

Report of the Head of Planning, Sport and Green Spaces

Address UNIT 2, TRINITY TRADING ESTATE SILVERDALE ROAD HAYES

Development: Change of use of an existing storage depot (Class B8 Storage and Distributor into a waste transfer station (Sui Generis Waste Handling).

LBH Ref Nos: 70738/APP/2015/4688

Drawing Nos: B2073500-0001
B2073500-0002
Transport Statement (revised) (9th May 2016)

Date Plans Received: 22/12/2015 **Date(s) of Amendment(s):** 22/12/2015
Date Application Valid: 22/12/2015

1. SUMMARY

The principle of the change of use of Unit 2 from an existing storage depot (Class B8 Storage and Distribution) into a waste transfer station (Sui Generis Waste Handling) to allow for the expansion of the existing business operation from Unit 1 is acceptable.

The expansion and use of Unit 2 as a Waste Transfer Station is unlikely to adversely impact the amenity of occupiers within neighbouring residential properties (closest being located 140m north of the unit), in terms of outlook, daylight/sunlight, privacy, air quality, contamination, noise, or odour. The Council's Environmental Protection Unit raises no objection as the proposal is it not considered likely to raise odour concerns given the limited extent of material processing that would take place on site and its distance from any sensitive receptors.

Consideration has been given to the issue of traffic generation and vehicle servicing of the site, and these matters taken together are not considered to have a detrimental impact on the existing highway network or raise any highway safety concerns.

Overall, the development would reflect the 12 core principles of sustainable development as set out in the National Planning Policy Framework. The application scheme meets the strategic policy objectives of the West London Waste Plan (2015), the London Plan (2015), and Hillingdon's Local Plan.

It is therefore recommended that planning permission be granted subject to conditions.

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 referenced below and shall thereafter be retained/maintained for as long as the development remains in existence:

B2073500-0001

B2073500-0002

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan (2012) and the London Plan (2015).

3 COM5 General compliance with supporting documentation

Prior to first use of Unit 2 as a Waste Transfer Station, the measures set out in the following supporting documents shall have been completed:

1. Sustainability Statement (4th August 2015)
2. Energy Statement (4th August 2015)
3. Noise Statement (21st July 2015)
4. Air Quality Statement (16th September 2015)
5. Planning Statement (December 2015)
6. Transport Statement (revised) (9th May 2016)
7. Cover Letter (Revised) (13th May 2016)

Thereafter the development shall be retained/ maintained in accordance with these details for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan (2012) and the London Plan (2015).

4 NONSC Air Quality

Prior to first use of Unit 2 as a Waste Transfer Station, a low emission strategy shall be submitted to and approved in writing by the Local Planning Authority. The low emission strategy shall 1) address the specification of the site operational fleet to comply with Euro 5/V or above or have implemented retrofitting devices that will enable compliance with such Euro standards; and 2) include a travel plan for office staff with a clear and effective strategy to promote modal shift, car share, use of public transport and or incentives for staff to purchase zero emission vehicles.

The Low emissions strategy shall make reference to The London Councils 'Air Quality and Planning Guidance'; DEFRA Practice Guidance 3: Practice guidance on Measures to Encourage the Uptake of Low Emission Vehicles, February 2009; and Low Emission Strategies: Using the Planning System to Reduce Transport Emissions, Good Practice Guidance prepared by the Beacons Low Emission Strategies, June 2008.

Prior to first use of Unit 2 as a Waste Transfer Station, the steps and measures set out in the low emission strategy shall be implemented and maintained throughout the life of the development.

REASON

To safeguard and improve air quality in this Air Quality Management Area, in accordance with policy 7.14 of the London Plan (2015); and paragraph 124 of the National Planning Policy Framework (2012).

