

PLANNING APPLICATIONS COMMITTEE
19 October 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, 2712/20 Rev A, 2712/21 Rev A and 2712/31 Rev A.
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: 250
- 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 designated strategic 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 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 Public Footpath (within the Wandle Valley Regional Park), the river Wandle and 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, also operated by Cappagh. 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 batching plant 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, wedge pit, water tanks, mixer house and loading point, batch control cabin and covered overhead storage bins and integrated cement silos. The highest part of the structure would be 15.8m above ground level (The application has been amended since it was originally submitted and the structure proposed has been reduced in height to 15.8m).
- 3.3 Three car parking spaces, two motorcycle parking spaces and four 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:
- dampened 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 applied for are 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 batching plant 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 250 neighbouring occupiers. A petition with 108 signatories in objection to the scheme has been received. 108 letters of representation (note that where multiple letters have been sent from the same individual it is counted as one objection overall) have been received, including from nearby businesses, residential properties, The Wimbledon East Hillside Residents' Association, Wimbledon Park Residents' Association, Clean Air Merton, Garfield Primary School, Havelock Allotments & Garden Association, Merton Green Party, Wimbledon Society Planning & Environment Committee, Wandle Valley Regional Park Trust, the Wandle Valley Forum, the Wandle Trust and objecting on the following grounds:

Air pollution/dust and water pollution

- The Hanson concrete plant already billows out cement dust not far away – we do not want another operator in the area.
- Concern over impact on water quality discharge into River Wandle.
- Noise and dust/air pollution – affecting residential properties, St. George's hospital, allotments, schools – including Garfield Primary School and The Priory School, playground, offices nearby and nearby glass manufacturers.
- 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.
- Air quality information does not consider whether the nearby neighbours are particularly vulnerable to changes in air quality (such as whether nearby residents suffer from asthma etc).
 - Very large lorries would be used, thus increasing air pollution.
 - Query accuracy of air quality report presented.

Traffic

- Concern that road surface would deteriorate.
- Concern that road would not be kept clean and spillages/debris cleared.
- Increase in traffic flow and congestion.
- Query traffic data
- Insufficient parking.
- Road safety – particularly children.
- Displacement, additional on-street parking as site currently accommodates parked vehicles.
- 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. If not, there would be significantly more traffic movements.
- These operations should be rail-fed to minimise HGV movements.
- Assertion that there is no existing planning permission for 'diesel transport vehicles', so there would be a huge increase in traffic movements.
- The site is not served well by public transport and promotes use of private cars.
- Query where truck-mixers would be parked overnight.
- Query whether the number of truck-mixers would be limited by condition if permission granted.
- Alternative traffic survey indicates much lower existing movements than stated in application.

Visual impact

- The visual impact is unacceptable – structures are too tall.
- In winter the trees will offer limited screening.
- Height reduction does not allay concerns.

Biodiversity/Wandle Valley

- Suggestion that site be made into a nature reserve.
- 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.
- Adverse impact on recreational use of adjacent Wandle Valley –

impact on adjacent path.

Noise

- Impact on local properties, other commercial properties, adjacent Regional park, playground, allotments, cemetery and other nearby uses.

Surface Water Run-off

- The site is on a floodplain – concern that there would be run-off in times of heavy rainfall.

Other

- A Masterplan for the Industrial area should be produced by Merton Council.
- There is no benefit to the wider public.
- Concerns over notification process (did not include enough properties).
- Concern that concrete batching plant will serve Heathrow Runway 3 construction
- Query whether CIL contributions should be made.
- Concern over impact on archaeological heritage of the area.
- A previous proposal for waste management with similar demands on the environment and infrastructure has been refused, therefore, so should this proposal.
- Concern that residential properties in the area have not been notified, as they were for the waste incinerator proposal.
- The site is not big enough to accommodate 5 truck-mixers, tankers and general deliveries.
- 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 starting time is too early, the finishing time is too late – causing increased and unreasonable distress and disruption to local residents.
- Working hours are too long – start too early and finish too late.
- Concern that any hours of working condition would be breached.
- Concern that the proposal has been directed to an area with a large ethnic population – tantamount to environmental racism.
- Adverse impacts from vibration
- Query if the concrete batching plant would be used for plough Lane development.

Wimbledon East Hillside Residents Association:

- Applicant has ignored that this is a floodplain – concerns over run-off.

