

Report of the Head of Planning, Sport and Green Spaces

Address SOLID WASTE TRANSFER STATION CIVIC WAY RUISLIP

Development: Proposed works to Victoria Road Waste Transfer Station to include a bulky materials reception area as an extension to the existing waste transfer station building, associated vehicle management measures including amendments to the existing internal site roundabout, a new HGV queuing area, new staff parking area and new containerised waste storage bay.

LBH Ref Nos: 18124/APP/2013/1723

Drawing Nos: Letter from SLR Consulting, Ref. 402.00079.00421 dated 10/12/13
CX_500 Issue 01
VIC1
VIC2
VIC3
VIC4
VIC5
VIC6
VIC7
VIC8
A-110 Issue 01
Flood Risk Assessment
CX_402 Issue 02
CX_400 Issue 02
CX_302 Issue 05
CX_300 Issue 05
CX_001 Issue 22
CX_200 Issue 08
Travel Plan
Agent's covering email dated 10/12/13
Statement of Community Engagement
Dust Management Plan
Odour Management Plan
VR-LVIA-1
Landscape and Visual Impact Assessment
Transport Assessment
Noise Assessment
Figure B-1
Preliminary Land Quality Risk Assessment
Great Crested Newt Terrestrial Survey
Habitat Survey Report
AQ1
Air Quality Assessment
Design & Access Statement

Date Plans Received:	21/06/2013	Date(s) of Amendment(s):	09/07/2013
Date Application Valid:	18/07/2013		24/06/2013
			10/12/2013

1. SUMMARY

This application seeks permission to erect an extension to the main building and re-

configure the site layout on this established waste transfer located at the southern end of Civic Way in South Ruislip. The facility would provide a reception area for bulky goods and would allow for the greater processing and recycling of these materials.

Initially, the Environment Agency (EA) raised an objection to the proposals due to drainage concerns. Following the receipt of additional information from the application, the EA advises that their objection has been overcome, subject to the imposition of appropriate conditions. Being within a safeguarding area for High Speed Two (HS2), HS2 Ltd. have been consulted and advise that subject to the imposition of recommended conditions, the scheme is acceptable.

The site is surrounded by railway lines so that the extension would not have any material impact upon surrounding properties, the nearest of which is located over 200m from the proposal. Although the proposal would not result in any additional material being received at the site, it would result in re-usable and recyclable material leaving the site by road instead of heading for landfill by rail, which would result in 16 additional HGV trips per day. The Council's Highway Engineer does not raise any objection to the proposals.

The proposals would also not be likely to result in any noise or air quality concerns.

The scheme is recommended for approval.

2. RECOMMENDATION

APPROVAL subject to the following:

1 COM3 Time Limit

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON

To comply with Section 91 of the Town and Country Planning Act 1990.

2 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers VIC6, VIC7, VIC8, CX_001 Issue 22, CX_200 Issue 08 and CX_500 Issue 01 and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (July 2011).

3 COM7 Materials (Submission)

No development shall take place until details of all materials and external surfaces, have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

Details should include information relating to make, product/type, colour and photographs/images.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

4 COM9 Landscaping

No development shall take place until a landscape scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping
 - 1.a Planting plans (at not less than a scale of 1:100),
 - 1.b Written specification of planting and cultivation works to be undertaken,
 - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Landscape Maintenance
 - 2.a Landscape Maintenance Schedule for a minimum period of 5 years.
 - 2.b Proposals for the replacement of any tree, shrub, or area of surfacing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

3. Schedule for Implementation

4. Other
 - 4.a Existing and proposed functional services above and below ground
 - 4.b Proposed finishing levels or contours

Thereafter the development shall be carried out and maintained in full accordance with the approved details.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 5.17 (refuse storage) of the London Plan (July 2011).

5 NONSC Non Standard Condition

The development hereby permitted shall not be commenced until a detailed surface water drainage scheme for the site, based on the agreed Flood Risk Assessment (FRA) and letter dated 10 December 2013 from SLR consulting, reference 402.00079.00421 has been submitted to and approved in writing by the Local Planning Authority. The drainage strategy shall include a restriction in run-off and surface water storage on site as outlined in the letter. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

Reason

To prevent the increased risk of flooding, to improve and protect water quality, and improve habitat and amenity in accordance with Policies 5.13, 5.14 and 7.19 of the London Plan (July 2011).

6 NONSC Non Standard Condition

The development hereby permitted shall not be commenced until such time as a scheme to treat and remove suspended solids from surface water run-off during construction works has been submitted to, and approved in writing by, the Local Planning Authority. The scheme shall be implemented as approved.

Reason

To safeguard water quality within the Thanmes River Basin in accordance with Policy

5.14 of the London Plan (November 2011) and the Thames River Basin Management Plan.

7 NONSC Non Standard Condition

The development hereby permitted shall not be commenced until such time as a scheme to dispose of foul and surface water, including appropriate control measures, has been submitted to, and approved in writing by, the Local Planning Authority. The scheme shall be implemented as approved.

Reason

To safeguard water quality within the Thames River Basin in accordance with Policy 5.14 of the London Plan (November 2011) and the Thames River Basin Management Plan.

8 NONSC Non Standard Condition

No development shall commence on site until a remediation strategy that includes the following components to deal with the risks associated with contamination of the site are 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) and any further site investigation works required on site post demolition, 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 these site investigations and the 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 written consent of the Local Planning Authority. The scheme shall be implemented as approved.

Reason

To protect groundwater quality and to limit any further entry of pollutants into the lower classed status surface water body (Yeading Brook) in accordance with the NPPF and Policy 5.14 of the London Plan (July 2011).

9 NONSC Non Standard Condition

No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of 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. The long-term monitoring and maintenance plan shall be implemented as approved.

Reason

To protect groundwater quality and to limit any further entry of pollutants into the lower classed status surface water body (Yeading Brook) in accordance with the NPPF and Policy 5.14 of the London Plan (July 2011).

10 NONSC Non Standard Condition

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, an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.

Reason

To protect groundwater quality in accordance with the NPPF and Policy 5.14 of the London Plan (July 2011).

11 NONSC Non Standard Condition

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

- (a) Accommodate the proposed location of the HS2 structures and tunnels,
- (b) Accommodate ground movement and associated effects arising from the constructions thereof, and
- (c) Mitigate the effects of noise and vibration arising from the operation of the HS2 railway within the tunnels.

Reason:

Were HS2 to ever be approved, the above condition ensures the development is not adversely affected by the implementation of HS2.

12 NONSC Non Standard Condition

The method statements to be submitted under condition 1 shall include arrangements to secure that, during any period when concurrent construction is taking place of both the development hereby permitted and of the HS2 structures and tunnels in or adjacent to the site of that development, the construction of the HS2 structures and tunnels is not impeded. The development shall be carried out in all respects in accordance with the approved design and method statement, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs (a) to (c) of condition 1 shall be completed, in their entirety, before any part of the building(s) hereby permitted is/are occupied.