5 NONSC Odour Management Plan

Prior to first use of Unit 2 as a Waste Transfer Station (WTS), an Odour Management Plan for the whole Waste Transfer Station site as outlined in red in the submitted location plan (ref: B2073500-0001 Rev 0) shall be submitted to and approved in writing by the Local Planning Authority. Any mitigation measures shall be implemented prior to first use of Unit 2 and remain in perpetuity.

Reason

To safeguard the residential amenity of neighbouring occupiers in terms of odour, in accordance with 'saved' policies OE1 and OE6 of the Unitary Development Plan (2012).

6 NON2 Maximum annual tonnage

The maximum annual tonnage for the whole Waste Transfer Station (WTS) site as outlined in red in the submitted location plan (ref: B2073500-0001 Rev 0) shall not exceed 10,000 tonnes, unless otherwise agreed in writing with the Local Planning Authority.

Reason

To limit the movement of heavy goods vehicles, to safeguard the free flow of traffic, and to prevent parking stress on surrounding roads, in accordance with 'saved' policy AM14 of the Unitary Development Plan (2012) and policies 6.3 and 6.13 of the London Plan (MALP 2016)

7 H14 Cycle Storage - details to be submitted

Prior to first use of Unit 2 as a Waste Transfer Station, details of covered and secure cycle storage, changing facilities, lockers and showers for users of and visitors to the premises shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the approved cycling facilities shall be implemented in accordance with the approved plan prior to first use of the site as a Waste Transfer Station, with the facilities being permanently retained for use by cyclists.

REASON

To ensure adequate provision for cyclists and to improve sustainable forms of transport to the site in accordance with 'saved' policy AM9 of the Unitary Development Plan and policy 6.9 of the London Plan (2015).

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 Unitary Development Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (2015) and national guidance.

BE13	New development must harmonise with the existing street scene.
BE20	Daylight and sunlight considerations.
AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
LE7	Provision of planning benefits from industry, warehousing and business development
LPP 2.8	(2015) Outer London: Transport
LPP 4.4	(2015) Managing Industrial Land & Premises
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.14	(2015) Water quality and wastewater infrastructure
LPP 5.16	(2015) Waste self-sufficiency
LPP 5.17	(2015) Waste capacity
LPP 5.21	(2015) Contaminated land
LPP 6.3	(2015) Assessing effects of development on transport capacity
LPP 6.13	(2015) Parking
LPP 7.4	(2015) Local character
LPP 7.5	(2015) Public realm
LPP 7.14	(2015) Improving air quality
LPP 8.2	(2015) Planning obligations
LPP 7.15	(2015) Reducing noise and and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 8.3	(2015) Community infrastructure levy
MIN16	Waste recycling and disposal - encouragement of efficient and environmentally acceptable facilities
NPPF	National Planning Policy Framework
OE1	Protection of the character and amenities of surrounding properties and the local area
OE6	Proposals likely to result in pollution
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
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002

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This development proposes the addition of new waste activities on site. It is understood that the site is currently permitted under the Environmental Permitting (England and Wales) Regulations 2010. The applicant will need to hold an Environmental Permit or vary the existing permit to keep and treat controlled waste, including hazardous waste. The applicant should refer to the Environment Agency website for further information or telephone 03708 506 506, or email enquiries@environment-agency.gov.uk to discuss the issues likely to be raised.

4

To prevent pollution to surface water and watercourses, the applicant should ensure that adequate drainage infrastructure is in place. Drainage on site should be to the foul, sewer network. We advise that the applicant should liaise directly with the local sewerage undertaker.

5 I1 **Clinical Waste Guidance**

The applicant would need to comply with the Environment Agency's guidance S5.07 which is specifically targeted at the clinical waste sector. It's important to note that the use of a shipping container to store offensive hygiene waste (EWC code 18 01 04 and/or 18 02 04) is discouraged in this guidance as the corrugated walls of the container allow debris to accumulate and are difficult to clean down.