- Inappropriate location for heavy industrial use
- Traffic movements
- Air pollution
- Opportunity to introduce CPZ into the area.
- Impact on Regional Park and Metropolitan Open Land.
- Impact on archaeological heritage.
- Conflict with Wandle Valley regeneration Plan.
- Masterplan for the industrial estate should be prepared.
- Amendments to scheme do not overcome concerns raised.

Wandle Valley Forum:

- Impact on amenity
- Impact on air quality
- Impact on nature
- Impact on water quality

Wandle Trust:

- Ecological survey should be carried out in summer
- Adverse impact on aquatic species
- Surface water runoff

Wimbledon Society planning & Environment Committee:

- Air and water quality
- Impact on Garfield primary School
- Traffic movements

Wandle Valley Regional Park Trust:

- Impact on river and biodiversity
- Noise
- Traffic
- Existing Cappagh workers park on nearby roads

Clean Air Merton:

- Air pollution.
- Children's health
- Concerns over accuracy of data

Wimbledon Park Residents' Association:

- There are no traffic movements currently – the site is simply used for

- parking of vehicles.
- Traffic movements
 - Air pollution, noise and dust.
 - Previous schemes for a waste management facility have been refused.
 - Displacement parking
 - Proximity to Wandle Valley regional Park, allotments and school

Merton Green Party:

- Children's health
- Concerns over air pollution data modelling.
- Concerns over impact on vulnerable residents
- The site is hard to access by public transport

Havelock Allotments and Garden Association

- Impact of dust on allotments.

1 letter received from Stephen Hammond MP making the following points:

- The nature of a concrete batching plant means that inevitably the site will emit noise and dust – it is very likely that these pollutants will have an effect outside of the site.
- The impact of pollution on the River Wandle, the Wandle Meadow National Park, Garfield Park (allotments), residential housing and Garfield School must be considered.
- The proposal is likely to have a negative impact on traffic locally. In the future these impacts will worsen with Crossrail 2 and the Plough Lane Stadium development.

1 letter of support, supporting for the following reasons:

- Good use of brownfield site.
- Will create jobs.

5.2 Environment Agency:

Thank you for consulting us on the above application. The letter Ref: LUK11-24252_3 by Ramboll Environ dated 04 May 2017 has satisfactorily addressed the points raised in our previous response. We therefore **remove our objection** to the proposed development.

We consider that planning permission should only be granted to the proposed development as submitted if the following planning conditions are imposed as set out section 1 below.

Flood risk**Condition 1**

The development hereby permitted shall not be commenced until such time as a pre-works condition survey of the flood defence has been submitted to, and approved in writing by, the local planning authority. The survey should include details of how the applicant will monitor the defence during construction. Upon completion of work the applicant should undertake a flood defence condition survey visual checks.

Reason

To ensure the structural integrity of existing flood defences thereby reducing the risk of flooding. The flood defences play a vital role in reducing flood risk up to a 50 year event at this location and it is essential the defences are not damaged as a result of this development.

Biodiversity**Condition 2**

The proposed development will be built out in accordance with the following ecological mitigation recommendations, as per the Preliminary Ecological Appraisal dated January 2017.

- All trees that demarcate the southern and south-western boundary of the site should be retained and protected in accordance with BS5837:2012.
- The existing lights located on the southern boundary of the site should not be used. The proposed new lighting (four lights only) should be set back and directed away from the River Wandle and the adjacent tree line to avoid light spill into the river corridor and impacts on foraging and commuting bats. The proposed new lights should only be in operation during working hours (07.00 – 19.00).

Reason: To enhance to river corridor and protect biodiversity.

Groundwater and contaminated land

The site has industrial usage. The application form indicates that ground contamination is neither known nor suspected, but no information has been provided to confirm this.

Condition 3

Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in

writing, by the local planning authority:

1) A preliminary risk assessment which has identified:

- all previous uses
- potential contaminants associated with those uses
- a conceptual model of the site indicating sources, pathways and receptors
- potentially unacceptable risks arising from contamination at the site.

2) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

3) The results of the site investigation and detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.

Reason: For the protection of Controlled Waters. The site is located over a Secondary Aquifer and adjacent to the River Wandle and it is possible that the site may be affected by historic contamination.

Condition 4

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. We should be consulted should any contamination be identified that could present an unacceptable risk to Controlled Waters.

Condition 5

Prior to occupation of the development, a verification report demonstrating 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.

Condition 6

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. We recommend that where soil contamination is present, a risk assessment is carried out in accordance with our guidance 'Piling into Contaminated Sites'. We will not permit piling activities on parts of a site where an unacceptable risk is posed to Controlled Waters.

