

PLANNING APPLICATIONS COMMITTEE

16 January 2014

Item No:

UPRN

APPLICATION NO.

DATE VALID

13/P2545

05/08/2013

Address: 77 Weir Road, Wimbledon, SW19 8UG.

Ward: Wimbledon Park

Proposal: Erection of two new open fronted buildings [11 metres high] constructed of steel sheeting, new storage bays [5 metres high], car parking, cycle parking and landscaping in connection with the use of the site for waste recycling and a transfer facility.

Drawing No's: 133115/PA/001; 002; 003; 004; 007; Landscaping Statement; Supporting Statement; Transport Statement; Sustainability Statement; Fugitive Emissions Management and Monitoring Plan; Flood Risk Assessment; Noise Assessment and Phase 1 Environmental Risk Assessment.

Contact Officer: Tony Ryan (020 8545 3114)

RECOMMENDATION: **GRANT PLANNING PERMISSION subject to planning conditions.**

CHECKLIST INFORMATION.

- S106: Not required.
 - Is an Environmental Statement required: No
 - Has an Environmental Impact Assessment been submitted: No
 - Press notice: No
 - Site notice: Yes
 - Design Review Panel consulted: No
 - Number of neighbours consulted: 37 nearby addresses (including 14 within the London Borough of Wandsworth).
 - External consultations: London Borough of Wandsworth, English Heritage and Environment Agency.
 - Public Transport Accessibility Level (PTAL): Zone 1a TFL Information Database (On a scale of 1a, 1b, and 2-5,6a, 6b where zone 6b has the greatest accessibility)
 - Density: Standard not applicable
 - Number of jobs created: The business currently employs 25 people.
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1. INTRODUCTION

- 1.1 This application is brought before the Planning Application's Committee as the Council is the landowner of the application site.

2. SITE AND SURROUNDINGS

- 2.1 The application site covering 0.9 hectares is located at the end of Weir Road, which is a local access road. Weir Road is found within the Durnsford Road Industrial Estate and is occupied by commercial buildings ranging from 8 metres to 20 metres in height. The application site covered by hardstanding was previously in use as a concrete batching plant, however buildings and structures associated with this use have now been removed from the site.
- 2.2 A raised railway embankment is located to the west of the site carrying the railway line between Wimbledon and Earlsfield railway stations. The northern boundary of the application site forms the boundary between the London Boroughs of Wandsworth and Merton. The land immediately adjacent to the northern boundary of the site that is within the London Borough of Wandsworth is occupied by a gypsy and traveller site and a site used for the storage of a metal shipping containers. These two sites are accessed from the Trewint Street to the north.
- 2.3 The gypsy and traveller site that is managed by the London Borough of Wandsworth Housing Department consists of 12 residential plots that provide a mixture of permanent buildings and caravans. It is reported that the gypsy and traveller site and has been present on the site since 1974.
- 2.4 An area of open space providing a 'Riverside Walk' is located adjacent to the eastern boundary of the site, with this land separating the application site from the River Wandle. This open space forms part of the Wandle Trail and the Wandle Valley Regional Park. Allotments are located on the opposite side of the River Wandle with the rear gardens of two storey residential properties in Steerforth Street located beyond. The properties in Steerforth Street are 70 metres from the application site.
- 2.5 The southern boundary of the application site is shared with the commercial uses at 66 Weir Road and 73 Weir Road. The three-storey brick building at 66 Weir Road is occupied by a company selling and distributing 'bathroom sanitary products', the site at 73 Weir Road has single and double storey buildings providing a food manufacturing use.
- 2.6 The application site is in a Strategic Industrial Location [Preferred Industrial Location -north Wimbledon Part]. The site is within a designated employment area as designated within the adopted Unitary Development Plan, with a mix of B1, B2 and B8 uses found along Weir Road. The rear boundary of the application site forms the boundary of the designated employment area with the adjacent gypsy and traveller

site and the adjacent land to the west of the gypsy and traveller site used for storage are both located outside this employment area. The application site is located within an Archaeological Priority Area and the eastern third of the site is in an area at risk from flooding [zones 2]. There are no protected trees on the site.

- 2.7 The site is not in a Controlled Parking Zone and the Transport for London records show the site with a Public Transport Accessibility level of 1a [On a scale of 1a, 1b, and 2,3,4,5,6a, 6b where zone 6b has the greatest accessibility].
- 2.8 Adjacent land to the east is designated as a Green Corridor, Green Chain; Metropolitan Open Land; as a Site of Importance for Nature Conservation a Cycle Route and a Leisure Walking Route. The land to the west is designated as a Green Corridor and a Site of Importance for Nature Conservation. The land to the north of the application site is in flood zone 3.

3. CURRENT PROPOSAL

- 3.1 The current proposal involves the use of the site at 77 Weir Road for the manufacture of secondary and recovered aggregate and small scale handling of skip waste. The proposal includes the construction of two new waste processing buildings on the site, these buildings are enclosed on three sides with sloping pitched roofs and a roof ridge height of 11 metres. The site will be used by an existing business that is relocating from a site in Surrey.
- 3.2 The building alongside the eastern site boundary would be 36 metres long by 19 metres wide and the building in the southwest corner would be 30 metres long by 12 metres wide. The building on the eastern boundary would be used to process 70,000 tonnes per annum of waste ballast, gravels and other inert construction and demolition waste [Construction, Demolition and Excavation waste] into recycled aggregate. This production process would involve putting the material through a power screen to produce sized product and periodic use of a crusher to reduce over sized material.
- 3.3 The building in the southwest corner would be used for small scale processing of skip waste material and maintenance of plant This building would process 20,000 tonnes of skip construction waste a year consisting of the sorting of this waste to recover recyclable material within a materials recycling facility [MRF]. Any aggregate recovered from the skips that would be transferred to the larger shed for processing.
- 3.4 The overall proposed waste streams would consist of 82,000 tonnes per annum of Construction, Demolition and Excavation waste [C,D&E] and 8,000 tonnes per annum of Commercial and Industrial Waste [C&I].

- 3.5 A single storey portacabin measuring 6.1 metres wide by 3.3 metres long and 2.6 metres high would provide the site office. Holding bays along the northern boundary of the site measuring 10 metres wide, by 10 metres deep and 5 metres high would be used for storing recycled aggregate before it is removed from the site.
- 3.6 The proposed operations at 77 Weir Road will be carried out between the hours of 0630 and 1830 hours with the manufacture of aggregate taking place between the hours of 0730 and 1730 hours.
- 3.7 The application is referable to the Mayor of London under Category 2B[1] of the Schedule to the Town and Country Planning [Mayor of London Order] 2008 as the proposal involves processing over 50,000 tonnes of waste material per annum.

4. PLANNING HISTORY.

- 4.1 In November 1983 permission was granted (MER 834/83) for the installation of a ready mixed mortar plant and erection of weighbridge, control room, office, mess room and toilet facilities. In March 1984 permission was granted (MER 78/84) for the formation of a car park for use in connection with the adjoining mortar plant. In October 1990 permission was granted (90/P0577) for the erection of an additional cement silo. On 8th September 2000 permission was granted for the erection of a new enclosed mortar mixing plant building with associated conveyor system.
- 4.2 In November 2001 planning permission (01/P2116) was approved for the erection of a two-storey portacabin to provide offices and other facilities for the batching plant.

5. CONSULTATION

Neighbours.

- 5.1 The planning application was publicised by means of a site notice displayed in the vicinity of the application site, together with individual letters to 37 nearby addresses, including 14 within the London Borough of Wandsworth.
- 5.2 In response to this public consultation 3 letters have been received [including a joint letter from the occupants of the 12 plots on the adjacent traveler site] objecting to the planning application on the following grounds:
- Increase in heavy traffic, with an increased risk to cyclists and pedestrians;
 - The proximity to the adjacent travellers site that is occupied by many young children, the elderly and 'disabled and unwell people';
 - The noise generated will cause disturbance and will be greater than the previous use;
 - The dust and pollution generated by the proposal will be a health hazard and will be unbearable.