6 I15 **Duty of Care**

The applicant must ensure that it complies with the requirement of the Duty of Care Regulations. The applicant as a waste producer has a duty of care to ensure all materials removed go to an appropriate licensed disposal site and all relevant documentation completed and kept in line with the relevant regulations. There is also guidance on how to register as a waste carrier if you're a waste transporter, buyer, seller, broker or dealer.

3. CONSIDERATIONS

3.1 Site and Locality

The site comprises of two of a group of three industrial units located at the junction of Pump Lane and Silverdale Road. Vehicular access into the site is provided via an existing access on Silverdale Road. Personnel Hygiene Services Ltd operate from Unit 1, which is used for waste transfer services for the distribution of healthcare waste. This application specifically relates to Unit 2, which is currently a storage depot (Class B8 Storage and Distribution) with 1,322sqm of floorspace. Next to Unit 2, J. Van Yliet (Heathrow) Ltd, a flower wholesaler operates from Unit 3. The whole site is located within the Pump Lane Industrial Business Area (IBA), which is land safeguarded for employment and industrial uses. The site has a PTAL level of 2 (where 1 is poor and 6 is excellent) and is within the Air Quality Management Area.

The surrounding area is characterised by mainly similar industrial/warehouse units. The nearest residential properties to the site are approximately 70m north or 170m from the actual unit itself.

3.2 Proposed Scheme

The current proposal seeks change of use of Unit 2 from an existing storage depot (Class B8 Storage and Distribution) into a waste transfer station (Sui Generis Waste Handling) to

allow for the expansion of the existing business operation from Unit 1, which involves the delivery and receipt of healthcare waste within bins, which are then bulked up into larger volumes and dispatched for appropriate offsite treatment.

No extensions or alterations to the layout of Unit 2 are proposed as part of the proposal.

The applicant is Personnel Hygiene Services Limited (PHS). PHS operates healthcare waste transfer stations throughout England, Wales and Scotland. The proposed use involves the delivery and receipt of healthcare waste within bins, which are then bulked up into larger volumes and dispatched for appropriate offsite treatment. The change of use is required to provide PHS with greater operational flexibility to enable them to expand their existing waste transfer operations currently restricted to Unit 1.

Unit 1 of the site has an existing waste management licence (WML80404). The licence was originally granted by the Environment Agency in 1996 and the conditions were modified in 1999 and again in 2001. The licence which currently applies to the Unit 1 allows for:

- Storage pending disposal or recovery; and
- Treatment of waste (compaction).

PHS will submit a new Environmental Permit application to the Environment Agency to extend the permitted waste operations to include Unit 1 and 2 to handle a maximum amount of waste of 10,000 tonnes per annum with no more than 9.9 tonnes of hazardous waste on site at any time.

Table 3.1 outlines the Environment Agency's waste classification. The main types of waste to be handled at Unit 2 will include human hygiene and sanitary wastes (20 01 99) and wastes such as dressings, plaster casts, linen, disposable clothing, or diapers (18 01 04). Packaging wastes (15 01) will also be generated mainly comprising empty containers of consumables generated within PHS core operations. Waste treatment undertaken on the site will be limited to simple treatments, such as repackaging for volume reduction. Only waste delivered by PHS will be accepted at the site. No third party wastes will be accepted at the site.

Currently, permitted waste at Unit 1 includes:

- General and biodegradable waste (20 - human hygiene waste from other than healthcare including nappies, incontinence pads, feminine hygiene wastes not considered clinical waste).
- Special wastes, including Dental Amalgam (18), waste in the form of prescription only medicines including surplus medicines in original packaging (18) and waste in the form of photographic chemical.
- Other categories of waste, including human and animal health care (18) which includes clinical waste groups A to E.

The planning application is supported by the following documents:

- Air quality assessment
- Transport statement
- Noise assessment
- Energy assessment
- Sustainability assessment

3.3 Relevant Planning History

70738/PRC/2015/39

Unit 2, Junction Of Pump Lane & Silverdale Road Hayes

Change of use of existing unit from depot for washroom consumables to waste transfer station

Decision: 03-06-2015 NO

Comment on Relevant Planning History

No relevant planning history.

