any trees located along the tree boundary require removal a precautionary approach and any works must be overseen by a licenced bat ecologist.

A suitably worded condition instructing the applicant that the removal of any vegetation with the potential to support breeding birds should be carried out between the months of September to February inclusive. Should any vegetation clearance be undertaken during the breeding season the applicant must appoint a suitably qualified ecologist to undertake a nest survey and submit a report to the Local Planning Authority for approval prior to works being undertaken. This report shall list the nests and proposed mitigation measures to ensure the proposed works do not adversely affect birds nesting on site. This is to ensure there are no adverse effects on bird nesting on site during the breeding season and to ensure compliance with bird breeding protection rights under the Wildlife and Countryside

Act 1981.

6. **POLICY CONTEXT**

6.1 The following policies are relevant to this proposal:

Sites and Policies Plan and Policies Map (July 2014)

DM E1	Employment Areas in Merton
DM O2	Nature Conservation, Trees, hedges and landscape features
DM D2	Design considerations in all developments
DM EP2	Reducing and mitigating noise
DM EP4	Pollutants
DM F1	Support for flood risk management
DM F2	Sustainable urban drainage systems (SuDS) and; Wastewater and Water Infrastructure
DM T1	Support for sustainable transport and active travel
DM T2	Transport impacts of development
DM T3	Car parking and servicing standards
DM T5	Access to the Road Network

LDF Core Planning Strategy (July 2011)

CS12	Economic Development
CS13	Open space, nature conservation, leisure and culture
CS14	Design
CS15	Climate Change
CS16	Flood Risk Management
CS17	Waste Management
CS18	Active Transport
CS20	Parking, Servicing and Delivery

London Plan (2015) policies (as amended by Minor Alterations to the London Plan March 2016):

2.17	Strategic Industrial Locations
5.1	Developing London's Economy
4.4	Managing Industrial Land and Premises
5.1	Climate change mitigation
5.2	Minimising carbon dioxide emissions
5.3	Sustainable design and construction
5.12	Flood Risk Management
5.13	Sustainable drainage
6.3	Assessing effects of development on transport capacity
6.9	Cycling
6.10	Walking
6.13	Parking
7.2	An inclusive environment

- 7.4 Local character
- 7.6 Architecture
- 7.14 Improving air quality
- 7.15 Reducing and Managing Noise, Improving and Enhancing the Acoustic Environment and Promoting Appropriate Soundscapes
- 7.19 Biodiversity and access to nature
- 7.21 Trees and woodlands

Other guidance:

National Planning Policy Framework (2012)
 National Planning Policy Guidance (2014)
 Process Guidance Note 3/01(12) - Statutory guidance for blending, packing, loading, unloading and use of cement – DEFRA 2012

7. PLANNING CONSIDERATIONS

- 7.1 Principle of the Proposed Development
- 7.2 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.
- 7.3 The site is located within a Strategic Industrial Location wherein Policy DM E1 supports redevelopment of vacant or underused existing employment land for employment uses (B Use Classes). The policy states that all proposals for developments should:
 - i. Have layout, access, parking, landscaping and facilities that are secure and appropriate to the site and its surroundings;
 - ii. Not unacceptably affect the operation of neighbouring businesses; and
 - iii. Not adversely affect traffic movement, road safety or local amenity.
- 7.4 The principle of development is acceptable, having regard to the above policy and other policies of the Development Plan.
- 7.5 As the site is within a Strategic Industrial Location there is no requirement to justify the proposal by demonstrating a 'need' for the proposed concrete mixing batch. Therefore, it would not be

appropriate to refuse permission on the basis of lack of need for a concrete mixing batch, as this is not a requirement of the policy.

7.6 Compliance with Policy DM E1

7.7 The existing use of the site is for B2 and B8 uses. The proposed use as a concrete mixing batch would be a B2 use and as such there is no material change of use. The operational development would, however, require planning permission.

7.8 The plans show a layout, access, parking and facilities that are secure and appropriate to the site and surroundings. The equipment would be located to the southern and eastern peripheries of the site, against a backdrop of substantial trees and an electricity pylon.

7.9 Subject to overall traffic movements, which would result in a reduction over the existing situation, the proposed development would not have an unacceptable impact on the operation of neighbouring businesses or adversely affect traffic movement, road safety or local amenity.