- 5.3 The London Borough of Wandsworth online planning records show that two further objections were submitted to the London Borough of Wandsworth from nearby residents in the London Borough of Wandsworth. In addition to points already listed above these representations object to the proposal on the following grounds:
- There are no assurances that the processed material will be screened for hazardous material;
 - The anticipated noise levels are based on predictions;
 - The noise data does not include comparative measurements from the existing use in Surrey;
 - The location of the site would not 'contribute to the alleged sustainability of the development";
 - The noise will impact upon the daytime sleep of nearby residents;
 - The noise will impact upon the enjoyment of nearby gardens;
 - The proposed use should be located to a less densely populated area.
- 5.4 The officer report to the London Borough of Wandsworth planning committee highlights a consultation response from the London Borough of Wandsworth Southern Area Housing Team who manage the adjacent gypsy and travelers site. The comments from the Southern Area Housing Team state that the proposal will result in unacceptable noise levels that will give rise to significant adverse impacts on health and quality of life of the occupants of the travelers site. It is highlighted in the comments that the developers accept that noise levels will be 'excessive' and that the proposed 5 metre high screening is not considered acceptable.
- 5.5 London Borough of Wandsworth There are objections to the proposal on the following grounds: The waste and recycling site by reason of the close proximity of noise sources to the adjoining traveler site to the north would result in unacceptable noise disturbance to the detriment of the amenity of the adjoining residents; ·Insufficient information and/or mitigation has been submitted to adequately demonstrate that the proposed use would protect the amenity of the adjoining residents.
- 5.6 Environment Agency There is no objection to the development on the basis that planning conditions are attached to any planning permission relating to the risks associated with contamination of the site.
- 5.7 Environmental Health There is a concern regarding the extent of the submitted noise assessment in terms of the hours surveyed and it is highlighted that policy WP7 of the Waste Plan that says that a waste facility should be within a fully enclosed building. The possibility of relocating the buildings have been investigated with the applicant but this is not considered possible. Any planning permission should include planning conditions relating to noise, the acoustic barrier, hours of use air quality/ dust management, contaminated land and external lighting.

- 5.8 English Heritage In view of the archaeological potential of the site, it would be appropriate for this further archaeological work to be undertaken in connection with any forthcoming development, as a condition on any future consent.
- 5.9 Transport Planning The proposal is considered acceptable subject to planning conditions including in relation to the submission of a delivery and servicing plan and a construction logistics plan.
- 5.10 Greater London Authority The proposed development is within a Preferred Industrial Location, which is regarded as suitable for waste management and recycling functions. In addition the development proposals will capture the benefits of construction; excavation and demolition waste recycling and contribute towards achieving the Mayor's strategic target of 95% reuse and recycling rates for construction, demolition and excavation waste. Therefore, the use and location of the proposed development is supported in accordance with London Plan policies.
- 5.11 Wandle Valley Forum There is a significant concern with this planning application in terms of the height of the buildings. The buildings will dominate the area and cast a shadow over the adjacent open space forming part of the Wandle Trail, the adjacent traveler site and the area along the river, which is a designated Local Nature Reserve and also forms part of the Wandle Valley Regional Park. The buildings will block direct sunlight from the nature reserve that currently has poor biodiversity.

6. POLICY CONTEXT

National Planning Policy Framework (March 2012)

- 6.1 The National Planning Framework was published on the 27 March 2012 and replaces previous guidance contained in Planning Policy Guidance Notes and Planning Policy Statements.
- 6.2 This document is put forward as a key part of central government reforms '...to make the planning system less complex and more accessible, and to promote sustainable growth'. The document reiterates the plan led system stating that development which accords with an up to date plan should be approved and proposed development that conflicts should be refused.
- 6.3 The framework states that the primary objective of development management should be to foster the delivery of sustainable development, not to hinder or prevent development. To enable each local authority to proactively fulfil their planning role, and to actively promote sustainable development, local planning authorities need to approach development management decisions positively and look for solutions rather than problems so that applications can be approved wherever it is practical to do so. The framework attaches significant weight to the benefits of economic growth, the need to influence

development proposals to achieve quality outcomes; and enable the delivery of sustainable development proposals.

The London Plan (July 2011).

- 6.4 The relevant policies in the London Plan [July 2011] are 2.17 [Strategic industrial locations]; 4.1 [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]; 5.7 [Renewable energy]; 5.10 [Urban greening]; 5.13 [Sustainable drainage]; 5.16 [Waste self-sufficiency]; 5.17 [Waste capacity]; 5.18 [Construction, excavation and demolition waste] 5.20 [Aggregates]; 5.21 [Contaminated land]; 6.3 [Assessing effects of development on transport capacity]; 6.9 [Cycling]; 6.10 [Walking]; 6.11 [Smoothing traffic flow and tackling congestion]; 6.12 [Road network capacity]; 6.13 [Parking]; 7.2 [An inclusive environment]; 7.3 [Designing out crime]; 7.4 [Local character]; 7.5 [Public realm]; 7.6 [Architecture]; 7.14 [Improving air quality]; 7.15 [Reducing noise and enhancing soundscapes]; 7.21 [Trees and woodlands] and 8.2 [Planning obligations].

Adopted Unitary Development Plan (October 2003)

- 6.5 The relevant planning policies retained in the Adopted Unitary Development Plan (October 2003) are Unitary Development Plan [October 2003] are BE16 [Urban design]; BE22 [Design of new development]; E1 [General employment policy]; E2 [Access for disabled people]; E3 [Land uses in industrial areas]; E8 [Bad neighbour Development and 'Green' Economic Development]; F2 [Planning obligations];

Merton Supplementary Planning Guidance

- 6.6 The key supplementary planning guidance relevant to the proposals includes Design (2004) and Planning Obligations (2006).

Policies within the Merton LDF Core Planning Strategy (July 2011)

- 6.7 The relevant policies within the Council's Adopted Core Strategy (July 2011) are CS.5 [Wandle Valley]; CS.16 (Wimbledon Sub Area): CS.11 (Infrastructure); CS.12 (Economic development) CS.13 (Open space; nature conservation; leisure and culture); CS.14 (Design); CS.15 (Climate change); CS.16 [Flood risk management]; CS 17 (Waste management); CS18 (Active transport); CS.19 (Public transport); and CS.20 (Parking; servicing and delivery).

South London Waste Plan (March 2012)

- 6.8 The South London Waste Plan covering the boroughs of Sutton, Kingston, Croydon and Merton was formally adopted in March 2012. The relevant policies within this plan are WP1 Strategic Approach to Municipal Solid Waste and Commercial and Industrial Waste; WP2 Strategic Approach to Other Forms of Waste; WP3 Existing Waste Sites; WP4 Industrial Areas with Sites Suitable for Waste Management

Facilities; WP6 Sustainable Design and Construction of Waste Facilities and WP7 Protecting and Enhancing Amenity.

Emerging policies within the Draft Sites and Policies Plan.

- 6.9 Following several rounds of public consultation and approval by the Council the draft Sites and Policies Plan was submitted to the Secretary of State in October 2013. The public hearing convened by the planning inspector appointed by the Secretary of State to consider the Draft Sites and Policies Plan will commence on Tuesday 21 January 2014.
- 6.10 The relevant policies within the Draft Sites and Policies Plan are as follows: DMD1 [Urban Design and the Public Realm]; DMD2 [Design Considerations and the Public Realm]; DME1 [Employment Areas in Merton] and DMEP2 [Reducing and mitigating against noise] and DMEP4 [Pollutants]; DM T1 [Support for sustainable travel and active travel]; DM T2 [Transport impacts from development]; DM T3 [Car parking and servicing standards].

South London Waste Plan [March 2012]

- 6.11 The South London Waste Plan covering the boroughs of Sutton, Kingston, Croydon and Merton was formally adopted in March 2012. The relevant policies within this plan are WP1 Strategic Approach to Municipal Solid Waste and Commercial and Industrial Waste; WP2 Strategic Approach to Other Forms of Waste; WP3 Existing Waste Sites; WP4 Industrial Areas with Sites Suitable for Waste Management Facilities; WP6 Sustainable Design and Construction of Waste Facilities and WP7 Protecting and Enhancing Amenity.

London Council's Air Quality and Planning Guidance (2007)

- 6.12 The major source of air pollution in London is road traffic with other notable contributions coming from industrial plant, industrial premises, domestic energy production and construction activity. This document provides guidance on the extent of any air quality assessment including weather patterns and background data.