NOTE: It is understood that all surface waters will be stored and used as part of the site processes. On this basis, we have not requested a condition relating to SUDS.

Informative Under the terms of the Water Resources Act 1991 and the Land Drainage Byelaws, the prior written consent (Flood Risk Activity Permit) of the Environment Agency is required for any proposed works either affecting or within 8 metres of a main river (River Wandle).

Section 2: Advice to applicant

Construction and demolition waste - waste duty of care code of practice

The waste duty of care code of practice applies to you if you produce, carry, keep, dispose of, treat, import or have control of waste in England or Wales.

The law requires anyone dealing with waste to keep it safe, make sure it's dealt with responsibly and only given to businesses authorised to take it.

To ensure your development complies with environmental legislation and avoid prosecution you should follow the steps below

- Check you and your contractors are complying with the waste duty of care code of practice
- Check the Public Register to ensure contractors carrying out waste excavation and/or treatment activities have got the correct authorisation and are in fact the legal operator under that authorisation
- Check the Public Register to ensure companies removing demolition and construction waste are registered and follow the guidance in rightwaste rightplace website to ensure any waste from your development site is being processed correctly
- Report any illegal activity, pollution incidents or unsuspected contamination to our 24 hour environment incident hotline 0800 80 70 60
- If reusing waste ensure that the principles of the CL;AIRE Definition of Waste Code of Practice are upheld and that the waste being reused does not present a risk to the environment and/or human health- relevant link <http://www.claire.co.uk/projects-and-initiatives/dow-cop>

Activities near to watercourse

The site is adjacent to a main river. Construction works and operation of the site have the potential to pose a pollution risk to the water environment. We recommend that applicant review the relevant pollution prevention guidance,

<http://www.netregs.org.uk/environmental-topics/pollution-prevention-guidelines-ppgs-and-replacement-series/guidance-for-pollution-prevention-gpps-full-list/>

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).

5.4 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.

5.5 Highways:

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

We do not have any objections to the proposal.

5.6 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.

5.7 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 polices (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.

5.8 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.

5.9 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

Noise Policy Statement for England - DEFRA 2010

7. **PLANNING CONSIDERATIONS**

7.1 Principle of the Proposed Development

7.1.1 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.

7.1.2 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.
- 7.1.3 The use of the site as a concrete batching plant falls with Use Class B2.
- 7.1.4 The principle of development is acceptable, subject to compliance with the above policy and other policies of the Development Plan.
- 7.1.5 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 batching plant. Therefore, it would not be appropriate to refuse permission on the basis of lack of need for a concrete batching plant, as this is not a requirement of the policy.
- 7.1.6 The proposal does not constitute a waste management process. For clarity, a waste management process is defined as: "a facility on a site where waste is sorted, processed, recycled, composted or disposed of or a facility on a site where waste is mainly delivered for bulking prior to transfer to another place for processing, recycling, composting or disposal. Therefore, the South London Waste Plan and other waste policies are not relevant to this application. However, it is important to note that the industrial site, to the northwest of the stadium (Site 651 in the Waste Plan Consultation 2009), has been previously considered for waste management purposes but was discounted due to its proximity to residential properties.
- 7.2 Compliance with Policy DM E1
 - 7.2.1 The existing lawful use of the site is for B2 and B8 uses. The proposed use as a concrete batching plant would be a B2 use and as such there is no material change of use. The operational development would, however, require planning permission.
 - 7.2.2 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.
 - 7.2.3 Subject to overall traffic movements, which the Council's Transport Planner has confirmed would result in a reduction over the existing situation, and suitable mitigation of noise and air pollution, 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.

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

7.3 Visual impact

7.3.1 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.

7.3.2 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.

7.3.3 The proposed development would be viewed against a backdrop of trees, the majority of which are 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.

7.3.4 The Wandle Valley Regional Park is a legacy of the Industrial Revolution and the contrast of industrial uses adjacent to the Regional Park is a key characteristic of the character of the Wandle Valley. There would be some limited visual disturbance to users of the adjacent path, although it is noted that the existing industrial processes occurring within the Industrial estate are also prominent when viewed from this path. The site is within a Strategic Industrial Location and it is considered that a contrast between the Industrial estate and the adjacent Regional Park is in keeping with the wider and historic character of the Wandle Valley.

7.3.5 The applicant has submitted computer generated images to indicate the likely visual appearance of the proposed structure. The views in from the adjacent cemetery and Wandle Valley Regional Park would change but it is considered that the level of change would not be so harmful as to result in harm to the character of the area.