4. Planning Policies and Standards

Please see list below.

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.EM11 (2012) Sustainable Waste Management
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.EM7 (2012) Biodiversity and Geological Conservation

Part 2 Policies:

- BE13 New development must harmonise with the existing street scene.
- BE20 Daylight and sunlight considerations.
- AM7 Consideration of traffic generated by proposed developments.
- AM14 New development and car parking standards.
- LE1 Proposals for industry, warehousing and business development
- LE2 Development in designated Industrial and Business Areas
- LE7 Provision of planning benefits from industry, warehousing and business development
- LPP 2.8 (2015) Outer London: Transport
- LPP 4.4 (2015) Managing Industrial Land & Premises
- LPP 5.2 (2015) Minimising Carbon Dioxide Emissions
- LPP 5.12 (2015) Flood risk management
- LPP 5.13 (2015) Sustainable drainage
- LPP 5.14 (2015) Water quality and wastewater infrastructure
- LPP 5.16 (2015) Waste self-sufficiency
- LPP 5.17 (2015) Waste capacity
- LPP 5.21 (2015) Contaminated land
- LPP 6.3 (2015) Assessing effects of development on transport capacity
- LPP 6.13 (2015) Parking

LPP 7.4	(2015) Local character
LPP 7.5	(2015) Public realm
LPP 7.14	(2015) Improving air quality
LPP 8.2	(2015) Planning obligations
LPP 7.15	(2015) Reducing noise and and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
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SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **4th February 2016**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Site Notice: Erected 14th January 2016

Press Advertisement: 20th January 2016

Neighbouring households, amenity groups, and local businesses were notified of the proposal on 12th January 2016. The neighbour consultation period expired on 10th February 2016.

No neighbour responses have been received.

CROSSRAIL SAFEGUARDING

Comments (summary): No objection.

ENVIRONMENT AGENCY

Comments (summary): No objection.

Environmental Permit

The applicant will need to hold an Environmental Permit or vary the existing permit to keep and treat

controlled waste, including hazardous waste.

Drainage

To prevent pollution to surface water and watercourses, the applicant should ensure that adequate drainage infrastructure is in place. Drainage on site should be to the foul, sewer network. We advise that the applicant should liaise directly with the local sewerage undertaker.

Clinical Waste Guidance

The applicant would need to comply with the Environment Agency's guidance S5.07 which is specifically targeted at the clinical waste sector. It's important to note that the use of a shipping container to store offensive hygiene waste (EWC code 18 01 04 and/or 18 02 04) is discouraged in this guidance as the corrugated walls of the container allow debris to accumulate and are difficult to clean down.

Duty of Care

The applicant must ensure that it complies with the requirement of the Duty of Care Regulations. The applicant as a waste producer has a duty of care to ensure all materials removed go to an appropriate licensed disposal site and all relevant documentation completed and kept in line with the relevant regulations. There is also guidance on how to register as a waste carrier if you're a waste transporter, buyer, seller, broker or dealer.

TRANSPORT FOR LONDON (TfL)

Comments (summary): No objection.

Internal Consultees

ENVIRONMENTAL PROTECTION UNIT (EPU)

Air Quality

Comments (summary): No objection, subject to condition to require the submission of a low emission strategy that includes a Travel Plan.

Contamination

Comments (summary): No objection.

Odour

Comments (summary): No objection.

An Odour Management Plan is essential as there may be fugitive emissions from the management of the bins when opened and if as indicated they are compacted down after loose materials are received.

I have not seen any details from the Environment Agency, but there is a permit for Unit 1, Pump Lane originally from 1996 varied on 8/1/99 and in 2002. It is referenced EPR JP3191/NV/V002, and there should be a variation of the permit pending to include Unit 2 in the permit.