7.10 Therefore, it is considered that the proposal would comply with the requirements of Policy DM E1.

7.11 Visual impact

7.12 The National Planning Policy Framework (NPPF) states that planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. The regional planning policy advice in relation to design is found in the London Plan (2015), in Policy 7.4 - Local Character and 7.6 - Architecture. These policies state 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.

7.13 Policy DMD2 seeks to ensure a high quality of design in all development, which relates positively and appropriately to the siting, rhythm, scale, density, proportions, height, materials and massing of surrounding buildings and existing street patterns, historic context, urban layout and landscape features of the surrounding area. Core Planning Policy CS14 supports this SPP Policy.

7.14 The proposed development would be viewed against a backdrop of trees, the majority of which appear to be over 15m in height, and a substantial electricity pylon. Having regard to the location within an established industrial area and the backdrop mentioned above, it is

considered that the proposed development would not appear out of context or harmful in its setting.

7.15 The proposed structures are indicated to be goose wing grey in colour and this is considered to be a suitable external finish.

7.16 No objection is raised in relation to the visual impact of the proposed development.

7.17 Neighbouring Amenity

7.18 Policy DM D2 seeks to ensure that development does not adversely impact on the amenity of nearby residential properties.

7.19 There is intervening woodland, a railway and the River Wandle between the site and the majority of neighbouring residential properties.

7.20 The closest residential properties are located at Caxton Road, approximately 125m from the site, to the southwest. There are also residential dwellings at Chaucer Way, approximately 145m away from the site, to the southeast. To the west, are residential properties at Havelock Road, approximately 145m from the site. Garfield Primary School is located approximately 160m from the application site, to the south. There is intervening woodland, a railway and the River Wandle between the site and the neighbouring residential properties (other than the properties at Havelock Road).

7.21 Noise impact

7.22 Noise pollution is identified in paragraph 109 of the NPPF as an environmental risk factor to both new and existing development. Paragraph 123 states that:

“Planning policies and decisions should aim to:

- avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development;*
- mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from noise from new development, including through the use of conditions;*
- recognise that development will often create some noise and existing businesses wanting to develop in continuance of their business should not have unreasonable restrictions put on them because of changes in nearby land uses since they were established; and*

- *identify and protect areas of tranquillity which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason.*

7.23 The Noise Policy Statement for England (NPSE – DEFRA 2010) has three aims in respect of environmental, neighbour and neighbourhood noise and its impact on health and quality of life:

- 1) Avoid significant adverse impacts;
- 2) Mitigate and minimise adverse impacts; and ,
- 3) Where possible, contribute to the improvement of health and quality of life through effective management and control of noise.

7.24 The Statement explains that the terms “significant adverse” and “adverse” are based on established concepts from toxicology that are being applied to noise impacts by the World Health Organisation. Lowest Observed Adverse Effect Level (LOAEL) is defined as the level of noise above which adverse effects on health and quality of life can be detected. The Statement extends this concept to create a Significant Observed Adverse Effect Level (SOAEL) which is the level of noise above which significant adverse effects on health and quality of life would occur.

7.25 Policy DM EP2 states that development proposals will be expected to meet the following criteria:

- i. Noise-generating developments should be appropriately located so as to minimise its impacts on noise sensitive land uses; and
- ii. Noise-sensitive developments should be located away from noise priority locations and noise generating land uses; and
- iii. Where relevant, the council will require the submission of a Noise Impact Assessment; and
- iv. That where applicable suitable mitigation measures will be sought by planning obligation or condition.

7.26 The application is accompanied by a Noise Assessment which concludes that the assessment against the World Health Organisation (WHO) guidelines indicates a “no observed effect level”. The BS4142 initial assessment would not indicate an adverse impact. Government policy is to avoid “significant” observed adverse effects/impacts and to mitigate and minimise “adverse” effects/impacts.

7.27 The Council’s Environmental Health Officer (EHO) has commented on the scheme and raises no objection in terms of noise generation. The EHO has recommended a condition to limit noise generation, when measured at the boundary of the nearest residential property. (The

nearest residential dwellings are approximately 125m away, with Garfield Primary School being approximately 160m away).