Reason:

Were HS2 to ever be approved, the above condition ensures the development is not adversely affected by the implementation of HS2.

13 NONSC Non Standard Condition

No works below ground level comprised within the development hereby permitted shall

be carried out at any time when a tunnel boring machine used for the purposes of boring tunnels for the HS2 railway is within 100 metres of the land on which the development hereby permitted is situated.

Reason:

Were HS2 to ever be approved, the above condition ensures the development is not adversely affected by the implementation of HS2.

14 NONSC Non Standard Condition

(i) The development hereby permitted shall not commence until a scheme to deal with contamination has been submitted in accordance with the Supplementary Planning Guidance Document on Land Contamination and approved by the Local Planning Authority (LPA). The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(a) A desk-top study carried out by a competent person to characterise the site and provide information on the history of the site/surrounding area and to identify and evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site;

(b) A site investigation, including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use; and

(c) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement, along with details of a watching brief to address undiscovered contamination.

(ii) If during development works contamination not addressed in the submitted remediation scheme is identified, the updated watching brief shall be submitted and an addendum to the remediation scheme shall be agreed with the LPA prior to implementation; and

(iii) All works which form part of the remediation scheme shall be completed and a comprehensive verification report shall be submitted to the Council's Environmental Protection Unit before any part of the development is occupied or brought into use unless the LPA dispenses with any such requirement specifically and in writing.

Reason:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy OE11 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

15 NONSC Non Standard Condition

Before any part of the development is brought into use, site derived soils and imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

Note: The Environmental Protection Unit (EPU) must be consulted for their advice when using this condition.

REASON

To ensure that maintenance workers at the development are not subject to any risks from soil contamination in accordance with Policy OE11 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

INFORMATIVES

1 I52 Compulsory Informative (1)

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

NPPF1

NPPF4

NPPF10

NPP13

LPP 5.2 (2011) Minimising Carbon Dioxide Emissions

LPP 5.3 (2011) Sustainable design and construction

LPP 5.7 (2011) Renewable energy

LPP 5.12 (2011) Flood risk management

LPP 5.13 (2011) Sustainable drainage

LPP 5.14 (2011) Water quality and wastewater infrastructure

LPP 5.16 (2011) Waste self-sufficiency

LPP 5.17 (2011) Waste capacity

LPP 6.3 (2011) Assessing effects of development on transport capacity

LPP 6.5 (2011) Funding Crossrail and other strategically important transport infrastructure

LPP 6.9 (2011) Cycling

LPP 6.13 (2011) Parking

LPP 7.14 (2011) Improving air quality

OL5 Development proposals adjacent to the Green Belt

EC5 Retention of ecological features and creation of new habitats

BE13 New development must harmonise with the existing street scene.

BE15 Alterations and extensions to existing buildings

BE20 Daylight and sunlight considerations.

BE21 Siting, bulk and proximity of new buildings/extensions.

BE24 Requires new development to ensure adequate levels of privacy to neighbours.

BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.

OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
LE1	Proposals for industry, warehousing and business development
LE7	Provision of planning benefits from industry, warehousing and business development
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons

3 I15 Control of Environmental Nuisance from Construction Work

Nuisance from demolition and construction works is subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with:-

A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.

B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.

C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance 'The Control of dust and emissions from construction and demolition.

D. No bonfires that create dark smoke or nuisance to local residents.

You are advised to consult the Council's Environmental Protection Unit (www.hillingdon.gov.uk/noise Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

4

With regard to conditions 11, 12 and 13 the applicant is advised to liaise with High Speed Two (HS2) Limited.

5

The applicant is advised that this application relates to the physical development

associated with the erection of an extension and changes to the site layout only (not the use of the site). The use of the site is permitted under planning permissions 18124/73/1596, 18124K/80/1044, 18124K/80/1044, 18124C/75/1828, and 18124L/81/64 and all relevant conditions relating to the operational restriction of the site, such as waste throughput and hours of use remain in force.

For the avoidance of doubt:

The quantity of waste the site can receive to 208,000 tonnes of solid waste and up to 40,000 tonnes of civic amenity waste per annum as set out under planning permission 18124K/80/1044.

The origin of waste arriving at the site is restricted to the London Boroughs of Hillingdon, Harrow, Ealing and Brent as set out under planning permission 18124K/80/1044.

The hours of operation for the majority of the site are restricted to 07:00 and 21:00 hours on weekdays and 07:30 and 16:00 hours on Saturdays and Sundays as specified under planning permission 18124C/75/1828.

The hours of operation of the civic amenity element of the site are restricted to 07:00 and 21:00 hours on weekdays, 07:30 and 16:15 hours on Saturdays and 07:30 and 17:00 on Sundays as specified under planning permission 18124L/81/64.

6

The Environment Agency advise that on reviewing the submitted Preliminary Land Quality Risk Assessment Report by SLR Consulting Ltd for Sita UK Ltd; SLR Ref: 402.00079.00421 dated February 2013, they have the following comments:

It will be prudent and beneficial to carry out further soil and groundwater sampling at VRBH04 where elevated concentrations of Chlorinated solvents particularly 1,1,1-Trichloroethane has been identified. Additional groundwater sampling and chemical analysis should also be carried out particularly around the locations of former underground and above ground storage tanks on site where hydrocarbon impact has been recorded within the made ground.

From the report, it is not particularly clear what the applicant intends to do with the disused underground and above ground storage tanks. As their presence might present an on-going source, and if this is the case, then all associated infrastructure should be also removed and soils tested. Any contamination should be established and dealt with accordingly after the tanks and associated infrastructure have been removed. Any groundwater encountered should also be sampled. We would appreciate further consultation regarding tank removal at the site and also confirmation regarding the timeframe for removal of the tanks and associated infrastructure.

The final assessment should be carried out using the results of the site investigations with consideration of the hydrogeology of the site, nearby surface water receptors and the degree of any existing groundwater and surface water pollution. The risk assessment should also address foundation designs as any intrusive foundations may provide a fast route to groundwater for contaminants both during and after construction.

7

The Environment Agency advise that in order to discharge the surface water condition,

the following information must be provided based on the agreed drainage strategy:

- a) A clearly labelled drainage layout plan showing pipe networks and any attenuation areas or storage locations. This plan should show any pipe 'node number' that have been referred to in network calculations and it should also show invert and cover levels of manholes.
- b) Confirmation of the critical storm duration.
- c) Where infiltration forms part of the proposed stormwater system such as infiltration trenches and soakaways, soakage test results and test locations are to be submitted in accordance with BRE digest 365.
- c) Where on site attenuation is achieved through ponds, swales, geocellular storage or other similar methods, calculations showing the volume of these are also required.
- e) Where an outfall discharge control device is to be used such as a hydrobrake or twin orifice, this should be shown on the plan with the rate of discharge stated.
- f) Calculations should demonstrate how the system operates during a 1 in 100 chance in any year critical duration storm event, including an allowance for climate change in line with the National Planning Framework Technical Guidance. If overland flooding occurs in this event, a plan should also be submitted detailing the location of overland flow paths and the extent and depth of ponding.