I understand that -

- The air quality report did not include any consideration of odour and no current permitting details and odour management plan have been submitted.

- The site is handling odorous materials and there may be fugitive emissions from the building or yard from the opening of bins for compaction or movement of materials from bin to bin ready for transfer.
- The material is not being processed on site such as for recycling or a change of structure of the material that would require chemical additives and odour controls such as scrubbers or filters. The only processing mentioned is 'compaction' which could involve some sterilisation.
- There is no odour control plant and stack for this process that could affect residents or business and require a plume dispersion model.
- The site has been present in Hayes for a significant time period, and although a full search of old complaints is difficult it does not appear to have a history of odour complaints.

In conclusion, I would advise that an agreed odour management plan written for the permit or planning permission is required as a precaution given the expansion of the site to Unit 2 in terms of waste transfer. Otherwise we would not object to the expanded use of the site to Unit 2 for continued waste transfer activity. If the developer changes the use to processing in the future then this should be further looked into as regards odour assessment.

Noise

Comments (summary): No objection.

The proposed unit is located within an industrial area and at least 150m away from residential receptors, it is unlikely to cause any adverse effect.

HIGHWAYS

Comments (summary): No objection.

A revised Transport Statement has been prepared by Jacobs and discussions with the transport consultant have taken place. There are parking restrictions in place in the area surrounding the site from Monday to Saturday, but there are opportunities for on-street parking away from local junctions. The building structures will remain as they are along with the existing car parking spaces. The proposal just involves the change of use of one of the buildings on the site to a waste transfer station. Unit 1 of the site already operates as a waste transfer station.

The planning statement identified the annual throughput of 10,000 tonnes and the application form indicates that there will be 21 employees on site which is the same as existing. I suggest in any permission that is granted that the annual throughput of waste is conditioned.

The Transport Statement identified the existing trip generation as 28 vehicles over a 12 hour period whereas the trip generation for the new facility was estimated from the operators information which resulted in 4 more trips per 12 hour period. This number appears realistic given the maximum annual tonnage.

There are 43 car parking spaces on site at present for the whole site and 17 associated with Unit 2. It is intended to use these spaces for staff and commercial vehicles with the proposed use. From previous discussions it would appear that some of the drivers take vehicles home at end of the day.

There is no cycle provision shown on the layout drawings so details of cycle parking should be conditioned.

On that basis, I do not consider there to be significant highways/traffic impact associated with the proposals. Therefore, no objection is raised.

Officer's response: Noted. Conditions to limit the maximum annual tonnage of waste and to ascertain details of cycle parking will be imposed.

PLANNING POLICY

Comments (summary): No objection.

The wider site is an existing waste site (Unit 1) and is therefore safeguarded under Policy WLWP 2 'Safeguarding and Protection of Existing and Allocated Waste Sites' of the West London Waste Plan (2015). There is no objection to the principle of extending the operation to unit 2.

The tonnage of waste to be transferred and related increase in HGV trips does not seem unreasonable.

SUSTAINABILITY OFFICER

Comments (summary): No objection.

WASTE MANAGEMENT OFFICER

Comments (summary): No objection.

WATER MANAGEMENT OFFICER

Comments (summary): No objection.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Policy 5.17 of the London Plan (2015) states that the Mayor supports the need to increase waste processing capacity in London.

Policy EM11 of Local Plan: Part 1 (Strategic Policies) states that the Council will aim to maximise the use of existing waste management sites through intensification or co-location of facilities.

The site is located within a designated Industrial and Business Area (IBA) and 'saved' policy LE2 of the Unitary Development Plan (2012) seeks to retain land within these areas for B1, B2, B8 and appropriate sui generis uses.