- 7.28 Subject to compliance with this noise limit condition, which the Council's Environmental Health Officer has recommended, it is considered that there would not be a materially harmful effect on residential properties or the nearby primary school.
- 7.29 A number of objections have raised concern regarding the impact on adjacent offices. However, it is important to note that these offices are within the Strategic Industrial Location and are ancillary to other industrial/commercial primary uses. Industrial type development is guided towards Strategic Industrial Locations as an appropriate use. Therefore, whilst there may be some transient disturbance to office workers when windows are open, this is not considered to warrant a reasonable reason for refusal for this suitable form of development in a Strategic Industrial Location.
- 7.30 It is of note that an application for a mobile concrete crushing unit on a nearby site in the Strategic Industrial Location was refused under application ref. 94/P0132. However, the current proposal is not comparable to this scheme as it does not involve the crushing of blocks of concrete, which is an inherently noisy and dust generating activity.
- 7.31 Air pollution
- 7.32 Policy DM EP4 states that to minimise pollutants, development:
- a) Should be designed to mitigate against its impact on air, land, light, noise and water both during the construction process and lifetime of the completed development.
 - b) Individually or cumulatively, should not result in an adverse impact against human or natural environment.
- 7.33 The site is within an area of poor air quality currently and the entirety of the borough is classified as an Air Quality Management Area.
- 7.34 The application is accompanied by an Air Quality Assessment which concludes that the proposal would reduce the number of vehicle movements, thus improving air quality. The Assessment goes on to conclude that dust emissions would be very low and unlikely to have a significant adverse impact on residential properties.
- 7.35 The proposed use as a concrete mixing batch would be required to obtain an Environmental Permit, which would require mitigation measures to ensure that there are no significant releases to air. This

Environmental Permit is specific to the unloading of bulk cement into storage and cement batching and, as such, relates specifically to this process/activity. The precise mitigation measures would be determined by the Environmental Permit. However, the applicant has outlined that all plant machinery would be electric, thus negating the need for any combustion plant. In addition, cement dust would be transferred into the batching plant by way of a sealed pipe, thus further minimising discharges to the air. Also, the applicant has confirmed that the site would be operated in accordance with the best practice measures as defined in the Defra publication: "Process Guidance Note 3/01 (12) – Statutory guidance for blending, packing, loading, unloading and use of cement" (2012). This document includes the following potential mitigation measures:

Table 5.1 - Summary of control techniques

Sources of dust	Control techniques
Loading and unloading processes <ul style="list-style-type: none">• transfer of aggregate to bins• transfer of dry batch to mixer• transfer of dry batch to lorry	Containment Suppression <ul style="list-style-type: none">• use of ring spray bars Reduced drop heights <ul style="list-style-type: none">• use of variable height conveyors• use of chutes Dust arrestment (loading area) <ul style="list-style-type: none">• bag filters• cartridge filters
Double handling transfer points	Site and process design
Delivery from road tanker to silo Overcharging of silos can cause the pressure relief valve to lift, thereby causing an unacceptable emission	Various techniques
Silos	Dust arrestment <ul style="list-style-type: none">• bag filters• cartridge filters
Aggregate stockpiles	Wind dynamics management <ul style="list-style-type: none">• use of fencing, bunding, profiling etc Reduced drop heights Suppression <ul style="list-style-type: none">• water and/or suppressants• well positioned spray guns• sufficient coverage by sprays Covering <ul style="list-style-type: none">• below ground or covered stock bins• dust covers• housing

Conveyors, conveyor transfer points	Containment <ul style="list-style-type: none"> • wind boards Reduced drop heights Appropriate siting away from site boundary especially if near residential or other sensitive receptors
Blending, packing processes etc.	Containment <ul style="list-style-type: none"> • bag filters / cartridge filters Reduced drop heights Dust arrestment
Roadways including haulage roads	Suppression <ul style="list-style-type: none"> • site and process design
External operations <ul style="list-style-type: none"> • conveyors • stockpiles • roadways 	Appropriate siting <ul style="list-style-type: none"> • away from site boundary especially if near residential or other sensitive receptors Wind dynamics management <ul style="list-style-type: none"> • use of fencing, bunding, profiling etc.
Vehicles - bodies and wheels	Wheel-wash and vehicle washing facilities Exhausts that do not point vertically down

7.36 Subject to mitigation measures which will be required to gain the Environmental Permit, it is considered that the impact on air quality would be acceptable.