7.3.6 It is noted that the structure would not be visible when viewed from the playground and recreation ground to the southwest of the site, due to the intervening screening, railway embankment and separation distance.

7.3.7 The proposed structures are indicated to be goose wing grey in colour and this is considered to be a suitable external finish. A condition is recommended to ensure that there is suitable boundary screening to the southern boundary of the site.

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

7.4 Neighbouring Amenity

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

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

7.4.3 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).

7.4.3 Noise impact

7.4.4 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.”*

7.4.5 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.

7.4.6 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.

7.4.7 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.

7.4.8 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.

7.4.9 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). For comparison, the closest residential properties to the existing Hanson operated concrete batching plant, adjacent to Durnsford Road, to the northwest of the application site, are 120m away.

7.4.10 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.

7.4.11 The Council's Environmental Health Officer has recommended a condition to ensure that the activity does not start before 8am on Saturdays, in order to minimise disturbance to neighbours. Therefore, whilst the application proposes a 7am start, this would be restricted by condition to be no earlier than 8am.

7.4.12 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.

7.4.13 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 more noisy and dust generating activity, in comparison to a concrete batching plant.

7.4.14 Air pollution

7.4.15 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.

- 7.4.16 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.
- 7.4.17 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. It is of note that a number of objections have raised doubt over the traffic movement figures. However, the Council's Transport Planner concludes that there would be a reduction in vehicle movements and in any event, there would be a condition to limit the number of movements.
- 7.4.18 The proposed use as a concrete batching plant 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 concrete 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
<p>Loading and unloading processes</p> <ul style="list-style-type: none"> • transfer of aggregate to bins • transfer of dry batch to mixer • transfer of dry batch to lorry 	<p>Containment</p> <p>Suppression</p> <ul style="list-style-type: none"> • use of ring spray bars <p>Reduced drop heights</p> <ul style="list-style-type: none"> • use of variable height conveyors • use of chutes <p>Dust arrestment (loading area)</p> <ul style="list-style-type: none"> • bag filters • cartridge filters
<p>Double handling transfer points</p>	<p>Site and process design</p>
<p>Delivery from road tanker to silo</p> <p>Overcharging of silos can cause the pressure relief valve to lift, thereby causing an unacceptable emission</p>	<p>Various techniques</p>
<p>Silos</p>	<p>Dust arrestment</p> <ul style="list-style-type: none"> • bag filters • cartridge filters
<p>Aggregate stockpiles</p>	<p>Wind dynamics management</p> <ul style="list-style-type: none"> • use of fencing, bunding, profiling etc <p>Reduced drop heights</p> <p>Suppression</p> <ul style="list-style-type: none"> • water and/or suppressants • well positioned spray guns • sufficient coverage by sprays <p>Covering</p> <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 Reduced drop heights Dust arrestment <ul style="list-style-type: none"> • bag filters / cartridge filters
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

7.4.19 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.

7.5 Lighting

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

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

7.5.3 The proposed external lighting is shown on the plans and the approach is considered to minimise the impact outside of the site and would be an improvement over the existing situation.

7.6 Flooding and Runoff

- 7.6.1 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.
- 7.6.2 The existing site is 100% impermeable. In the post development scenario, the site will remain 100% hardstanding.
- 7.6.3 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.
- 7.6.4 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.
- 7.6.5 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.
- 7.6.6 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'.
- 7.6.7 A number of conditions have been recommended by the Environment Agency which will control any potential impacts of water pollution or flooding. No objection is raised by the Environment Agency subject to the imposition of these conditions. The proposal is considered to be acceptable in terms of flooding and run-off.

7.7 Impact on Wandle Valley Regional Park

7.7.1 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 400m 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.

7.7.2 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
- Site of Importance for Nature Conservation (SINC)

7.7.3 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.

7.7.4 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.

7.7.5 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.

7.7.6 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.

- 7.7.7 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.
- 7.7.8 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.
- 7.7.9 The proposal would be separate from the Wandle Valley Regional Park and would not physically encroach onto the area. To the immediate south of the site is woodland, beyond this is a Footpath, the River Wandle and the railway line on a raised embankment, beyond this is further woodland. The closest path in the Regional Park runs adjacent to the southern boundary of the site and passes a number of industrial units within the Industrial Park.
- 7.7.10 The Wandle Valley Regional Park is a legacy of the Industrial Revolution and the contrast of industrial uses adjacent to the Regional Park is a key characteristic of the character of the Wandle Valley. There would be some limited visual and noise disturbance to users of the adjacent path, although it is noted that the existing industrial processes occurring within the Industrial estate are also visually and audibly prominent when viewed from this path. The site is within a Strategic Industrial Location and it is considered that a contrast between the Industrial estate and the adjacent Regional Park is in keeping with the wider and historic character of the Wandle Valley.
- 7.7.11 The proposal is considered to not have an adverse impact on the adjacent Wandle Valley Regional Park, subject to conditions.