7. PLANNING CONSIDERATIONS

- 7.1 The main planning considerations relate to an assessment of the principle of the development and the need for the development, impact on residential amenity [including noise, air quality and loss of daylight, sunlight, privacy], the design, layout, scale and massing of the buildings; flooding and archaeological issues; the potential impact on the adjacent open space, and highway and transport matters.

Principle of development

- 7.2 Policy 5.16 of the London Plan states that the Mayor will work with boroughs to manage as much of London's waste within London as practicable, managing the equivalent of 100 per cent of London's waste within London by 2031. This will be achieved by exceeding recycling and reuse levels in construction, excavation and demolition waste by

95 per cent by 2020. Proposals for waste management should be assessed in terms of locational suitability, proximity to the source of waste, nature and scale of activity, a positive carbon outcome, and the environmental and transport impact.

- 7.3 The application site is in a Strategic Industrial Location and a Preferred Industrial Location as designated within the London Plan that was adopted in July 2011. These locations are preferred locations for industry and exist to ensure that London provides sufficient quality sites, in appropriate locations to meet the needs of various industrial uses, including sites for waste and recycling. Policy 2.17 of the London Plan states that the Mayor will, and boroughs should promote, manage and where necessary protect these areas to allow them to provide a range of industrial uses.
- 7.4 The Council's Unitary Development Plan [UDP] was adopted in October 2003 following public consultation and a public inquiry. The application site is in an 'industrial area' as designated by the adopted UDP. Policy E3 states that in order to ensure sufficient land and for areas to remain attractive to such employment generating uses, only certain uses including the proposed 'general industrial' [B2] use will be permitted within these designated 'industrial areas'.
- 7.5 The application site is found within Durnsford Road Industrial Estate. The South London Waste Plan adopted in March 2012 has designated this industrial area as being suitable for waste treatment facilities and there is also support for the use of this site for waste purposes within the London Plan. The principle of the proposed use in this location is therefore considered acceptable subject to meeting other planning policy requirements as set out within this report.

Need for the development

- 7.6 Policy 5.20 of the London Plan states that Mayor will work with all relevant partners to ensure an adequate supply of aggregates to support construction in London. This will be achieved by encouraging the reuse and recycling of construction, demolition and excavation waste within London. Policy WP2 of the South London Waste Plan states that planning permission providing additional facilities for construction; demolition and excavation waste will be permitted if there is an identified need for such a facility that cannot be met through other means, and that the proposal meets other policy objectives.
- 7.7 The South London Waste Plan Annual Monitoring Report October 2013 publishes the latest figures from 2011 that show a shortfall in capacity for processing Construction, Demolition and Excavation Waste of 108,280 tonnes. Whilst the presence of unimplemented planning permissions for waste processing are acknowledged there is uncertainty as to whether these permissions would be implemented. This uncertainty is evident in terms of a planning permission that would have processed 90,000 tonnes per annum where the applicant has

gone in to administration. There is also a relatively small difference between the additional capacity that is required and the unimplemented planning permissions.

- 7.8 In conclusion it is considered that on balance there is a need for additional capacity to process Construction, Demolition and Excavation Waste. The current proposal that will provide capacity to process 82,000 tonnes per annum of Construction, Demolition and Excavation Waste will assist in providing this capacity and it is not possible to provide this capacity through other means.

Impact on residential amenity

Air Quality

- 7.9 Policy WP7 of the South London Waste Plan states that developments for waste facilities will be required to demonstrate that impacts would not significantly affect people and the environment. Development Plan policy PE1 states that developments that significantly harm air quality will not be permitted. The proposal has the potential to adversely impact on local air quality due to vehicle numbers and the escape of dust from the site. Emissions from road traffic have been identified as the major source of pollution within the borough and across London. The Mayor of London has also stated that waste transport movements currently account for up to 10 per cent of London's overall traffic movements.

- 7.10 There is a potential for dust originating from activities on the application site to cause nuisance to nearby residential occupiers. A 'Fugitive Emissions Management and Monitoring Plan [Dust and Particulates]' has been submitted with the planning application. Officers welcome the provision of a new building on the site as part of the current application that will partially enclose the proposed activities and reduce the potential for dust escape from the site. In order to ensure that dust does not cause nuisance to adjoining occupiers a planning condition is recommended to ensure that various proposed remedial measures are implemented on the site.

Noise and disturbance

- 7.11 Policy PE.2 of the UDP states that developments which would have a significant adverse effect on nearby occupiers or on the amenity of the locality by reason of noise generation and disturbance will not be permitted, unless potential pollution or noise problems can be overcome by mitigating measures sought by planning conditions.
- 7.12 Policy WP7 of the South London Waste Plan states that developments for waste facilities will be required to demonstrate that impacts would not significantly affect people and the environment. Particular regard will be had to noise from plant associated with the use and traffic that is generated. Policy WP7 advises that waste facilities 'should' be located within a fully enclosed building. The reason for this requirement is to

reduce the potential for nuisance from noise and to allow adequate sound insulation measures to be put in place.

- 7.13 The application site is within one of the borough's Industrial Areas [as designated within the UDP], with noisier and more intrusive business activity directed to these areas. The application of planning controls over the operation of development in these areas requires weighing the need to safeguard residential amenity against the need to ensure that industrial uses can operate effectively including in terms of fully enclosing waste activities. The closest residential use to the application site is the adjacent gypsy and traveller site with other residential properties located 70 metres to the east in Steerforth Street across adjacent open land.
- 7.14 A concrete batching plant previously occupied the application site. This previous use operated within the open areas of the site and without any planning restrictions including in terms of the noise generated, or the hours of operation. The concrete batching plant was a general industrial use [use class B2] and as the current proposal also provides a general industrial use within use class B2 the proposed waste processing use in itself would not require planning permission. Planning permission is required for the submitted proposal as a result of the proposed new buildings. Whilst the new buildings would not fully enclose the proposed waste processing activities they would reduce the potential for noise disturbance to nearby residential occupiers.
- 7.15 The submitted proposal includes waste activities that are within a building that is enclosed on three sides. In support of the planning application the applicant has carried out assessments and submitted information to demonstrate that the proposed activities would not result in a loss of amenity. The applicant has also stated that on a practical level a fully enclosed building would unduly restrict the operation of the use and even if doors were provided these would remain open due for much of the time due to the constant vehicle movements that are required as part of the waste operations.
- 7.16 Policy WP7 of the South London Waste Plan states that waste activities impacting upon residential amenity 'should' be within a fully enclosed building. It is considered that the applicant has adequately demonstrated through the submitted information that the proposed use can be accommodated on the site within the proposed building that has one open side. It is considered that with the use of planning conditions the proposed use is acceptable in terms of the potential impact on residential amenity. It is also highlighted that the proposed use

7.17

Light pollution

7.18 UDP policy PE.3 states that development that would have a significantly adverse effect on the amenities of nearby occupiers by reason of light emissions will not be permitted unless the effect can be overcome by mitigating measures; with these measures sought through planning conditions. Policy WP7 of the South London Waste Plan states that developments for waste facilities will be required to demonstrate that impacts would not significantly affect people and the environment. Particular regard will be had to the design of the waste facility and minimising the requirement for exterior lighting.

7.19 A planning condition is recommended stating that all new lighting including the new floodlights shown on the submitted drawing 133115/PA/005 shall be designed to minimise potential impact on the adjacent open space, wildlife and residential occupiers.

Contaminated land

7.20 UDP policy PE 8 states that the Council will encourage the recycling of derelict or vacant land and brownfield sites for appropriate development having regard to the need to treat polluted or contaminated sites, particularly where there is a threat to public safety.

7.21 The site has historically been used for commercial activity and as a result there is potential for ground contamination to be present. In order to deal with any contamination that is present planning conditions are recommended. These conditions require a site investigation to be carried out prior to work commencing, for monitoring during any construction work and for the submission of a validation report between completion and first use of the site.

7.22 A concern was expressed in public consultation responses in relation to processing of hazardous waste on the application site. The definition of hazardous waste includes material that is found within the Construction, Demolition and Excavation and Commercial and Industrial waste streams and both of these are proposed on the application site. This material could include waste electronic and electrical equipment or asbestos and contaminated soils. There is separate legislation that covers the treatment of these materials that the applicant would need to comply with, this waste would be separated from other waste for specialist treatment.