7.37 Lighting

7.38 The separation distance to neighbouring properties is such that there would not be disturbance by way of lighting.

7.39 The impact of the lighting on the Wandle Valley Regional Park is addressed below in this report.

7.40 Any proposed external lighting should be shown on the plans and minimised where possible.

7.41 Flooding and Runoff

7.42 Site is within Flood Zone 3A as shown on the Environment Agency flood risk maps and is in close proximity to the River Wandle. The

proposed use is classified as being 'less vulnerable' use class as per the NPPF definitions. Topographic levels on the site vary between 10.2m and 10.6m AOD and it is relatively flat.

- 7.43 The existing site is 100% impermeable. In the post development scenario, the site will remain 100% hardstanding.
- 7.44 The EA's flood mapping shows the majority of the application site to have a 'low' susceptibility of surface water flooding, considered to have between a 1-in-100 and 1-in-1000 annual probability of flooding. The EA maps also show that flood depths are expected to be between 0.3m and 0.9m deep and flow velocities less than 0.25m/s.
- 7.45 The operation of the concrete batching plant facility requires the use of significant volumes of water for various uses. It is proposed to reuse all surface water runoff from within the application site as part of the on-site operational processes. A 45m³ above ground recycled water tank would be used and it is anticipated that all rainwater collected within this tank would be reused daily on-site. To ensure operation on-site is able to continue unaffected during periods of dry weather, a back-up fresh water tank, supplied by Thames Water mains water, is also proposed as part of the proposed development.
- 7.46 The recycled water tank, wedge and sump pit and hopper pit will provide a total volume of 281m³ available storage for surface water runoff on Site. This is greater than the 136m³ total volume of rainfall to be accommodated within the Site for the 1-in-100 year 6 hour storm, including allowances for climate change over the lifetime of the development.
- 7.47 The design life of the development is considered to be 25 years. Buildings proposed as part of the new development in relation to operation of the concrete batching facility would be designed to be floodable. The FRA states that 'although operation of the application site would need to cease during a flood event, it is not anticipated that ingress/ egress of flooding water to these parts of the application site would have any significant long term detrimental impacts on the operation of the application site'.
- 7.48 Comments from the Environment Agency are awaited, however, it is not envisaged that significant concerns would be raised due to the less vulnerable classification of the proposed activity. This matter will be addressed in the supplementary agenda.
- 7.49 Impact on Wandle Valley Regional Park

- 7.50 In line with Chapter 15 'Wandle Valley Sub-Area - Policy 5' of the Core Planning Strategy 2011, in creating a linked green infrastructure network, development within 400 m of the Wandle Valley Regional Park boundary will be required to consider its relationship to the park in terms of visual, physical and landscape links, to ensure that new development enhances the accessibility and attractiveness of the park. The Council's aspiration is to ensure the arrangement of buildings within new developments complement the existing green corridors and prevent disjointed pedestrian and cycle accessibility, removing physical barriers such as railings and built form that disrupt continuity and access into and around the park.
- 7.51 The site is laid to hardstanding and does not have a significant bio-diversity value in and of itself. However, it is adjacent to land which does have a high biodiversity value, with the following designations:
- Green chain
 - Metropolitan Open Land
 - Wandle Valley Regional Park
- 7.52 The proposed structures and use has the potential to adversely impact on this adjacent land and therefore it is important that necessary mitigation measures are incorporated.
- 7.53 The treeline adjacent to the site has the potential to accommodate foraging bats. No works to these trees are proposed. However, if pruning work need to be carried out for overhanging branches, a condition is recommended to ensure that this does not adversely impact on bats or nesting birds.
- 7.54 The submitted Design and Access Statement sets out that there are four existing lighting columns which would remain on site but would not be used. Instead, new lighting columns would be located further into the site, 10m away from the boundary. These lights would be fitted with LED or low pressure sodium bulbs to reduce light pollution to the adjacent land. The lighting would only be used throughout hours of operation (7am to 7pm Monday to Friday and Saturday 8am to 1pm). The Council's Bio-diversity Officer raises no objection subject to the lighting being controlled by way of condition.
- 7.55 A condition is recommended to ensure that lighting is angled and designed to maintain a 'dark corridor' to ensure that wildlife and general amenity is not adversely affected. It is not possible to impose a condition for the provision of bird and bat boxes as the wooded area is outside of the site area and the ownership of the applicant.