3. CONSIDERATIONS

3.1 Site and Locality

The 1.3ha application site forms part of the western end of the existing waste transfer and civic amenity site located at the southern end of Civic Way. The application site includes the access into the site and extends to the east to include the main tipping hall building but excludes the civic amenity site and its internal access which adjoins the application site to the north and east. The waste transfer and civic amenity site is bounded on all sides by the railway lines of the Central Underground and Chiltern Railways, with the line to the north being elevated on an embankment. Vehicular access to the site is from Civic Way and its junction with Victoria Road to the north, through the railway embankment via a rail overbridge.

Beyond the surrounding railway lines to the north is the Stonefield Way Industrial and Business Area, to the south are open fields which form part of the Green Belt and to the east and west are established residential areas. A culvert runs along the western side of Civic Way which passes through the western side of the site.

The site has no formal designation and forms part of the 'developed area'. It has a PTAL of 1a (on a scale of 1-6, where 6 is the most accessible), as indicated on maps produced by TfL. The site is therefore considered to have a poor level of accessibility to public transport links.

3.2 Proposed Scheme

The proposal is for the erection of a small extension to the main waste transfer building on site and a re-configuration of the site layout.

The extension would provide a reception area for bulky goods and be sited on the western elevation of the main tipping hall building. It would have dimensions of 22.8m by 15.3m and be some 9m high with a flat roof. It would be clad with profile steel sheeting.

Bulky goods are currently bulked up on site in an open air concrete bay for onward transportation to landfill elsewhere. The proposed bulky waste facility would allow bulky waste materials to be processed on site, separating reusable bulky waste items, removing recyclable items and the residual, non recyclable waste would be shredded to reduce the volume to weight ratio to enable more efficient off-site transportation. These materials would be delivered by Borough Council vehicles from Hillingdon, Brent, Harrow and Ealing and the re-used and recycled material would be removed from the site by road, with the non-recyclable material transported by rail for thermal recovery elsewhere to produce energy and heat.

As part of the works, a new access would be required to the main tipping hall immediately to the south of the proposed extension. New windows, one on the western and one on the southern elevations for a new canteen and re-sited internal control room respectively.

The proposal also involves some re-configuration of parts of the site, including a new car parking area and access routes across the site. The existing internal site access roundabout would be enlarged to better differentiate between private cars accessing the civic amenity site and HGVs accessing the waste transfer station. The new extension towards the northern end of the western elevation of the main tipping hall will involve vehicles now accessing and egressing the tipping hall from the southern half of the building, requiring active traffic management with a new traffic control system incorporating overhead traffic lights and queuing space for delivery vehicles to wait outside the main building. This would be controlled from the relocated tipping hall control room, with vehicles moving around the site in a clockwise direction. Staff and visitor parking would be relocated within a dedicated separate parking area at the western end of the site, replacing the existing informal parking arrangement whereby staff park close to the main building. A new container storage bay is also proposed to the south of the existing weighbridge.

There would be no change to the overall waste throughput or type of waste handled on site and no changes are proposed to the operating hours.

The application is supported by the following documents:-

Design and Access Statement:

This provides an introduction to the proposals and describes the site and proposed development. The report then goes on to consider the scale, landscape opportunities and appearance of the development and then assesses climate change considerations. The report then considers access to and within the site.

Transport Assessment:

This provides an introduction to the study, describes the site and the local highway conditions. Traffic count and accident data are presented and relevant planning policies assessed. The development proposals are described. In particular, the report advises that the separated reuse/recyclable material would be removed by a roll on/off (hooklift) vehicle which would carry on average 5 tonnes per load. As this material is unlikely to amount to more than 10,000 tpa, there would be less than 8 HGVs per day removing the reusable, recyclable materials from the site in addition to the existing HGVs delivering/removing waste from site. The report then goes on to assess the site's accessibility by various means of transport, noting that the site has a PTAL score of 1b. Existing and proposed vehicular trip generation is quantified and junction capacity

assessed. Traffic impact results are presented and the report concludes the proposals will not have a material impact on the local highway network and the forecasted traffic can be accommodated by the Civic Way/Victoria Road junction, even if the site operated at determined maximum daily traffic levels.

Noise Assessment:

This provides the background to the study, describes the site and the proposed development. The methodology of the study is described, involving the preparation of a background noise survey at the nearest noise sensitive receptors which were agreed with the Council's Environmental Protection Unit. Results are presented and then proposed operational noise levels assessed. The report concludes that complaints would be unlikely from a nearby block of flats on Roubourne Drive and a situation between marginal significance and complaints being unlikely from No. 103 Great Central Avenue during the day. Predicted noise levels are also below the specified limits within the playing fields located to the south of the site. Noise limits. The report considers that noise should not pose a material constraint to the development.

Air Quality Assessment:

This provides the background to the assessment, including an overview of the proposed operations. The report considers relevant legislation and guidance, describes the assessment methodology and results are presented. The report concludes that dust emissions during the construction phase represent a 'medium' risk of dust impact and mitigation measures are recommended. During the operational phase, there would not be a significant risk of dust impact at local receptors so that existing mitigation measures would be capable of addressing the risk. The proposals would also not introduce any additional sources of odour so that existing measures would be appropriate which in any event would be monitored by the EA. The impact of exhaust fumes from additional HGV traffic was considered to be negligible.

Dust Management Plan:

This describes the background to the study and describes the methodology. The potential of the site for fugitive dust emissions is assessed and mitigation measures are recommended, including restrictions on HGV speed to 5mph, use of a wet road sweeper every second day and internal dust suppression methods such as internal spray fans. Further mitigation is proposed during extreme weather conditions and trigger levels described. The implications for the management of the site are then discussed, including training and recording.

Odour Management Plan:

This describes the background to the study and describes the methodology. Potential odour sources are identified and their release, pathways and impact are assessed. Controls are identified and odour management measures identified and the implications for the management of the site are then discussed.

Travel Plan:

This describes the measures to be put in place to discourage car use, including increased staff cycling and car sharing.

Flood Risk Assessment:

This provides an introduction to the study and describes the site and its hydrological setting and drainage systems. The proposal is outlined and the assessment of flood risk described. The site is identified as being within Flood Zone 1 and notes that a culverted Roxbourne/Yeading Brook river passes through the site at its western end. Sources of flood risk are assessed as being low. The report concludes by stating that under existing conditions, the extensive surface water drainage system intercepts and conveys site surface water to the culvert without treatment or attenuation. The proposed development will not increase the hardstanding area of the site and therefore there would be no increase in the rate of surface water generated. The report concludes by identifying possible mitigation where this would be practicable, such as various SuDs control measures and possible removal of surplus hardstanding areas.

Landscape and Visual Impact Assessment:

This provides an introduction to the study and describes its methodology. Baseline conditions are described and visual impacts of the proposal assessed. The report concludes that the analysis of views demonstrates that the visibility of the proposal would be limited beyond the site boundaries and there would be no significant visual effects.