7.23 In conclusion and after weighing the need to safeguard residential amenity against the need to ensure that industrial uses can operate it is considered that the proposal is acceptable subject to planning conditions. In relation to residential amenity, these planning conditions include a requirement to provide sound insulation to ensure that noise generated by the proposed development is maintained at acceptable levels; for external lighting to be designed to avoid nuisance to adjoining occupiers, measures in relation to potential land contamination for measures to prevent nuisance from dust to be implemented.

Design, scale and appearance

- 7.24 Retained policy BE.15 of the adopted Unitary Development Plan (October 2003) states that the orientation and design of new buildings will be expected to ensure proper living conditions of all residents and enjoyment of amenity spaces and protect amenities from visual intrusion. Unitary Development Plan policies BE.16 and BE.22 require proposals for development to compliment the character and appearance of the wider setting. Policy CS14 advises that this should be achieved in various ways including by promoting high quality design and providing functional spaces and buildings.
- 7.25 The application site is located in an industrial area and there are a variety of different uses and buildings located on adjacent sites. With the nature of this area the buildings previously on the application site and those on neighbouring sites have a functional design and appearance.
- 7.26 The proposed new building on the site has been designed with a pitched roof and will be constructed of steel sheeting. A building of this size is required in order to accommodate the proposed activities that could otherwise potentially have a greater impact upon amenity and to allow sufficient internal operating height for plant and equipment. The proposed building is considered of a scale that is in keeping with existing adjacent buildings in Weir Road.
- 7.27 In conclusion the design, scale, layout and appearance of the proposed development is considered in keeping with the local context and respects the local pattern of development in accordance with policy BE.16, policy BE.22 Unitary Development Plan, policy CS14 of the Core Strategy and policy 3.5 of the London Plan.

Flooding and archaeological issues;

- 7.28 The eastern third of the application site is in an area at risk from flooding [zone 2 - medium risk]. This risk from flooding is associated with the River Wandle that is located immediately to the east of the site. In terms of the NPPF Technical Guide the proposal is considered a 'less vulnerable' use that is considered appropriate within Flood Zone 2.
- 7.29 The proposed increase in the building footprint and maintaining current floor levels are considered acceptable by the Environment Agency as the site is located outside the 1 in 100 yr plus climate change event. The Environment Agency also note that the waste processing buildings are designed to be floodable, thereby minimising any impact on the movement of flood water during the 1 in 1000 year flood event. In terms of safe access and egress, the Environment Agency acknowledge that the main proposed buildings are located outside the 1 in 100 yr plus climate change event, and that, safe dry access would be available in the event of a flood from the main access onto Weir Road.

- 7.30 The site is located in an Archaeological Priority Area with advice provided by UDP policies BE.13 and BE.14. The Council have consulted with English Heritage as part of a planning application and in view of the archaeological potential of the site, it is recommended that planning conditions be used to require further archaeological work.

Adjacent open space;

- 7.31 Adjacent land to the east is designated as a Green Corridor, Green Chain; Metropolitan Open Land; as a Site of Importance for Nature Conservation a Cycle Route and a Leisure Walking Route. The land to the west is designated as a Green Corridor and a Site of Importance for Nature Conservation.
- 7.32 UDP policy NE.2 states that development in proximity to Metropolitan Open Land will be permitted if the Metropolitan Open Land is not harmed through siting materials or design. UDP policy NE.3 states that all developments will be expected to respect and not harm the character or function of the Green Chains. Policy NE6 states that a proposal likely to significantly affect a Site of Importance for Nature Conservation will be permitted only where it can be shown that benefits outweigh the interest or value of the site or any harm can be overcome by mitigating measures. UDP policy NE.8 requires development adjacent to Green Corridors to enhance their nature conservation value.
- 7.33 Policy CS.13 within the Adopted Core Strategy (2011) states that where appropriate, development to integrate new or enhanced habitat or design and landscaping that encourages biodiversity. The policy requires development to protect and enhance open space and that development adjacent to open spaces must not adversely affect the amenity, quality or utility of the open space. The site is adjacent to the Wandle Valley Regional Park and policy CS13 requires development in this location to consider its relationship in terms of visual, physical and landscape links, and to ensure that new development enhances the accessibility and attractiveness of the park.
- 7.34 Waste Plan Policy WP7 requires the design of waste facilities to complement or improve the character of an area; to limit the visual impact of the development through landscaping; to be of a scale, massing or height appropriate to the townscape or landscape; using good quality materials; and, utilising high-quality boundary treatments.
- 7.35 As part of the submitted planning application the applicant has reported that the height of the proposed building will be 2 metre higher than the existing building on the neighbouring site. The ridge height of the new building will also be lower than nearby trees. The areas of open space are located adjacent to the east and west boundaries of the application

site and as a result these areas of open space will lose negligible levels of daylight and sunlight as a result of the submitted proposal. A study commissioned by the applicant found that there is no habitat on the application site to support great crested newts, reptiles, birds or badgers however the adjacent river corridor has the potential to be used by commuting and foraging bats.

- 7.36 Whilst the application site itself is found within a designated industrial area, this location is at the edge of the industrial area and adjacent to sensitive land uses. The applicant has provided details of new native species tree planting that will separate the new building from the eastern boundary of the site. A planning condition is recommended to seek further details of these planting and to ensure that the planting is in place prior to the use first operating.
- 7.37 In conclusion it is considered that the proposed buildings on this vacant industrial site within an industrial area that includes buildings of a similar height would not harm the character, or function of adjacent open space.

Highway and transport matters

Car parking

- 7.38 The application site is located on Weir Road that is unclassified access road and a cul de sac; Weir Road provides access from the site on to the strategic road network [Durnsford Road].
- 7.39 Policy CS20 of the Core Strategy [July 2011] states that car parking should be provided in accordance with current parking standards, whilst assessing the impact of any additional on street parking on vehicle movements and road safety. Policy 6.13 of the London Plan states that the Mayor wishes to see an appropriate balance between promoting new development and preventing excessive car parking that can undermine cycling walking and public transport use. The current maximum car parking standards are set out within the London Plan at table 6.2 and require one car parking space for every 100-600 square metres of employment floorspace and a minimum of one space for the disabled.
- 7.40 The submitted development includes four car parking spaces and the submitted Transport Statement states that one of the four spaces is of a sufficient size for use by someone with a disability. It is considered that the level of proposed car parking is acceptable and within maximum car parking standards. The submitted information shows the location and size of parking bays and demonstrates that there would be adequate room for access and egress to all of the proposed parking spaces. A planning condition is recommended to ensure that one of the car parking spaces is identified on the site as being solely for the use of blue badge holders and retained as such thereafter.

- 7.41 The current maximum car parking standards are set out within the London Plan at table 6.2 and require one car parking space for every 100-600 square metres of employment floor space and a minimum of one space for the disabled. The submitted plan shows the provision of four car parking spaces for the benefit of visitors and staff.

Facilities to charge electric vehicles

- 7.42 In order to reduce carbon dioxide emissions and promote sustainable transport choices the Mayor of London's Electric Vehicle Delivery Plan and policy 6.13 of the adopted London Plan states that new car parking provision should include facilities to charge electric vehicles [a requirement of 20% of spaces for electric vehicles]. A planning condition is recommended to ensure that these facilities are provided on this site.

Pedestrians and cycle parking

- 7.43 Policy CS 18 of the adopted Core Strategy [July 2011] states that the Council will promote active transport by prioritising the safety of pedestrian, transport modes; and encouraging design that provides, attractive, safe, covered cycle parking and other facilities. The minimum cycle parking standards in the London Plan require one cycle parking space for every 500 square metres of employment floorspace.
- 7.44 The Transport Statement submitted with the application highlights the pedestrian access from Weir Road to Trewint Street, across the River Wandle just to the north of the application site. This pedestrian access increases the accessibility of the site for pedestrians, with greater access to bus services on Garratt Lane and to national rail services at Earlsfield railway station.
- 7.45 The submitted block plan annotates an area of the site that would be used for cycle parking, a planning condition is recommended to ensure that details of the storage is submitted for approval and retained. The submitted block plan also annotates a pedestrian route across the application site.
- 7.46 Policy CS20 of the Core Strategy (July 2011) states that the Council will seek to implement effective traffic management by requiring developers to incorporate adequate facilities for servicing to ensure loading and unloading activities do not have an adverse impact on the public highway. The policy also requires developers to incorporate safe access to and from the public highway.
- 7.47 Policy CS20 of the Core Strategy [July 2011] states that the Council will seek to implement effective traffic management by requiring developers to incorporate adequate facilities for servicing to ensure loading and unloading activities do not have an adverse impact on the public highway. The policy also requires developers to incorporate safe access to, and from the public highway.