Unit 1 is a designated Waste Transfer Station within the Council's West London Waste Plan (WLWP) and is therefore safeguarded under Policy WLWP 2 'Safeguarding and Protection of Existing and Allocated Waste Sites' of the West London Waste Plan (2015). The change of use of Unit 2 to provide additional WTS facilities is considered to be an extension of the existing operation at Unit 1 and the WLWP encourages the expansion of existing facilities in order to meet demand. In principle, the proposal would be considered acceptable and in accordance with adopted planning policy, subject to meeting all other material policy requirements, including the criteria set out in policy WLWP4 of the West London Waste Plan (WLWP)(2015) which seeks to ensure high quality development is delivered as part of any future waste proposals. The assessment of the proposal against the development plan is set out in the subsequent sections of this report.

7.02 Density of the proposed development

Not relevant to the determination of this application.

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

Not applicable as the site is not located within a conservation area or area of special character, nor are there any listed buildings or archaeological interest at the site.

7.04 Airport safeguarding

Not relevant to the determination of this application.

7.05 Impact on the green belt

Not applicable as the site is not located within the Green Belt.

7.07 Impact on the character & appearance of the area

No external alterations or extensions are proposed, therefore there would be no impact on the character and appearance of the area.

7.08 Impact on neighbours

The 'saved' policies of the Unitary Development Plan (2012) seek to safeguard the amenities of neighbouring residents in a number of ways. The effect of the siting, bulk and proximity of a new building on the outlook and residential amenity of these adjoining occupiers are considered under Policy BE20, whilst potential impacts on daylight/sunlight (Policy BE21) and privacy (Policy BE24) are also assessed.

'Saved' policy OE1 of the Unitary Development Plan (2012) states that permission will not normally be granted for uses and associated structures which are, or are likely to become, detrimental to the character or amenities of surrounding properties or the area generally.

The nearest neighbouring properties to the site are located approximately 70m to the north. There are no extensions or external alterations sought. Unit 2 is located farther to the south than Unit 1 which is closer to these neighbours. Unit 1 already operates as a Waste Transfer Station and is controlled by environmental permits which ensures that the residential neighbours to the north are not impacted. Should planning permission be granted for use of Unit 2 as a Waste Transfer Station (extension of the existing operation at Unit 1) this facility would also be controlled by an environmental permit, as well as safeguarding conditions hereby imposed, as recommended by the Council's Environmental Protection Unit, who are satisfied that the proposal would not cause any amenity harm, in terms of air quality, contamination, odour, or noise.

Given Unit 2 is located farther away from residential properties than the existing Waste Transfer Station at Unit 1, it is unlikely to adversely impact the amenity of occupiers therein, by reason of outlook, daylight/sunlight, privacy, air quality, contamination, noise, or odour. In this regard, the proposal complies with adopted local, regional, and national planning policies.

7.09 Living conditions for future occupiers

Not applicable to the determination of this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

'Saved' policy AM2 of the Unitary Development Plan (2012) states that all proposals for development will be assessed against: (i) their contribution to traffic generation and their impact on congestion, particularly on the principal road network as defined in paragraph 14.14 of the plan, and (ii) the present and potential availability of public transport, and its capacity to meet increased demand.

'Saved' policy AM7 of the Unitary Development Plan (2012) states that the local planning authority will consider whether the traffic generated by proposed developments is

acceptable in terms of the capacity and functions of existing and committed principal roads only, and will wholly discount any potential which local distributor and access roads may have for carrying through traffic. The local planning authority will not grant permission for developments whose traffic generation is likely to: (i) unacceptably increase demand along roads or through junctions which are already used to capacity, especially where such roads or junctions form part of the strategic London road network; or (ii) prejudice the free flow of traffic or conditions of general highway or pedestrian safety; or London Borough of Hillingdon UDP saved policies (iii) diminish materially the environmental benefits brought about by new or improved roads; or (iv) infiltrate streets classed as local roads in the borough road hierarchy unless satisfactory traffic calming measures can be installed. Traffic calming schemes should, where appropriate, include environmental improvements such as hard and soft landscaping, and should be completed before the development is first used or occupied.