Extended Phase 1 Habitat Survey Report:

This provides the background to the study and describes the methodology. This includes the larger waste transfer and civic amenity site. Results are presented and discussed and recommendations are made.

Great Crested Newt Terrestrial Survey:

This advises that no Great Crested Newts were found and no further investigation is necessary.

3.3 Relevant Planning History

Comment on Relevant Planning History

Planning permission for the erection of a permanent waste transfer station on this site was originally granted on 24/9/74 (18124/73/1596 refers). Condition 3 of this permission restricted the origin of waste to the London Boroughs of Hillingdon, Harrow and Ealing. This was later extended to Brent on 10/3/81 (18124K/80/1044 refers). Condition 2 of the latter permission (18124K/80/1044) limited the quantity of waste the site can receive to 208,000 tonnes of solid waste and up to 40,000 tonnes of civic amenity waste per annum.

Hours of operation of the site were originally restricted to between 07:00 and 21:00 hours on weekdays and 07:30 and 16:00 hours on Saturdays and Sundays (specified within condition 4 of 18124C/75/1828). The hours of operation of the civic amenity element were varied on the 10/3/81 (18124L/81/64) from 16:00 to 16:15 hours on Saturdays and to 17:00 on Sundays.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

PT1.39	To seek where appropriate planning obligations to achieve benefits to the community related to the scale and type of development proposed.
PT1.BE1	(2012) Built Environment
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM6	(2012) Flood Risk Management
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.EM11	(2012) Sustainable Waste Management
PT1.CI1	(2012) Community Infrastructure Provision

Part 2 Policies:

NPPF1	
NPPF4	
NPPF10	
NPP13	
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.3	(2011) Sustainable design and construction
LPP 5.7	(2011) Renewable energy
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.14	(2011) Water quality and wastewater infrastructure
LPP 5.16	(2011) Waste self-sufficiency
LPP 5.17	(2011) Waste capacity
LPP 6.3	(2011) Assessing effects of development on transport capacity
LPP 6.5	(2011) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2011) Cycling
LPP 6.13	(2011) Parking
LPP 7.14	(2011) Improving air quality
OL5	Development proposals adjacent to the Green Belt
EC5	Retention of ecological features and creation of new habitats
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.

OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
LE1	Proposals for industry, warehousing and business development
LE7	Provision of planning benefits from industry, warehousing and business development
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **12th October 2013**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

124 neighbouring properties and the South Ruislip Residents' Association have been consulted on this application, the application has been advertised in the local press on 2/10/13 and a site notice has been displayed on site. No responses from neighbouring properties have been received.

ENVIRONMENT AGENCY:

Further to our letter dated 9 December 2003 we have reviewed the following additional information submitted by the agent, which you were also copied into on 10 December:

- . Letter dated 10 December 2013 from SLR consulting, reference 402.00079.00421 including calculations for the surface water drainage run off
- . Appendix A (micro drainage report).

We are pleased to advise that the information submitted is sufficient to remove our initial objection to this application, subject to the inclusion of the conditions detailed below:

Condition 1

The development hereby permitted shall not be commenced until a detailed surface water drainage scheme for the site, based on the agreed Flood Risk Assessment (FRA) and letter dated 10 December 2013 from SLR consulting, reference 402.00079.00421 has been submitted to and

approved in writing by the Local Planning Authority. The drainage strategy shall include a restriction in run-off and surface water storage on site as outlined in the letter. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

Reason

To prevent the increased risk of flooding, to improve and protect water quality, and improve habitat and amenity.

Condition 2

The development hereby permitted shall not be commenced until such time as a scheme to treat and remove suspended solids from surface water run-off during construction works has been submitted to, and approved in writing by, the Local Planning Authority. The scheme shall be implemented as approved.

Reason

The Thames River Basin Management Plan requires the restoration and enhancement of water bodies to prevent deterioration and promote recovery of water bodies. Without these conditions, the impact could prevent the recovery of the Yeading East water body because it could result in the release of suspended solids, hydrocarbons, or other polluting matter.

Condition 3

The development hereby permitted shall not be commenced until such time as a scheme to dispose of foul and surface water, including appropriate control measures, has been submitted to, and approved in writing by, the Local Planning Authority. The scheme shall be implemented as approved.

Reason

The Thames River Basin Management Plan requires the restoration and enhancement of water bodies to prevent deterioration and promote recovery of water bodies. Without these conditions, the impact could prevent the recovery of the Yeading East water body because it could result in the release of suspended solids, hydrocarbons, or other polluting matter.

Condition 4

No development shall commence on site until a remediation strategy that includes the following components to deal with the risks associated with contamination of the site are 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) and any further site investigation works required on site post demolition, 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 these site investigations and the 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 written consent of the Local Planning Authority. The scheme shall be implemented as approved.

Reason

To protect groundwater quality and to limit any further entry of pollutants into the lower classed status surface water body (Yeading Brook). The submitted report satisfies Point 1 of this condition. The rest of the condition is required to secure the additional investigation and risk assessment works and any remedial works that may be required.

National Planning Policy Framework (NPPF) paragraph 109 states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of water pollution. Government policy also states that planning policies and decisions should also ensure that adequate site investigation information, prepared by a competent person, is presented (NPPF, paragraph 121).

Condition 5

No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of 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. The long-term monitoring and maintenance plan shall be implemented as approved.

Reason

To ensure the site is fit for purpose and remove the risks to Controlled Waters.

Condition 6

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 their Local Planning Authority for, an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.

Reason

1. This condition is recommended as no investigation can completely characterise a site, some parts of the site are less well characterised than others.
2. To protect the quality of the water environment by ensuring contamination encountered during construction is addressed appropriately.

Informative (Groundwater and contaminated land)

On reviewing the submitted Preliminary Land Quality Risk Assessment Report by SLR Consulting Ltd for Sita UK Ltd; SLR Ref: 402.00079.00421 dated February 2013, we have the following comments:

It will be prudent and beneficial to carry out further soil and groundwater sampling at VRBH04 where elevated concentrations of Chlorinated solvents particularly 1,1,1-Trichloroethane has been identified. Additional groundwater sampling and chemical analysis should also be carried out particularly around the locations of former underground and above ground storage tanks on site where hydrocarbon impact has been recorded within the made ground.

From the report, it is not particularly clear what the applicant intends to do with the disused underground and above ground storage tanks. As their presence might present an on-going source, and if this is the case, then all associated infrastructure should be also removed and soils tested. Any contamination should be established and dealt with accordingly after the tanks and associated infrastructure have been removed. Any groundwater encountered should also be sampled. We would appreciate further consultation regarding tank removal at the site and also confirmation regarding the timeframe for removal of the tanks and associated infrastructure.

The final assessment should be carried out using the results of the site investigations with consideration of the hydrogeology of the site, nearby surface water receptors and the degree of any existing groundwater and surface water pollution. The risk assessment should also address foundation designs as any intrusive foundations may provide a fast route to groundwater for contaminants both during and after construction.