- 7.48 The previous use of the application site was as a concrete batching plant. The applicant has stated that the proposed use of 77 Weir Road would generate 80 HGV movements (40 two-way trips) per day. Whilst the comparison information submitted by the applicant for another site is acknowledged, there is no traffic information available for the previous use of the application site as a concrete batching plant.
- 7.49 In order to ensure that the traffic and transport associated with the proposed use can be adequately and safely accommodated on the local road network planning conditions are recommended. These planning conditions seek the submission of a travel plan, a Delivery and Servicing Plan and a Construction Logistics Plan. With the potential number of vehicles movements proposed the Delivery and Servicing Plan should demonstrate that there will be adequate space for vehicles to manoeuvre on the site whilst avoiding the need to reverse on to the highway, provide details of driver safety training and demonstrate that there will be minimum impact on the public highway from trips that are generated by the use.

Energy and climate change

- 7.50 Policy CS 15 of the Adopted Core Strategy (2011) states that new development will need to show how it makes effective use of resources, minimises water use and CO2 emissions in accordance with the hierarchy use less energy; supply energy efficiently and use renewable energy. Waste Plan Policy WP6 states that all proposals must achieve a sustainability rating of 'Excellent' under a bespoke BREEAM scheme. A lower rating may be acceptable where the developers can demonstrate that achieving the 'Excellent' rating would make the proposal unviable.
- 7.51 The planning application has been accompanied by an energy assessment and an indication of how the development would meet the Mayor's objectives and the objectives of the Council's Core Strategy.
- 7.52 It is stated that the proposed new building will be unheated, uninsulated and unventilated and for these reasons it is not possible to apply normal BREEAM standards. Whilst not possible for the proposal to be assessed under the normal BREEAM standards in the design of the development the applicant has sought to address sustainability issues. This includes maximising natural lighting, using energy efficiency lighting, use of photovoltaic panels, measures to reduce water consumption and minimise risk of surface flooding. This approach has been assessed by the Council's Climate Change Team and is considered acceptable. A planning condition is recommended stating that the measures shown in the submitted sustainability statement be implemented prior to first use of the proposed building.

8. ENVIRONMENTAL IMPACT ASSESSMENT

- 8.1 The application site is less than 0.5 hectares in area and therefore falls outside the scope of Schedule 2 development under the The Town and

Country Planning (Environmental Impact Assessment) Regulations 2011. In this context there is no requirement for an Environmental Impact Assessment as part of this planning application.

9. CONCLUSION

- 9.1 The principle of the proposed waste on this site in a designated industrial estate is considered acceptable. The proposed development represents an effective and sustainable use of this vacant, brownfield site. The submitted information demonstrates that the use will not have an adverse impact on the safe operation of the local road network, adjacent sensitive open space land uses and the nearest residential properties. Accordingly, it is recommended that planning permission be granted subject to the planning conditions and planning obligations set out below.

10. LOCAL FINANCIAL CONSIDERATIONS

Mayor of London Community Infrastructure Lev

- 10.1 The proposed development is liable to pay the Mayoral Community Infrastructure Levy (CIL), the funds for which will be used by the Mayor of London towards the 'CrossRail' project. The CIL amount is non-negotiable and planning permission cannot be refused for failure to pay the CIL.

- 10.2 The CIL charge that would be payable, for the proposed development, providing 1023 square metres, under the Mayor of London Community Infrastructure Levy would be [£35,805](#).

Planning Obligations

- 10.3 Regulation 122(2) of the CIL Regulations 2010 (continued in the CIL Regulations 2011) introduced three tests for planning obligations into law, stating that obligations must be:
- Necessary to make the development acceptable in planning terms;
 - Directly related to the development;
 - Fairly and reasonably related in scale and kind to the development.
- 10.4 If a planning obligation does not meet all of these tests it cannot legally be taken into account in granting planning permission and for the Local Planning Authority to take account of S106 in granting planning permission it needs to be convinced that, without the obligation, permission should be refused. It is not considered that any planning obligations are necessary in terms of the current development.

RECOMMENDATION

GRANT PLANNING PERMISSION subject to planning conditions.

And the following conditions:

1. Standard condition (Time period) 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 for condition: To

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

2. Amended standard condition (Approved plans) The development hereby permitted shall be carried out in accordance with the following approved plans: Drawings 133115/PA/001; 002; 003; 004; 007; Landscaping Statement; Supporting Statement; Transport Statement; Sustainability Statement; Fugitive Emissions Management and Monitoring Plan; Flood Risk Assessment; Noise Assessment and Phase 1 Environmental Risk Assessment. Reason for condition: For the avoidance of doubt and in the interests of proper planning.
3. Non-standard condition (Archaeological Work - Written Scheme of Investigation) No development shall commence until the applicant has secured the implementation of a programme of archaeological work in accordance with a Written Scheme of Investigation which has been submitted to, and approved in writing by the local planning authority, with the development proceeding in accordance with the Written Scheme of Investigation. Reason for condition: Heritage assets of archaeological interest survive on the site, in order to provide the opportunity to record the history of the site and to comply with policy BE.13 of the Adopted Merton Unitary Development Plan 2003 and London Plan policy 7.8.
4. Non-standard condition (Construction Logistics Plan) No development shall commence until a Construction Logistics Plan has been submitted to, and approved in writing by, the local planning authority with the development proceeding in accordance with the approved plan. Reason for condition: To ensure the provision of an appropriate level of car parking and comply with policy CS20 of the Adopted Merton Core Planning Strategy 2011.
5. Non-standard condition (Delivery and Servicing Plan) No development shall commence until a Delivery and Servicing Plan has been submitted to, and approved in writing by, the local planning authority with the development proceeding in accordance with the approved plan. Reason for condition: To ensure the provision of an appropriate level of car parking and comply with policy CS20 of the Adopted Merton Core Planning Strategy 2011.
6. Non-standard condition (Foul and surface water) No development shall commence until a scheme to dispose of foul and surface water has been submitted to, and approved in writing by, the local planning authority. The scheme shall be implemented as approved prior to the use commencing and maintained permanently thereafter. Reason for condition: In order to prevent the pollution of groundwater in accordance with PE.6 of the Adopted Merton Unitary Development Plan 2003 as infiltrating water has the potential to cause remobilisation of contaminants present in shallow soil/made ground which could ultimately cause pollution of groundwater.

7. Amended standard condition (Foundation design) 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 and maintained permanently thereafter. Reason for condition: In order to protect the health of future occupiers of the site and adjoining areas in accordance with policy PE.8 of the Adopted Merton Unitary Development Plan 2003 and in order to ensure no unacceptable risk to underlying groundwater as the site has been found to be contaminated.
8. Standard condition (Flood Risk Assessment) The development hereby permitted shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) by AA Environmental (Report Ref: 133115, dated October 2013). Reason for condition: To safeguard the amenities of the area and to reduce the impact of flooding both to and from the proposed development in compliance with CS16 of the Adopted Merton Core Planning Strategy 2011.
9. Amended standard condition (Ground contamination - survey) No development shall commence until a detailed site investigation has been completed to survey and assess the extent of potential ground contamination on the site and from the surrounding environment (including any controlled waters), considering historic land use data and the proposed end use with the site investigation report (detailing all investigative works and sampling, together with the results of analysis, risk assessment to any receptors and proposed remediation strategy detailing proposals for remediation), submitted to and approved by the Local Planning Authority and the buildings hereby approved shall not be used until the approved remediation measures/treatments have been implemented in full. Reason for condition: In order to protect the health of future occupiers of the site and adjoining areas in accordance with policy PE.8 of the Adopted Merton Unitary Development Plan 2003 and for the protection of Controlled Waters as site is located over a Secondary Aquifer, close to the River Wandle and it is understood that the site may be affected by historic contamination.
10. Amended standard condition (Ground contamination – construction phase) If during construction works further contamination is encountered which has not previously been identified and considered the Council's Environmental Health Section shall be notified immediately and no further development shall take place until remediation proposals (detailing all investigative works and sampling, together with the results of analysis, risk assessment to any receptors and proposed remediation strategy detailing proposals for remediation) have been submitted to and approved by the Local Planning Authority and the approved remediation measures/treatments implemented in

full. Reason for condition: In order to protect the health of future occupiers of the site and adjoining areas in accordance with policy PE.8 of the Adopted Merton Unitary Development Plan 2003 and to ensure that any contamination encountered that has not previously identified is dealt with appropriately.