Policy 6.3 'Assessing effects of development on transport capacity' of the London Plan (2015) states that development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network. Where existing transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans exist for an increase in capacity to cater for this, boroughs should ensure that development proposals are phased until it is known these requirements can be met, otherwise they may be refused. The cumulative impacts of development on transport requirements must be taken into account.

'Saved' policy AM14 of the Unitary Development Plan (2012) and policy 6.13 'Parking standards' of the London Plan (MALP 2015) sets out parking standards for development proposals.

The site has a maximum PTAL value of 3 (moderate) and the existing industrial uses have on-site parking for cars and vans along with HGV servicing. The proposal is to convert Unit 2 from an existing storage depot to a waste transfer station where medical waste is delivered to the site, compacted and then sent to an appropriate disposal site in large lorries.

The existing dropped-kerb vehicular access along Silverdale Road will be retained in its current form as the width and corner radii are suitable to accommodate existing and proposed vehicles to access the site. Swept paths have been provided to demonstrate that the existing access is adequate to accommodate the type of vehicles visiting the site. Therefore, the access arrangements are considered acceptable.

A revised Transport Statement prepared by Jacobs has been submitted and discussions with the Council's Transport Engineer have taken place. There are parking restrictions in place in areas surrounding the site, but there are opportunities for on-street parking away from local junctions.

Unit 1 within the site already operates as a waste transfer station and the planning statement identified its annual throughput at 10,000 tonnes. In addition, the application form indicates that there is 21 employees on site. The level of throughput and number of employees are to remain as existing despite the expansion of the waste transfer station into unit 2. To ensure that there is not a significant intensification of the use and to limit the movement of heavy goods vehicles, the Council's Transport Engineer has recommended that a condition be imposed to limit the level of throughput to 10,000 tonnes.

The Transport Statement also identified the existing trip generation as 28 vehicles over a 12 hour period. The trip generation for the new facility was estimated from the operators information which resulted in 4 more trips per 12 hour period. The Council's Transport Engineer considered this to be a realistic number given the maximum annual tonnage. Given this is an increase of 2 two-way trips during a daily 12 hour period, any additional traffic generated would have negligible impact on the local highway network.

There are 43 car parking spaces on site at present for the whole site and 17 associated with Unit 2. It is intended to use these spaces for staff and commercial vehicles with the proposed use. However, no cycle parking has been provided. Therefore, it will be necessary to impose a condition to obtain details of cycle parking provision.

Subject to conditions to limit the maximum annual tonnage of waste and to ascertain details of cycle parking, the Council's Transport Engineer raises no objection and the proposal is considered to be acceptable in transport terms, in accordance with 'saved' policies AM2, AM7, and AM14 of the Unitary Development Plan (2012), and 6.3 and 6.13 of the London Plan (MALP 2015).

7.11 Urban design, access and security

No internal or external alterations or extensions are proposed, nor are there any changes to the access or security arrangements to the unit.

7.12 Disabled access

No changes are sought to the access arrangements for the building.

7.13 Provision of affordable & special needs housing

Not relevant to the determination of this application.

7.14 Trees, landscaping and Ecology

The proposal is solely for the change of use of Unit 2 and no other development which would affect trees, landscaping or ecology are proposed.

7.15 Sustainable waste management

The Council's Waste Management Officer is satisfied with the development in terms of sustainable waste management. The proposal is compliant with policies WLWP1 and WLWP 2 of the West London Waste Plan (2015); policy EM11 of Hillingdon's Local Plan: Part 1 (Strategic Policies); and policy 5.17 of the London Plan (2015) as the proposal is for capacity in the re-use, recycling and other recovery categories. The proposal would also help to meet the London Plan (2015) waste apportionment and move waste up the waste hierarchy.