Advice to applicant on discharging surface water condition

In order to discharge the surface water condition, the following information must be provided based on the agreed drainage strategy:

- a) A clearly labelled drainage layout plan showing pipe networks and any attenuation areas or storage locations. This plan should show any pipe 'node number' that have been referred to in network calculations and it should also show invert and cover levels of manholes.
- b) Confirmation of the critical storm duration.
- c) Where infiltration forms part of the proposed stormwater system such as infiltration trenches and soakaways, soakage test results and test locations are to be submitted in accordance with BRE digest 365.
- c) Where on site attenuation is achieved through ponds, swales, geocellular storage or other similar methods, calculations showing the volume of these are also required.
- e) Where an outfall discharge control device is to be used such as a hydrobrake or twin orifice, this should be shown on the plan with the rate of discharge stated.
- f) Calculations should demonstrate how the system operates during a 1 in 100 chance in any year critical duration storm event, including an allowance for climate change in line with the National Planning Framework Technical Guidance. If overland flooding occurs in this event, a plan should also be submitted detailing the location of overland flow paths and the extent and depth of ponding.

MoD SAFEGUARDING - RAF NORTHOLT:

We have no safeguarding objections to this proposal.

HIGH SPEED 2 LTD:

The current proposed HS2 alignment will be directly underneath the application site in a deep bored tunnel in this location and as a result the site is partially included within the limits of land subject to the HS2 Phase One Safeguarding Direction. Please note that the specific part of the site subject to the adopted Direction is identified on map no. 13 as being inside an area of 'subsoil safeguarding', which HS2 Ltd typically uses for sections of tunnel.

Having considered the application proposals, in light of the fact the railway will be some 30 metres below ground level in this location it is not envisaged that the proposed development will conflict with the construction or operation of HS2. Therefore HS2 Ltd raises no objections to the grant of planning permission subject to the following conditions and informative being applied in order to protect the HS2 project:

1. None of the development hereby permitted shall be commenced until detailed design and method statements for all of the ground floor structures, foundations and basements and for any

structures below ground level, including piling (temporary and permanent) have been submitted to and approved in writing by the Local Planning Authority which:

- (a) Accommodate the proposed location of the HS2 structures and tunnels,
- (b) Accommodate ground movement and associated effects arising from the constructions thereof, and
- (c) Mitigate the effects of noise and vibration arising from the operation of the HS2 railway within the tunnels.

2. The method statements to be submitted under condition 1 shall include arrangements to secure that, during any period when concurrent construction is taking place of both the development hereby permitted and of the HS2 structures and tunnels in or adjacent to the site of that development, the construction of the HS2 structures and tunnels is not impeded. The development shall be carried out in all respects in accordance with the approved design and method statement, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs (a) to (c) of condition 1 shall be completed, in their entirety, before any part of the building(s) hereby permitted is/are occupied.

3. No works below ground level comprised within the development hereby permitted shall be carried out at any time when a tunnel boring machine used for the purposes of boring tunnels for the HS2 railway is within 100 metres of the land on which the development hereby permitted is situated.

Reasons:

To ensure the development hereby permitted does not impede the delivery of High Speed 2, a project of national importance.

Informative:

With regard to condition 3, the applicant is advised to liaise with High Speed Two (HS2) Limited.

Internal Consultees

INTERNAL CONSULTTEES

HIGHWAY ENGINEER:

The development is for the extension of the existing waste transfer station building to provide a bulky materials reception area that will receive and process (shred) bulky waste items within the site. As part of the proposals a car park will be provided to accommodate 32 parking spaces for the use of staff, which will formalise the existing car parking that currently takes place within the site. In addition, it is proposed to reconfigure the existing internal roundabout within the site to provide improved vehicular access.

When considering the development, it is noted that the proposals will increase the amount of bulky materials that are recycled at the site and will not generate an increase in imported waste. However, as a result of increased recycling, there will be a requirement to export separated material by road.

In order to assess the proposals, a Transport Assessment (TA) has been submitted, which has identified the amount of separated material to be exported from the site as approximately 10,000 tonnes per annum. This is expected to generate an additional 16 HGV trips each day. As a result, the TA has undertaken a capacity analysis of the priority junction of Victoria Road and Civic Way,

which has shown that the junction will operate within capacity during the future year, 2022. However, when reviewing the analysis, there appears to be errors within the model.

In addition, the TA has undertaken an assessment of accidents along Victoria Road between the junctions of Long Drive and Field End Road for a three year period up to December 2011. The assessment has identified 31 accidents (30 slight, 1 serious) within the study area with 3 accidents occurring adjacent to the junction of Victoria Road and Civic Way, all of which being classified as slight. From analysis of the data, the TA has concluded that these accidents are attributed to poor driver/pedestrian behaviour and not related to the layout of the highway. However, it is noted that the accident data used within the assessment is not provided within the TA and the findings cannot be validated. Furthermore, it is considered that the assessment is not up to date.

Nevertheless, notwithstanding the capacity analysis or the accident assessment that has been undertaken, it is considered that based on the low increase in vehicular trips, the proposals would not have a material impact along the adjacent highway network.

In addition, it is noted that the site currently has planning consent to receive a maximum of 208,000 tonnes of waste per annum. However, the TA informs that as a result of increase recycling over recent years, the amount of waste handled at the site has decreased and the existing operation now handles around 153,000 tonnes per annum. As a result, the increased waste material to be exported from the site by road (10,000 tonnes per annum) would be less than the consented handling capacity at the site.

Therefore, provided that the details below are made conditional to the planning consent, it is considered that the development would not be contrary to the Policies of the adopted Hillingdon Local Plan, 2012, Part 2, and an objection is not raised in relation to the highway and transportation aspect of the proposals.

The Travel Plan provided in support of the development is required to be amended to include targets for reducing travel to and from the site by staff, which shall be agreed in writing by the LPA within 3 months of the date of the planning consent.

The existing planning condition (planning application reference 18124K/80/1044), limiting the quantity of waste the site can receive to 208,000 tonnes per annum is required to be retained.

TREES/LANDSCAPE OFFICER:

Landscape Character / Context:

The existing Waste Transfer Station was consented in the 1970's and has been in operation for over 30 years. The Household Resource Recovery Centre, accessible to the public, has been in operation for 20 years. Roughly triangular in shape, the site is relatively flat with a 12 metre high waste transfer building in the centre of the site surrounded by open circulation space and storage for the steel waste containers which line parts of the perimeter.

The site is bounded by existing railway lines on all sides, with the northern boundary defined (and screened by) railway lines on the top of an embankment and retaining walls, beyond which are light industrial units, warehouses and large retail units on Victoria Road. At some distance to the south-east is the residential area of Rabournmead and to the south-west lies the residential area of Great central Avenue. Open Green Belt land lies to the south, beyond the railway. There are no trees, protected or otherwise, within the site.