11. Amended standard condition (Operation hours) The proposed use shall only operate and accept deliveries between 0600hrs and 1830hrs Monday to Saturdays Reason for condition: To safeguard the amenities of the area and to ensure compliance with policy PE.2 of the Adopted Merton Unitary Development Plan 2003.
12. Non standard condition (Waste throughput) The approved waste use shall not exceed a combined throughput capacity of 90,000 tonnes per annum, with records of the throughput of waste retained at the site and made available for inspection at any reasonable time following a request from the local planning authority. Reason for condition: The impact of the development has been assessed on the basis of this stated throughput and the local planning authority would wish to maintain control over any future increase in the capacity of the site, in the interests of amenity and traffic management and to comply with policy CS20 of the adopted Merton Core Strategy (2011).
13. Standard condition (Landscaping) The proposed use shall not commence before a landscaping scheme been implemented that is in accordance with details that have previously been submitted to and approved in writing for approval to the Local Planning Authority. The landscaping scheme shall include the size, maturity, species, spacing, quantities and location of plants. Any trees which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased or are dying shall be replaced in the next planting season with others of similar size and species, unless the local planning authority gives written consent to any variation. Reason for condition: To enhance the appearance of the development in the interest of the amenities of the area and to comply with policy CS13 of the Adopted Merton Core Planning Strategy 2011.
14. Amended standard condition (Car parking spaces) The proposed use shall not commence until the car parking spaces shown on the approved drawing to serve the development including the provision of an electric vehicle charging point have been provided, with the spaces thereafter kept free from obstruction and retained for parking purposes for users of the development and for no other purpose. Reason for condition: To ensure the provision of an appropriate level of car parking and comply with policy CS20 of the Adopted Merton Core Planning Strategy 2011.
15. Non-standard condition (Parking for those with a disability) The proposed use shall not commence until one car parking space is designated and clearly identified on the site solely for the use by those

with a disability with the parking space maintained permanently thereafter. Reason for condition: To ensure the provision of an appropriate level of car parking and comply with policy CS20 of the Adopted Merton Core Planning Strategy 2011.

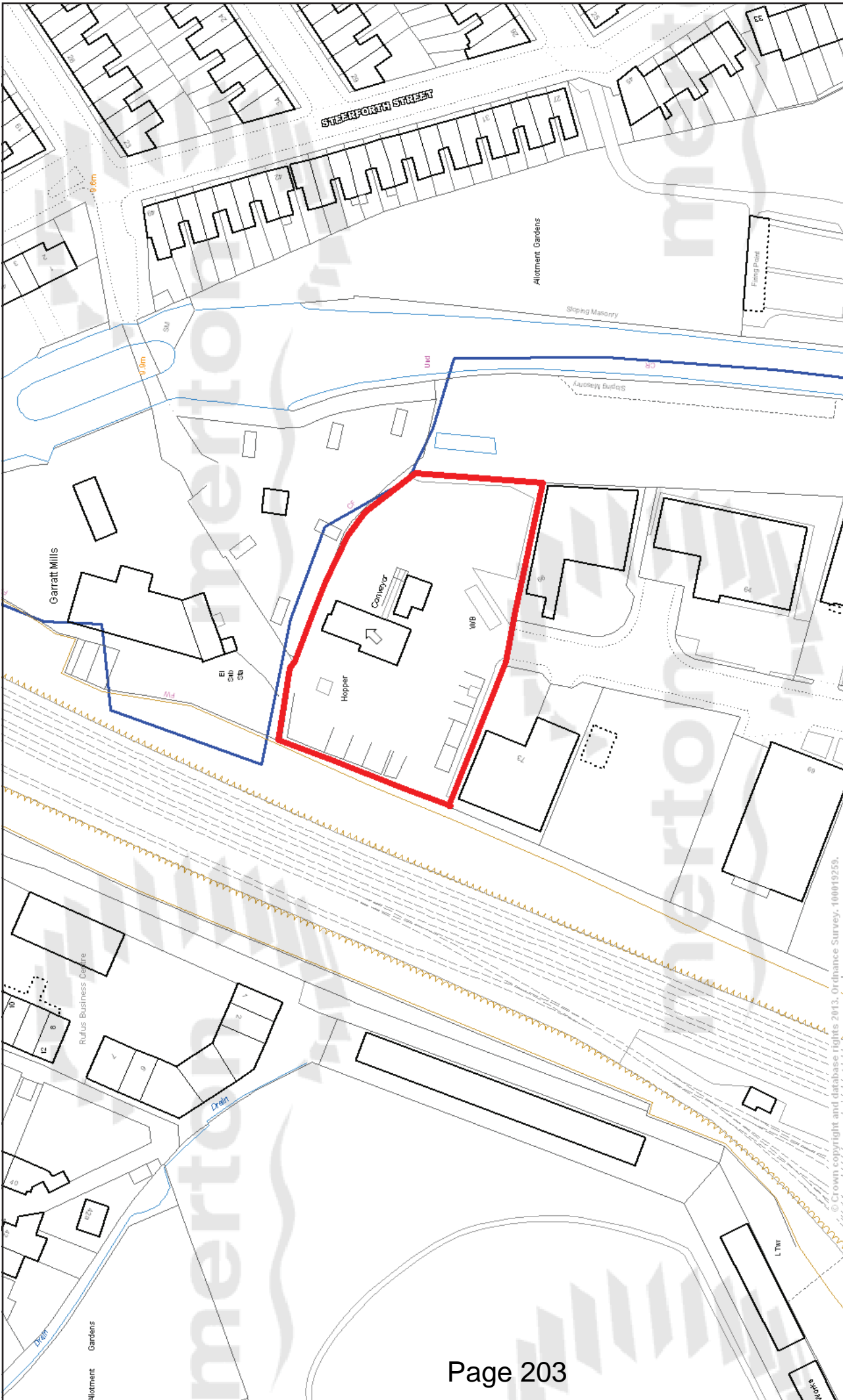
16. Non-standard condition (Travel Plan) Prior to the commencement of the use hereby permitted, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall follow the current 'Travel Plan Development Control Guidance' issued by Transport for London and shall include: Targets for sustainable travel arrangements; Effective measures for the ongoing monitoring of the Plan; A commitment to delivering the Plan objectives for a period of at least 5 years from the first occupation of the development; Effective mechanisms to achieve the objectives of the Plan by both present and future occupiers of the development. The development shall be implemented only on accordance with the approved Travel Plan. Reason for condition: To promote sustainable travel measures and comply with policies CS18 and CS19 of the Adopted Merton Core Planning Strategy 2011.
17. Standard condition (External lighting) Any new external lighting shall be designed, positioned and angled so as to prevent any light spillage or glare from affecting the nearby open space and the closest residential properties and shall have regard to the recommendations of the "Bats and Lighting in the UK" published jointly by the Bat Conservation Trust and Institute of Lighting Engineers Reason for condition: In order to safeguard the amenities of neighbouring residential occupiers and to maintain the nature conservation value of the adjacent open space and to ensure compliance with policies PE.2, NE.8 of the Adopted Merton Unitary Development Plan 2003 and CS.13 of the adopted Merton Core Strategy (2011).
18. Non standard condition (Cycle parking) The proposed use shall not commence until the cycle parking shown on the plans hereby approved has been provided and made available for use. These facilities shall be retained for the staff and visitors to the development at all times. Reason for condition To ensure satisfactory facilities for cycle parking are provided and to comply with policy CS18 of the Adopted Merton Core Planning Strategy 2011.
19. Non standard condition (Sound insulation) The proposed use shall not commence until sound insulation has been installed that is in accordance with details that have previously been submitted to and approved in writing for approval to the Local Planning Authority with the insulation ensuring that noise from the use does not increase the background noise level by 5dB(A)L90 (5 minute measurement period) when measured 1 metre away from the facade of the nearest effected dwelling. Reason for condition: To safeguard the occupiers of the proposed properties and ensure compliance with policy PE.2 of the Adopted Merton Unitary Development Plan.