- 7.56 Further conditions are recommended in relation to the control of dust to ensure that a construction and environmental management plan is submitted to minimise any impact on the adjacent Wandle Valley Regional Park. It is noted that dust emissions would be governed by the Environmental Permit, however, the additional condition is intended to deal with the potential effects of dust on the adjacent land with high biodiversity value, as opposed to minimising dust emissions with a view to maintaining neighbouring amenity.
- 7.57 There are no opportunities to improve connectivity across the Regional Park as a result of this scheme as the site would be fully enclosed by fencing due to the industrial nature of the use.
- 7.58 The proposal would be separate from the Wandle Valley Regional Park and would not encroach onto the area. To the immediate south of the site is woodland, beyond this is the railway line on a raised embankment, beyond this is further woodland. Therefore, there is both a visual and physical separation from the Regional Park which would minimise the impact of the proposal. The closest path in the Regional Park is some 60m away from the site, with intervening trees and raised embankment between. The proposal is considered to not have an adverse impact on the adjacent Wandle Valley Regional Park, subject to conditions.
- 7.59 Parking/Highways
- 7.60 The PTAL is 1b (poor) with bus available as the only public transport mode available within the PTAL calculation area. The development is not located in a controlled parking zone nor is there one likely to be in place by the time the development is occupied. The access route into the site (Waterside Way) is heavily parked. The length of Waterside Way has unrestricted parking.
- 7.61 There is a current intensive industrial use on site, which is likely to generate a significant amount of vehicular trip generation in the AM and PM peaks.
- 7.62 Trip generation by the proposal will be a significant decrease, as at present site produces 238 vehicle movements, of which 182 are HGVs, currently the site has an office and repair use associated with it. The proposed batching plan would generate 96 total vehicle movements a day of those 86 would be HGVs. The reduction in movements reduces vehicular movements at the junction of Watermill Way and Plough lane by 3%.

- 7.63 The Transport Assessment states that there may be further reductions in HGV movements on the surrounding highway network given linked trip between the two sites (the owner has another site nearby). This may be true however for the purpose of this assessment a worst case scenario has been assumed which is the uplift in movements between those associated with the current use that those associated with the proposed batching plan.
- 7.64 It is thought that the circulation of the site is suitable to accommodate vehicles, it's unlikely that all associated vehicles will be on site during the course of the day, at the start and finish of the day multiple vehicles may be stored on site, which currently happens, the management of these vehicles during this time can be dealt with by the operators of the site.
- 7.65 The site would likely accommodate nine members of staff, although two would be based at the adjacent offices operated by Cappagh. The provision of three car parking spaces, two motorcycle parking spaces and four covered cycle parking spaces is considered to be sufficient for the intended use.
- 7.66 The agent has confirmed that the mixer trucks would park on the site overnight, or on the adjacent Cappagh owned site (within the blue line area on the site location plan), as opposed to being parked on the highway network.
- 7.67 The proposal is likely to significantly improve the performance and safety of the immediately surrounding highway network, as such no objection is raised on this basis.
- 7.68 Crossrail 2
- 7.69 The site is within the Crossrail 2 Safeguarding Area. The safeguarding team has been consulted as future works are potentially proposed in close proximity to the site, including the access road.
- 7.70 The Crossrail safeguarding team has not raised objection subject to a condition to ensure details of construction are submitted, so as to avoid interference with future Crossrail projects.
- 7.71 No objection is raised on this basis.

8. Conclusion

- 8.1 The proposed development would utilise a site for employment purposes in an established Strategic Industrial Location and is considered to be acceptable in principle.
- 8.2 The application is considered to have satisfactorily demonstrated that traffic movements would not increase, that parking would be adequate and that issues of noise and dust would be sufficiently mitigated by way of condition and requirements in order to gain an Environmental Permit to avoid material harm to residential amenity.
- 8.3 The proposal has demonstrated that the proposed use as a concrete batching plant would be a 'less vulnerable' use and not at significant risk in terms of flooding. However, further comments are awaited from the Environment Agency and these will be addressed in the supplementary agenda.
- 8.4 The proposal is considered to be acceptable subject to conditions.

RECOMMENDATION

Grant planning permission subject to the following conditions:

Conditions

1. The development to which this permission relates shall be commenced not later than the expiration of 3 years from the date of this permission.

Reason: To comply with Section 91 (as amended) of the Town & Country Planning Act 1990.

2. The development hereby permitted shall be carried out in accordance with the following approved plans: 2712/10 Rev E, 2712/11 Rev E and 2712/12 Rev E.