Proposal:

The proposal is for works to Victoria Road Waste Transfer Station to include a bulky materials reception area as an extension to the existing waste transfer station building, associated vehicle

management measures including amendments to the existing internal site roundabout, a new HGV queuing area, new staff parking area and new containerised waste storage bay.

Landscape Considerations:

Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

- The Design & Access Statement proposed new bulky waste reception building will be a 9m high (maximum) steel framed and clad structure, sited on the west elevation of the existing high waste transfer station - as described in section 6.0 and visualised on Arup's photomontage, drawing no. A-110 issue 01.
- Other proposals include changes to vehicle access and circulation within the site. These are intended to respond to the operational requirements of the site but will not be visible, or impact upon receptors outside the site.
- Section 7.0 of the D&AS confirms that the existing site is 'laid almost entirely to hard-standing'. However, there are areas of off-site planting and tree cover around the boundaries and railway embankments which contribute to the landscape setting and provide some screening.
- No trees or other landscape features of merit will be affected by the proposal.
- Section 8 of the D&AS confirms that due to the railway embankments (re-inforced by the off-site planting) there are limited viewpoints from which the proposed bulky waste reception area would be visible. This will be subservient to the glimpses of the larger existing waste transfer building.
- Viewpoints and external receptors are illustrated in Arup drawing No. CX-300, Issue 5, SLR's drawing No. VIC5 Landscape Cross-section, drawing Nos. VR-LVIA-1, 2, 3 and 4 Landscape & Visual Impact Assessment Viewpoints 1-6.
- There is no objection to the Landscape & Visual Impact Assessment which concludes (section 7.0) that the proposed development will have no significant landscape or visual impact.
- The D&AS states that there are limited opportunities for soft landscape enhancement within the site. However, if the application is recommended for approval, landscape conditions should be imposed to ensure any opportunity to enhance the character and appearance of the area is taken and that the colour of the new building is carefully considered to ensure that it is as recessive as possible.

Recommendations:

No objection subject to the above observations and conditions COM7 and COM9 (parts 1, 2, 4, 5 and 6).

ENVIRONMENTAL PROTECTION OFFICER:

Noise:

A BS4142:1997 assessment was undertaken for the proposed bulky waste shredding facility. The assessment indicates at Rabournmead Drive the rating level will be 15dB below the background noise level and at Great Central Avenue the difference between rating level and background noise will be zero. Thus indicating complaints unlikely at Rabournmead Drive and of marginal significance at Great Central Avenue. This assumes the access door at the southern facade of the building remains open at all times to provide a worst-case scenario.

In view of the above I have no objection to this application. I do however recommend the following as an informative:

INF 20 Control of environmental nuisance from construction work (~ Informative 20)

Nuisance from demolition and construction work is subject to control under the Control of Pollution Act 1974, the Clean Air Act 1993 and the Environmental Protection Act 1990. You should ensure

that the following are complied with:

(i) Demolition and construction works should only be carried out between the hours of 0800 and 1800 on Monday to Friday and between the hours of 0800 and 1300 on Saturday. No works should be carried out on Sundays, Public or Bank Holidays;

(ii) All noise generated during such works should be controlled in compliance with British Standard 5228, and use "best practicable means" as defined in section 72 of the Control of Pollution Act 1974;

(iii) Measures should be taken to eliminate the release of dust, odours and other emissions caused by the works that may create a public health nuisance. Guidance on control measures is given in "The control of dust and emissions from construction and demolition: best practice guidelines", Greater London Authority, November 2006; and

(iv) No bonfires that create dark smoke or cause nuisance to local residents should be allowed at any time.

You are advised to consult the Council's Environmental Protection Unit to seek prior approval under Section 61 of the Control of Pollution Act 1974 if you anticipate any difficulty in carrying out the works other than within the normal working hours set out above, and by means that would minimise disturbance to adjoining premises. For further information and advice, contact the Environmental Protection Unit, 3S/02 Civic Centre, High Street, Uxbridge, Middlesex UB8 1UW (tel. 01895 250155).

Air Quality:

The proposed development is adjacent to the declared AQMA and in an area that is probably close to the European Union limit value for annual mean nitrogen dioxide (40.0 u-g/m³) along Victoria Road.

The main impact of the development on local air quality would be directly linked to any increase in tonnage of waste processed at the site and associated increases in vehicles movement. As the development would not increase the processing capacity of the site above that already permitted, it is not considered that any air quality impacts over and above the existing lawful situation would arise.

New odour causing areas resulting from the physical re-arrangements of the site would mainly be within an extension to an existing building. Odour no greater than the current baseline situation is indicated in the submitted assessment, however some mitigation is required to avoid nuisance at nearby commercial area which is approximately 80 metres away. Both an odour and dust management plan associated with the site use has been submitted. Suitable permit conditions to address issues associated with the process would be required under Environmental Permitting requiring the plans to be implemented. There is no need for the planning permission to duplicate controls which should be dealt with under Environmental Permitting regulation.

Land Contamination:

The document, a Preliminary Land Quality Risk Assessment (PLQRA), has reviewed previous limited environmental assessments relating to the Site and presents the information with respect to the Site's environmental setting, land use history and the potential for contamination. It indicates made ground was identified across the site varying from a depth of 1.5 metres to 4.5 metres in the areas investigated. The composition of the made ground was highly variable and comprised of concrete over black sandy gravel, orange/brown sandy clay or a gravelly clayey sand. The gravel in

the made ground generally comprised flint, brick, slag, concrete, clinker and ceramic. The report indicates the site is not 'directly connected' to the Yeading Brook which is culverted and runs parallel to Civic Way.

Given the industrial/commercial use of the site, most contaminants (metals, PAH, TPH, phenol, SVOCs, VOCs, PCB and pesticides) were not considered of concern, however, of the 13 made ground samples subjected to asbestos screening, 4 samples had asbestos containing material (ACM - chrysotile and amosite in one sample) at shallow depth within soil and loose aggregates.

Groundwater samples from seven monitoring wells were monitored on two occasions. The results of the analysis were compared to EQS. With the exception of copper, and 1,1,1-trichloroethane all concentrations of metals, TPH (total petroleum hydrocarbons), BTEX, VOCs (volatile organic compounds) and SVOCs (semi-volatile organic compounds) were below the laboratory detection limit or below the relevant EQS (environmental quality standard). Although there are no EQS for chloroethane, 1,1-dichloroethene and 1,1-dichloroethane, they were detected in above laboratory detection limits. All chlorinated solvents were indicated as being detected in VRBH04 (assuming this refers to BH04 in the drawing located to the south east of the site). The report indicates it was not possible to determine which strata the 1,1,1-trichloroethane impact groundwater is held in and this was not investigated further.

It is noted the above does not present a risk to on site receptors as there are no buildings in this area, however there are concerns with regard to off-site residential receptors to the south east of the site, and further clarification is required to the source and extent of the contamination and possible off-site risk. The Environment Agency may also possibly want to be consulted with regard to the groundwater contamination relating to chlorinated solvents.