20. Non-standard condition (Acoustic barrier) Notwithstanding the details included with the planning application, no development shall commence until details of the proposed acoustic barrier have been submitted and approved in writing by the local planning authority. The approved details shall be installed before the commencement of the use and shall be permanently retained thereafter unless otherwise agreed in writing by the Local Planning Authority. Reason for condition: To safeguard the occupiers of the proposed properties and ensure compliance with policy PE.2 of the Adopted Merton Unitary Development Plan.
21. Non-standard condition (Fugitive emissions management) Prior to the commencement of the use the remedial measures detailed in the fugitive emissions management and monitoring plan (dust and particulates) July 2013 by AA environmental Ltd, to protect air quality and prevent dust nuisance to adjoining occupiers from both the application site and associated vehicles shall be in place and shall be retained permanently thereafter with the fugitive emissions management and monitoring plan (dust and particulates) July 2013 included in the site's environmental management system (EMS) and this should be stated in the fugitive emissions plan. Reason for condition: To safeguard the occupiers of the proposed properties and ensure compliance with policies PE.1 and PE.2 of the Adopted Merton Unitary Development Plan.
22. Non-standard condition (Sustainability Statement) The measures set out in the submitted envision Sustainability Statement shall be in place prior to commencement of the use hereby approved. Reason for condition To ensure that the development achieves the highest possible standard of sustainability and makes efficient use of resources and to comply with policies BE.25 of the Adopted Merton Unitary Development Plan 2003, 5.2 of the Adopted London Plan 2011 and CS 15 of the Adopted Merton Core Planning Strategy 2011.
23. Non-standard condition (Post investigation archaeological assessment) The proposed use shall not commence until the site investigation and post investigation archaeological assessment have been completed in accordance with the programme set out in the approved Written Scheme of Investigation and the provision made for analysis, publication and dissemination of the results and archive deposition has been secured. Reason for condition: In order to provide the opportunity to record the history of the site and to comply with policy BE.13 of the Adopted Merton Unitary Development Plan 2003 and London Plan policy 7.8.
24. Amended standard condition (Ground contamination – post construction) The proposed use shall not commence until a validation report has been submitted to and approved in writing by the Local Planning Authority to demonstrate that remediation works have been

carried out in accordance with the agreed remediation strategy. The validation report shall provide a full record of all remediation activities carried out on the site including post remedial sampling and analysis, waste management documentation and evidence that the agreed site remediation criteria have been met (including waste materials removed from the site; an audit trail demonstrating that all imported or reused soil material conforms to current soil quality requirements as approved by the Council) and any post remediation sampling that has been carried out. Reason for condition: In order to protect the health of future occupiers of the site and adjoining areas in accordance with policy PE.8 of the Adopted Merton Unitary Development Plan 2003 and 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.

INFORMATIVES:

- a) The applicant is advised that In accordance with paragraphs 186 and 187 of the National Planning Policy Framework, the London Borough of Merton takes a positive and proactive approach to development proposals that are focused on solutions. The London Borough of Merton works with applicants or agents in a positive and proactive manner by suggesting solutions to secure a successful outcome and updating applicants or agents of any issues that may arise in the processing of their application.
- b) The development hereby approved is liable to the Community Infrastructure Levy (CIL). The chargeable amount of CIL that would be payable (subject to any successful applications for relief, surcharges or late payment interest charges) is **£31,675**. To avoid substantial surcharges an Assumption of Liability Notice and a Commencement Notice must be submitted to the Local Planning Authority prior to commencement of the development hereby approved. A Liability Transfer Notice can be submitted prior to the day the final payment falls due should parties who will be liable to pay change. These notices can be found on the planning portal at www.planningportal.gov.uk. For more information regarding CIL visit www.merton.gov.uk/CIL or email cilevy@merton.gov.uk.
- c) The applicant is advised to contact the Council's Highways team prior to undertaking any works within the Public Highway.
- d) The applicant is advised that guidance on the preparation of a Construction Logistics Plan is available at the following link: <http://bit.ly/18hS6qP>



London Borough of Merton
 100 London Road
 Morden
 Surrey
 SM4 5DX

Scale 1/1250

Date 31/12/2013

77 Weir Road

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DEVELOPMENT CONTROL

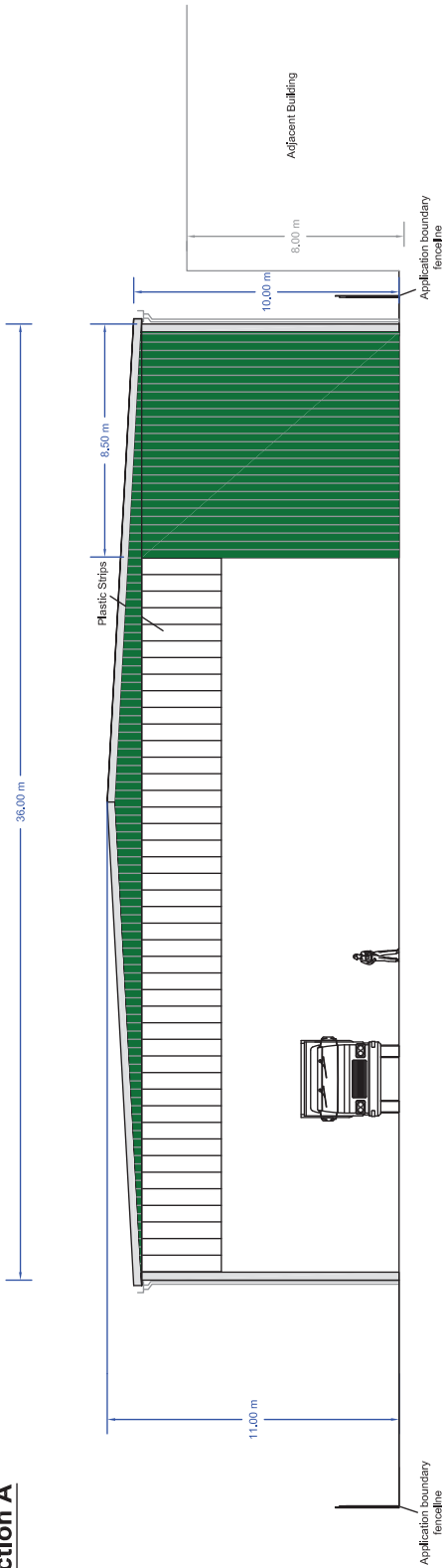
KEY

- Site Boundary
- Proposed Building
- Section Lines

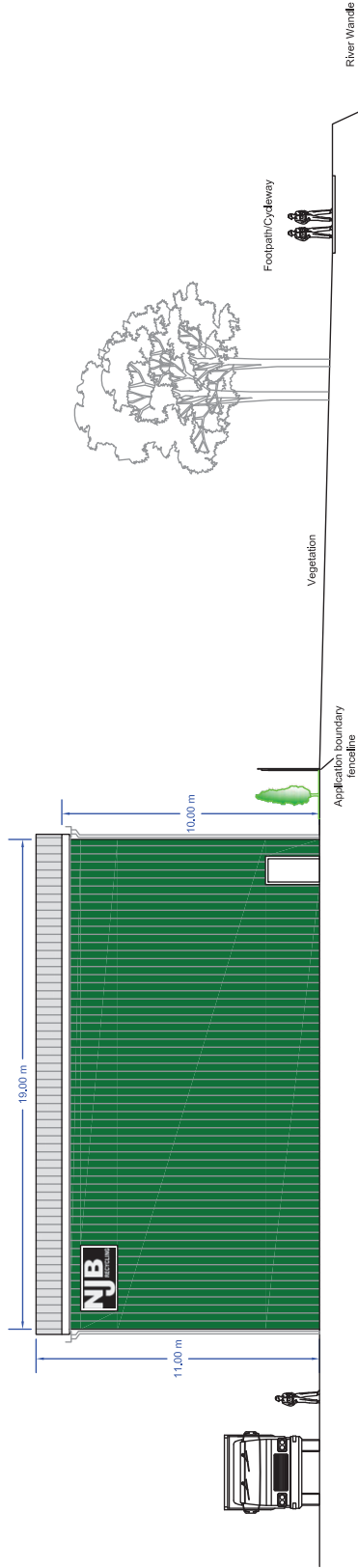
Rev.	Details	Drawn	Chkd.	Date
Project 133115 77 Weir Road Wimbledon				
Title Proposed Block Plan				
 AA Environmental Ltd Unit 10 Chilwell Court Shilpton A1190 Oxon OX13 8HX T: 01235 536042 F: 01235 523848 info@aae-ltd.com www.aae-ltd.com				
Scale 1:500@A3	Date May'13	Drawn JNT	Chkd. ML	Rev. 133115/PA002