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

3. The facing materials to be used for the development hereby permitted shall be those specified in the application form unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure a satisfactory appearance of the development and to comply with the following Development Plan policies for Merton: policy 7.6 of the London Plan 2015, policy CS14 of Merton's Core

Planning Strategy 2011 and policies DM D2 and D3 of Merton's Sites and Policies Plan 2014.

4. The use hereby permitted shall operate only between the hours of 7am to 7pm Monday to Friday and 8am to 1pm on Saturdays.

Reason: To safeguard the amenities of surrounding area and to ensure compliance with the following Development Plan policies for Merton: policy 7.15 of the London Plan 2015, policy CS7 of Merton's Core Planning Strategy 2011 and policy DM EP2 of Merton's Sites and Policies Plan 2014.

5. Prior to the first use of the cement batching plant hereby approved, the external lighting, shown on the approved plans, shall be installed and operational. The existing lighting columns shall not be used for lighting purposes following the first use of the cement batching plant. The lighting shall be LED or low Pressure sodium bulbs. No other external lighting shall be installed on the site without the prior approval in writing of the Local Planning Authority. The lighting shall only be used between the hours of 7am to 7pm Monday to Friday and 8am to 1pm on Saturdays.

Reason: To safeguard the amenities of the area and the occupiers of neighbouring properties and having regard to the ecological value of land adjacent to the site and to ensure compliance with the following Development Plan policies for Merton: policies DM D2, DM O2 and DM EP4 of Merton's Sites and Policies Plan 2014.

6. Development shall not commence until a working method statement has been submitted to and approved in writing by the Local Planning Authority to accommodate:
 - (i) Parking of vehicles of site workers and visitors;
 - (ii) Loading and unloading of plant and materials;
 - (iii) Storage of construction plant and materials;
 - (iv) Wheel cleaning facilities
 - (v) Control of dust, smell and other effluvia;
 - (vi) Control of surface water run-off.

No development shall be carried out except in full accordance with the approved method statement.

Reason: To ensure the safety of pedestrians and vehicles and the amenities of the surrounding area and to comply with the following Development Plan policies for Merton: policies 6.3 and 6.14 of the London Plan 2015, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T2 of Merton's Sites and Policies Plan 2014.

7. Prior to the commencement of the development hereby permitted, a Construction Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority. The approved measures shall be implemented prior to the first occupation of the development hereby permitted and shall be so maintained for the duration of the use, unless the prior written approval of the Local Planning Authority is first obtained to any variation.

Reason: To ensure the safety of pedestrians and vehicles and the amenities of the surrounding area and to comply with the following Development Plan policies for Merton: policies 6.3 and 6.14 of the London Plan 2015, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T2 of Merton's Sites and Policies Plan 2014.

8. None of the development hereby permitted shall be commenced until detailed design and construction method statements for all the ground floor structures, foundations and basements and for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the Local Planning Authority which:

- (i) Accommodate the proposed location of the Crossrail 2 structures including tunnels, shafts and temporary works.

The development shall be carried out in all respects in accordance with the approved design and method statements. All structures and works comprised within the development hereby permitted which are required by paragraphs C1(i) of this condition shall be completed, in their entirety, before any part of the building(s) is/are occupied.

Reason: Having regard to the potential for future conflict with Crossrail 2 and to comply with Policies DM T2 of the Sites and Policies Plan 2014.

9. Noise levels, (expressed as the equivalent continuous sound level) LAeq (10 minutes), from any plant/machinery associated with premises shall not exceed LA90-10dB at the boundary with the closest residential property.

Reason: Having regard to the impact on neighbouring amenity and to accord with Policies DM D2, DM EP2 and DM EP4 of the Sites and Policies Plan 2014 and Policy 7.15 of the London Plan 2015.

10. No development approved by this permission shall be commenced until a detailed scheme for the provision of surface and foul water drainage has been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority and in consultation with Thames Water. The drainage

scheme will dispose of surface water by means of a sustainable drainage system (SuDS) in accordance with drainage hierarchy contained within the London Plan Policy (5.12, 5.13 and SPG) and the advice contained within the National SuDS Standards. Where a sustainable drainage scheme is to be provided, the submitted details shall:

- i. Provide information about the design storm period and intensity and the method employed to attenuate flows to sewer or main river. Appropriate measures must be taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. Include a timetable for its implementation;
- iii. Provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption and any other arrangements to secure the operation of the scheme throughout its lifetime;

Reason: To reduce the risk of surface and foul water flooding to the proposed development and future users, and ensure surface water and foul flood risk does not increase offsite in accordance with Merton's policies CS16, DMF2 and the London Plan policy 5.13.