The Construction Environmental Management Plan (CEMP) would need to consider the risk associated with asbestos contaminated soils as some groundworks/earth works are likely as part of the development. A potential moderate risk to construction workers, during the redevelopment stage, and to future maintenance workers has been attributed to the presence of asbestos within the shallow ground in the report. However, a moderate to low risk to future site users has been attributed to the presence of asbestos in the shallow ground as exposure is likely to be limited. The report does recommend asbestos monitoring and testing within landscaped areas to determine whether the risk is sufficiently low or whether remediation or restrictions are required.

The standard contaminated land condition is recommended to ensure the identified potential contamination issues, including risks to off-site receptors, and the lack of investigation in the areas where contamination is likely, such as near fuel tanks is addressed. The imports/landscaping condition is also recommended to ensure the landscaping soils are suitable for use, especially with regard to asbestos contamination where on-site soils are reused, or new soils are imported.

CONTAMINATED LAND CONDITION

(i) The development hereby permitted shall not commence until a scheme to deal with contamination has been submitted in accordance with the Supplementary Planning Guidance Document on Land Contamination and approved by the Local Planning Authority (LPA). The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(a) A desk-top study carried out by a competent person to characterise the site and provide information on the history of the site/surrounding area and to identify and evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site;

(b) A site investigation, including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and

recommendations for remedial measures to make the site suitable for the proposed use; and
(c) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement, along with details of a watching brief to address undiscovered contamination.

(ii) If during development works contamination not addressed in the submitted remediation scheme is identified, the updated watching brief shall be submitted and an addendum to the remediation scheme shall be agreed with the LPA prior to implementation; and

(iii) All works which form part of the remediation scheme shall be completed and a comprehensive verification report shall be submitted to the Council's Environmental Protection Unit before any part of the development is occupied or brought into use unless the LPA dispenses with any such requirement specifically and in writing.

Reason:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

Condition to minimise risk of contamination from garden and landscaped area

Before any part of the development is brought into use, site derived soils and imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

Note: The Environmental Protection Unit (EPU) must be consulted for their advice when using this condition.

REASON

To ensure that maintenance workers at the development are not subject to any risks from soil contamination in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

FLOOD AND WATER MANAGEMENT OFFICER:

No concerns are raised as regards the EA comments withdrawing their objection subject to the standard Suds condition.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

This is an established site for waste transfer and household waste recycling where there would be no objections in principle to associated development works, subject to normal development control criteria.

7.02 Density of the proposed development

Not relevant to this proposal.

7.03 Impact on archaeology/CAs/LBs or Areas of Special Character

The application site is not within an archaeological priority area and the proposal would not be likely to affect any archaeological remains. The proposal would also not be sited close to a conservation area or an area of special local character nor would it affect the setting of a listed building.

7.04 Airport safeguarding

There are no safeguarding issues raised by this proposal.

7.05 Impact on the green belt

The application site does not form part of the Green Belt and it is surrounded by railway lines and lineside vegetation which would prevent the proposal being detrimental to the openness of the Green Belt which adjoins the Chiltern main line to the south.

7.07 Impact on the character & appearance of the area

This is an existing waste transfer site located at the end of Civic Way which serves adjoining retail and industrial units. The proposal is for a small extension to the large imposing main hall building sited centrally within the site. As such, the extension and the proposed layout re-configuration on site would not be out-of-keeping with the surrounding area on this site which is well screened from its neighbours.

7.08 Impact on neighbours

The nearest residential properties to the proposal are located some 210m to the south east on Rabournmead Drive and 330m to the west on Great Central Avenue. Given these distances and the screening afforded to the site by the surrounding railway embankments and lineside vegetation and the main hall building itself, the proposed extension would not have any material impact upon surrounding properties by reason of dominance, loss of sunlight or overshadowing.

Noise and air quality issues are assessed below.

7.09 Living conditions for future occupiers

Not applicable to this commercial proposal.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The Council's Highway Engineer advises that as a result of the increase in bulky material processing on site, although there would not be an increase in the amount of material entering the site, there will be a requirement to export separated material by road. In order to assess the proposals, a Transport Assessment (TA) has been submitted, which has identified the amount of separated material to be exported from the site as approximately 10,000 tonnes per annum. This is expected to generate an additional 16 HGV trips each day. As a result, the TA has undertaken a capacity analysis of the priority junction of Victoria Road and Civic Way, which has shown that the junction will operate within capacity during the future year of 2022. However, the Highway Engineer does consider the analysis to contain errors. The Highway Engineer also raises concerns regarding the accident data and notes that this is not up to date. However, notwithstanding the capacity analysis or the accident assessment that has been undertaken, the Highway Engineer considers that given the low increase in HGV vehicular trips, the proposals would not have a material impact along the adjacent highway network. In addition, it is noted that the site currently has planning consent to receive a maximum of 208,000 tonnes of waste per annum and the TA informs that as a result of the increase in recycling activity over recent years, the amount of waste handled at the site has decreased and the existing operation now handles around 153,000 tonnes per annum. As a result, the increased waste material to be exported from the site by road (10,000 tonnes per annum) would be less than the consented handling capacity at the site. Therefore, the additional HGV traffic generation would not be prejudicial to highway safety and would accord with policies in the adopted Hillingdon Local Plan (November 2012).

The Travel Plan provided in support of the development is required to be amended to include targets for reducing travel to and from the site by staff, which shall be agreed in writing by the LPA within 3 months of the date of the planning consent.

7.11 Urban design, access and security

Relevant planning considerations have been dealt with in other sections of this report.

7.12 Disabled access

Not applicable to this application, given the nature of the proposals.

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, landscaping and Ecology

Trees and Landscaping

Policy BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) advises that topographical and landscape features of merit should be retained and utilised and new planting and landscaping should be provided wherever it is appropriate.

No trees or other landscape features of merit will be affected by the proposals. The Council's Tree and Landscape Officer advises that whilst the extensive hardstanding on site does limit the opportunities for providing additional landscaping, landscape conditions should be imposed to ensure any opportunity to enhance the character and appearance of the area is taken. Appropriate conditions are recommended.

Ecology

The submitted Habitat Survey demonstrates that the existing site is of negligible ecological importance and there are no protected species on site.

7.15 Sustainable waste management

This proposal will improve recycling operations at the site.

7.16 Renewable energy / Sustainability

Not applicable to this application.

7.17 Flooding or Drainage Issues

The Environment Agency initially objected to the proposals as the proposal had not demonstrated that an improvement in the surface water drainage of the site would be achieved. Additional information has now been submitted and on the basis of this, the EA has withdrawn their objection, subject to the imposition of recommended conditions. The Council's Flood and Water Management Officer does not raise an objection to this approach, subject to a SuDS condition. These conditions are recommended.

7.18 Noise or Air Quality Issues

The Council's Environmental Protection Officer advises that a noise assessment was undertaken for the proposed bulky waste shredding facility which indicates that at Rabournmead Drive, the rating level will be 15dB below the background noise level and at Great Central Avenue the difference between rating level and background noise will be zero. This suggests that complaints are unlikely at Rabournmead Drive and of marginal significance at Great Central Avenue. This assessment does assume that the access door at the southern facade of the building remains open at all times to provide a worst-case scenario. On this basis, there are no objections to the proposal on noise grounds.