7.8 Parking/Highways

- 7.8.1 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.
- 7.8.2 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.
- 7.8.3 Trip generation by the proposal would be significantly decreased, as at present the 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%.
- 7.8.4 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.
- 7.8.5 It is thought that the circulation of the site is suitable to accommodate vehicles, it is 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.
- 7.8.6 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.
- 7.8.7 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.
- 7.8.8 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.
- 7.9 Crossrail 2

- 7.9.1 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.
- 7.9.2 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.
- 7.9.3 No objection is raised on this basis.

8. Conclusion

- 8.1 The proposed development would utilise a site for employment purposes in an established designated 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 It is acknowledged that the activity would generate some noise and dust, however, these impacts would be sufficiently mitigated. On balance, having regard to the site's location with a Strategic Industrial Location, the proposal is considered to be acceptable.
- 8.4 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. Subject to conditions, the impact on the adjacent watercourse and flood issues are considered to be acceptable.
- 8.5 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, 2712/20 Rev A, 2712/21 Rev A and 2712/31 Rev A.

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 concrete 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 concrete 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 construction 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 development shall be carried out in all respects in accordance with the approved Construction Logistics Plan for the duration of the construction works, 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. Development shall not commence until a Delivery and Servicing Plan (the Plan) has been submitted in writing for approval to the Local Planning Authority. No occupation of the development shall be permitted until the Plan is approved in writing by the Local Planning Authority and implemented in accordance with the approved plan. The approved measures shall be maintained, in accordance with the Plan, for the duration of the use, unless the prior written approval of the Local Planning Authority is 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 policies DM T2, T3 and T5 of Merton's Sites and Policies Plan 2014.

9. 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.

10. Noise levels, (expressed as the equivalent continuous sound level) LAeq (15 minutes), from any fixed new plant/machinery from the commercial use shall not exceed LA90-5dB at the boundary with the closest residential/noise sensitive 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.

11. The rating level of sound from machinery and operations within the premises boundary shall not exceed the background sound level by more than 5dB(A) at any time. The measurement and assessment shall be made at the boundary of the closest residential/noise sensitive property in accordance with BS4142:2014.

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.

12. There shall be no HGV vehicle movements to and from the site other than between the hours of 7am-7pm Monday-Friday and 8am-1pm on Saturdays.

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.

13. 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.

14. 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.

15. No development shall commence until a Construction and Environmental Management Plan detailing dust and pollutant spillage controls, which shall include details of the physical and operational measures proposed to mitigate dust during the operation of the plant and site (this shall as a minimum, provide for all the measures detailed at Section 6.1-6.7 of the Air Quality Assessment (January 2017) and Appendix 1 of the Air Quality Technical Note (September 2017)) 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.

16. 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.

17. The development hereby permitted shall not be commenced until such time as a pre-works condition survey of the flood defence has been submitted to, and approved in writing by, the local planning authority. The survey should include details of how the applicant will monitor the defence during construction. Upon completion of work the applicant should undertake a flood defence condition survey visual checks.

Reason

To ensure the structural integrity of existing flood defences thereby reducing the risk of flooding. The flood defences play a vital role in reducing flood risk up to a 50 year event at this location and it is essential the defences are not damaged as a result of this development and to comply with Merton's policies CS16, DMF2 and the London Plan policy 5.13

18. The proposed development shall be built out in accordance with the following ecological mitigation recommendations, as per the Preliminary Ecological Appraisal dated January 2017.
- All trees that demarcate the southern and south-western boundary of the site should be retained and protected in accordance with BS5837:2012.

Reason: To enhance to river corridor and protect biodiversity and to accord with Merton policies CS13, DM O2 and London Plan Policy 7.19.

19. Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:
- 1) A preliminary risk assessment which has identified:
 - all previous uses
 - potential contaminants associated with those uses
 - a conceptual model of the site indicating sources, pathways and receptors
 - potentially unacceptable risks arising from contamination at the site.
 - 2) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
 - 3) The results of the site investigation and detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
 - 4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.