11. The development hereby permitted shall not be occupied until such time as a Flood Warning and Evacuation plan and procedure is implemented and agreed in writing to the satisfaction of the Local Planning Authority. The Flood Warning and Evacuation Plan shall be implemented in accordance with the submitted Flood Risk Assessment document included and the procedures contained within the plan shall be reviewed annually for the lifetime of the development. Consultation of the plan shall take place with the Local Planning Authority and Emergency Services.

Reason: To reduce the risk of flooding to the proposed development and future users in accordance with Merton's CS16 and policy DM F1 and the London Plan policy 5.12.

12. No development shall commence until a Construction and Environmental Management Plan detailing dust and pollutant spillage controls has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in strict accordance with the approved plan.

Reason: To ensure that no net increase in air or liquid/waterborne pollutants from the site, such as oil spillage are generated and to ensure the protection of the ecological integrity of the adjacent Wandle River corridor and to comply with Policy DM O2 of the Sites and Policies Plan 2014, Policy CS13 of the Core Planning Strategy 2011 and Policy 7.19 of the London Plan 2015.

13. No pruning works or other works shall be carried out to trees overhanging the boundary unless it takes place outside of the bird nesting season (the bird nesting season is March to August) and is overseen by a licenced bat ecologist.

Reason: To ensure the protection of the ecological integrity of the adjacent Wandle River corridor and to comply with Policy DM O2 of the Sites and Policies Plan 2014, Policy CS13 of the Core Planning Strategy 2011 and Policy 7.19 of the London Plan 2015.

INFORMATIVES

1. **INFORMATIVE**

An Environmental Permit is required for the proposed development. Therefore, the applicant is advised that an application must be 'duly made' for a Permit to meet the requirements of the Pollution Prevention and Control Act 1999 and associated Regulations.

2. **INFORMATIVE**

You are advised to contact the Council's Highways team on 020 8545 3700 before undertaking any works within the Public Highway to obtain the necessary approvals and/or licences. Please be advised that there is a further charge for this work. If your application falls within a Controlled Parking Zone this has further costs involved and can delay the application by 6 to 12 months.

3. **INFORMATIVE**

Any works/events carried out either by, or at the behest of, the developer, whether they are located on, or affecting a prospectively maintainable highway, as defined under Section 87 of the New Roads and Street Works Act 1991, or on or affecting the public highway, shall be co-ordinated under the requirements of the New Roads and Street Works Act 1991 and the Traffic management Act 2004 and licensed accordingly in order to secure the expeditious movement of traffic by minimising disruption to users of the highway network in Merton. Any such works or events commissioned by the developer and particularly those involving the connection of any utility to the site, shall be co-ordinated by them in liaison with the London Borough of Merton, Network Coordinator, (telephone 020 8545 3976). This must take

place at least one month in advance of the works and particularly to ensure that statutory undertaker connections/supplies to the site are co-ordinated to take place wherever possible at the same time.

4. INFORMATIVE

Transport for London is prepared to provide information about the proposed location of the Crossrail 2 tunnels and structures. It will supply guidelines about the design and location of third party structures in relation to the proposed tunnels, ground movement arising from the construction and use of the tunnels. Applicants are encouraged to discuss these guidelines with the Crossrail 2 engineer in the course of preparing detailed design and method statements.

5. INFORMATIVE

No surface water runoff should discharge onto the public highway including the public footway or highway. When it is proposed to connect to a public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required (contact no. 0845 850 2777).

6. INFORMATIVE

The construction and environmental management plan should demonstrate that dust associated with the processing site is minimised to mitigate any potential impacts upon the Wandle River Corridor.

7. INFORMATIVE

This planning permission contains certain conditions precedent that state 'before development commences' or 'prior to commencement of any development' (or similar). As a result these must be discharged prior to ANY development activity taking place on site. Commencement of development without having complied with these conditions will make any development unauthorised and possibly subject to enforcement action such as a Stop Notice.

[Click here](#) for full plans and documents related to this application.
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