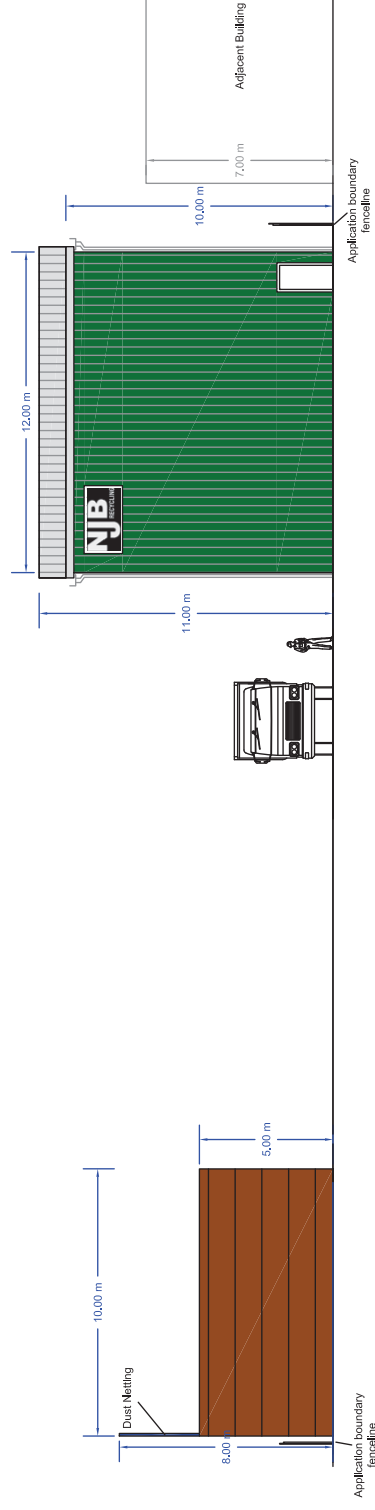
Section A



Section B



Section C



Rev.	Details		Date
	Drawn	Checkd.	
Project 133115 77 Weir Road Wimbledon			
Title Cross Sections and Elevations			
 AA Environmental LTD Units 4 to 8 Chelwell Court Station Road Oxted OX13 9FX T: 01235 536942 F: 01235 536943 info@aae-ltd.com www.aae-ltd.com			
Scale	Date	Drawn	Checkd.
1:200@A3	July 13	JNT	ML
Rev.	Dwg. No.		
	133115/PA/003		

KEY

- Site Boundary
- Buildings
- Vehicle turning arcs
- ⊠ No Stopping (Vehicles)
- Designated Safe Pedestrian Route

NOTES

a) Pedestrians

All pedestrians to enter site by pedestrian entrance and report to Site Office.

Site Operatives and Visitors to use Safe Pedestrian Route to walk around site.

Site Operatives and Visitors to wear suitable high-visibility clothing and Personal Protective Equipment (PPE).

b) Vehicles

All vehicles to enter site by designated site entrance.

Site Operative cars and visitors to park in car parking areas.

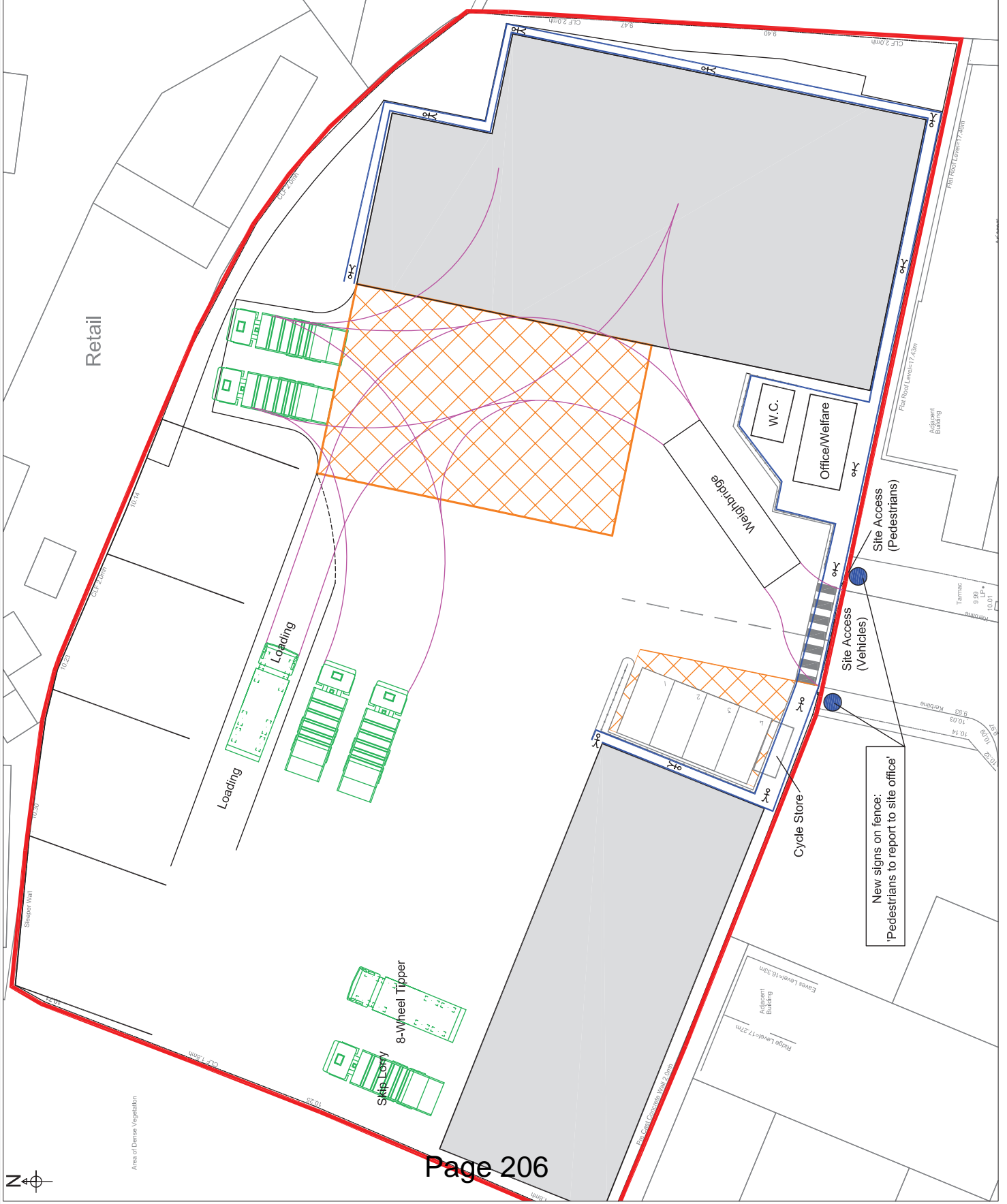
Operational delivery and collection vehicles to report to Site Office and use weighbridge, as required.

All vehicle movements to be controlled by banksman.

Operational collection vehicles to be loaded in designated areas.

All operational delivery and collection vehicles to use suitable safety warning lights and audio signals.

No stopping or holding of vehicles on public highway. All vehicles to enter site.



Rev.	Details	Drawn	Chkd.	Date

Project
133115
77 Weir Road
Wimbledon

Title
Delivery and Service Plan

AA Environmental LTD
Unit 10
Chisham Court
Shippon Abington
Oxon OX13 8HX
T: 01235 536042
F: 01235 523849
info@aae-llp.com
www.aae-llp.com

Scale
1:250@A3

Date
Jul'13

Drawn
JNT

Chkd.
ML

Fig. No.
133115/PA007

Rev.
1