Reason: For the protection of Controlled Waters. The site is located over a Secondary Aquifer and adjacent to the River Wandle and it is possible that the site may be affected by historic contamination and to comply with Merton's policies CS16, DMF2 and the London Plan policy 5.13.

20. 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. We should be consulted should any contamination be identified that could present an unacceptable risk to Controlled Waters and to comply with Merton's policies CS16, DMF2 and the London Plan policy 5.13.

21. Prior to occupation of the development, a verification report demonstrating 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 and to comply with Merton's policies CS16, DMF2 and the London Plan policy 5.13.

22. 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. We recommend that where soil contamination is present, a risk assessment is carried out in accordance with our guidance 'Piling into Contaminated Sites'. We will not permit piling activities on parts of a site where an unacceptable risk is posed to Controlled Waters and to comply with Merton's policies CS16, DMF2 and the London Plan policy 5.13.

23. No breaking out of hardened concrete inside truck mixer drums shall take place on the site.

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.

24. There shall be no more than an average of 90 HGV movements per day to and from the site (i.e. 45 in and 45 out) on a five day average (Monday to Friday), with a maximum of 100 HGV movements (i.e. 50 in and 50 out) on any one day.

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 policies DM T2, T3 and T5 of Merton's Sites and Policies Plan 2014.

25. Records of all HGV movements to and from the site (including the vehicle's registration, operating company's identity and time/date of movement), shall be available for inspection by the Local Planning Authority at the site office and a copy of these records shall be maintained for a minimum period of one year (from the date of the first use of the concrete batching plant) and made available to the Local Planning Authority within five working days of such records being requested.

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 policies DM T2, T3 and T5 of Merton's Sites and Policies Plan 2014.

26. The use hereby permitted shall not include any aggregate crushing or concrete recycling and no such activity shall take place on the site.

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.

27. The area allocated for parking on the submitted plan (2712/20 Rev A) shall be kept clear of obstruction and shall not be used other than for parking of vehicles in connection with the development hereby permitted.

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 policies DM T2, T3 and T5 of Merton's Sites and Policies Plan 2014.

28. HGVs associated with the use hereby permitted shall not be parked overnight on Waterside Way.

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 policies DM T2, T3 and T5 of Merton's Sites and Policies Plan 2014.

29. Prior to the commencement of the development hereby permitted, all vehicles operating from the site shall be fitted with white noise reversing sounders and no other reversing sounders shall be used on the site, unless first agreed in writing by the Local Planning Authority.

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 policies DM T2, T3 and T5 of Merton's Sites and Policies Plan 2014.

30. Prior to the commencement of development, details of the treatment of the southern boundary of the site shall be submitted to and approved in writing by the Local Planning Authority. The approved boundary treatment shall be installed prior to the first use of the concrete batching plant hereby approved and shall be retained thereafter.

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.

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.

8. INFORMATIVE

Under the terms of the Water Resources Act 1991 and the Land Drainage Byelaws, the prior written consent (Flood Risk Activity Permit) of the Environment Agency is required for any proposed works either affecting or within 8 metres of a main river (River Wandle).

9. INFORMATIVE

The waste duty of care code of practice applies to you if you produce, carry, keep, dispose of, treat, import or have control of waste in England or Wales.

The law requires anyone dealing with waste to keep it safe, make sure it's dealt with responsibly and only given to businesses authorised to take it.

To ensure your development complies with environmental legislation and avoid prosecution you should follow the steps below

- Check you and your contractors are complying with the waste duty of care code of practice
- Check the Public Register to ensure contractors carrying out waste excavation and/or treatment activities have got the correct authorisation and are in fact the legal operator under that authorisation
- Check the Public Register to ensure companies removing demolition and construction waste are registered and follow the guidance in rightwaste rightplace website to ensure any waste from your development site is being processed correctly
- Report any illegal activity, pollution incidents or unsuspected contamination to our 24 hour environment incident hotline 0800 80 70 60
- If reusing waste ensure that the principles of the CLAIRE Definition of Waste Code of Practice are upheld and that the waste being reused does not present a risk to the environment and/or human health-relevant link
<http://www.claire.co.uk/projects-and-initiatives/dow-cop>

10. INFORMATIVE

The site is adjacent to a main river. Construction works and operation of the site have the potential to pose a pollution risk to the water environment. We recommend that applicant review the relevant pollution prevention guidance:

<http://www.netregs.org.uk/environmental-topics/pollution-prevention-guidelines-ppgs-and-replacement-series/guidance-for-pollution-prevention-gpps-full-list/>

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

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