As regards air quality, the proposed development is adjacent to the declared AQMA and in an area that is probably close to the European Union limit value for annual mean nitrogen dioxide (40.0 $\mu\text{g}/\text{m}^3$) along Victoria Road.

The main impact of the development on local air quality would be directly linked to any increase in tonnage of waste processed at the site and associated increases in vehicles movement. As the development would not increase the processing capacity of the site above that already permitted, it is not considered that any air quality impacts over and

above the existing lawful situation would arise.

New odour causing areas resulting from the physical re-arrangements of the site would mainly be within an extension to an existing building. Odour no greater than the current baseline situation is indicated in the submitted assessment, however some mitigation is required to avoid nuisance at nearby commercial area which is approximately 80 metres away. Both an odour and dust management plan associated with the site use has been submitted. Existing odour and dust control systems of the main tipping hall would be extended to use within the extension. Suitable permit conditions to address issues associated with the process would be required under Environmental Permitting requiring the plans to be implemented. There is no need for the planning permission to duplicate controls which should be dealt with under Environmental Permitting regulation.

Accordingly, no objections are raised with regards to noise or air quality impacts.

7.19 Comments on Public Consultations

No responses from neighbouring properties have been received on this application.

7.20 Planning obligations

Given the scale and nature of the proposals, the scheme is not considered to result in adverse impacts that would require mitigation through a commensurate planning obligation.

The scheme would be Mayoral CIL liable.

7.21 Expediency of enforcement action

No enforcement issues are raised by this application.

7.22 Other Issues

No other relevant planning issues are raised by this application.

8. Observations of the Borough Solicitor

General

Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

Material considerations are those which are relevant to regulating the development and use of land in the public interest. The considerations must fairly and reasonably relate to the application concerned.

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in "Probity in Planning, 2009".

Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are

imposed, the Council is required to provide full reasons for imposing those conditions.

Planning Obligations

Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

Equalities and Human Rights

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have "due regard" to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different "protected characteristics". The "protected characteristics" are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The requirement to have "due regard" to the above goals means that members should consider whether persons with particular "protected characteristics" would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances."

Members should also consider whether a planning decision would affect human rights, in particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

9. Observations of the Director of Finance

10. CONCLUSION

The proposed extension would improve recycling operations at the site and it is considered that the proposals would not have any material adverse impact upon surrounding residents, surrounding highways, or the wider environment, subject to appropriate conditions.

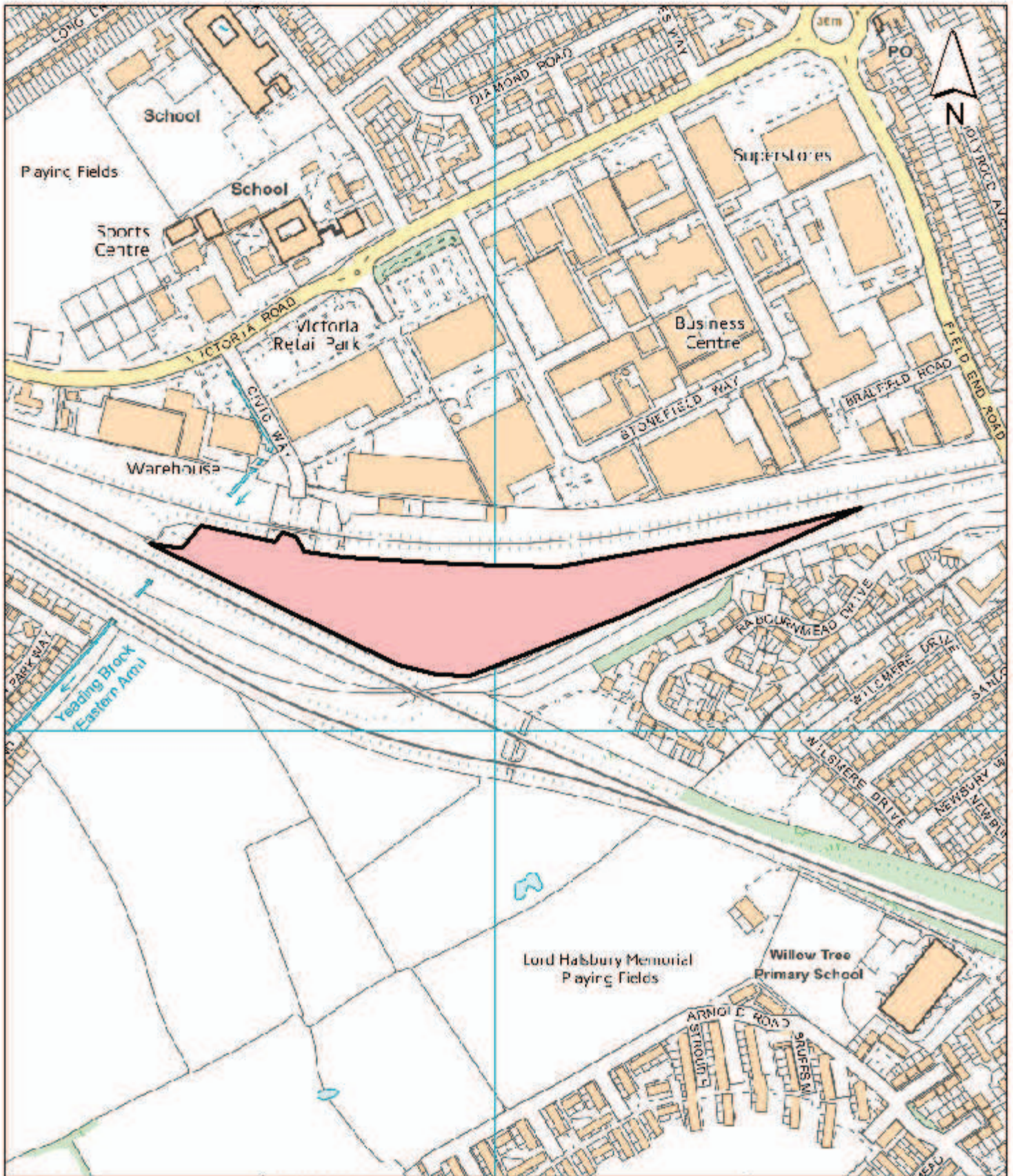
It is recommended accordingly.

11. Reference Documents


National Planning Policy Framework (March 2012)
London Plan (July 2011)
Hillingdon Local Plan (November 2012)
Consultation responses

Contact Officer: Richard Phillips

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Notes

 Site boundary
 For identification purposes only.

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Site Address	
Solid Waste Transfer Station Civic Way Ruislip	
Planning Application Ref:	Scale
18124/APP/2013/1723	1:5,500
Planning Committee	Date
Major Application	February 2014

**LONDON BOROUGH
OF HILLINGDON**

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