7.16 Renewable energy / Sustainability

This application relates to the change of use of the building solely. Given the scale and nature of the development, the proposal is considered acceptable with regards to renewable energy and sustainability.

7.17 Flooding or Drainage Issues

The site is located within Flood Risk Zone 1 and it has relatively low risk of surface water flooding. There are no internal or external changes and the proposed use is unlikely to increase the risk of flooding. The Council's Water Management Officer has not raised an objection to the proposal. The proposal is therefore considered to be acceptable in flood risk terms in compliance with policy EM6 Flood Risk Management in the Hillingdon Local Plan: Part 1- Strategic Policies (2012); policies 5.12, 5.13, 5.14, and 5.15 of the London Plan (2015); and National Planning Policy Framework (2012).

7.18 Noise or Air Quality Issues

NOISE

Policy 7.15 'Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes' of the London Plan (2015) recommends that development proposals should seek to manage noise by (a) avoiding significant adverse noise impacts on health and quality of life as a result of new development; (b) mitigating and minimising the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on development or adding unduly to the costs and administrative burdens on existing businesses; (c) improving and enhancing the acoustic environment and promoting appropriate soundscapes (including Quiet Areas and spaces of relative tranquillity); (d) separating new noise sensitive development from major noise sources (such as road, rail, air transport and some types of industrial development) through the use of distance, screening or internal layout - in preference to sole reliance on sound insulation; (e) where it is not possible to achieve separation of noise sensitive development and noise sources, without undue impact on other sustainable development objectives, then any potential adverse effects should be controlled and mitigated through the application of good acoustic design principles; (f) having particular regard to the impact of aviation noise on noise sensitive development; and (g) promoting new technologies and improved practices to reduce noise at source, and on the transmission path from source to receiver.

The proposed use is no more noise sensitive than the previous use, so from this perspective the development is acceptable.

In terms of impact on neighbouring properties, the subject unit is located within an industrial area and at least 150m away from residential receptors, it is therefore unlikely to cause any adverse effect on the residential amenity of occupiers therein.

Overall, the development would be considered to comply with policy 7.15 of the London Plan (2015).

AIR QUALITY

Policy 7.14 'Improving air quality' of the London Plan (2015) states that development proposals should minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMAS) and where development is likely to be used by large numbers of those particularly vulnerable to poor air quality, such as children or older people) such as by design solutions, buffer zones or steps to promote greater use of sustainable transport modes through travel plans.

The development has the potential to exacerbate poor air quality given the likely number/type of vehicle trips associated with the use. However, the Council's Air Quality Officer is satisfied that subject to the submission of a low emission strategy which would include a Travel Plan, the use could be controlled to ensure there was negligible impact on air quality in the area, in compliance with policy 7.14 of the London Plan (2015).

ODOUR

The site is handling odorous materials and there may be fugitive emissions from the building or yard from the opening of bins for compaction or movement of materials from bin to bin

ready for transfer. The material is not being processed on site such as for recycling or a change of structure of the material that would require chemical additives and odour controls such as scrubbers or filters. The only processing mentioned is 'compaction' which could involve some sterilisation. The Council's Environmental Protection Unit has confirmed that there is no odour control plant and stack for this process that could affect residents or businesses that would require a plume dispersion model.

They have stated that the business has been operating from unit 1 for a significant period of time and that there does not appear to be any history of odour complaints. In addition, unit 1 of the site has an existing waste management licence (WML80404). The licence was originally granted by the Environment Agency in 1996 and the conditions were modified in 1999 and again in 2001. PHS will submit a new Environmental Permit application to the Environment Agency to extend the permitted waste operations to include Unit 1 and 2 to handle a maximum amount of waste of 10,000 tonnes per annum with no more than 9.9 tonnes of hazardous waste on site at any time.

As a precaution, the Council's Environmental Protection Unit has recommended a condition to obtain an Odour Management Plan. They have not raised an objection as the proposal is it not considered likely to raise odour concerns given the limited extent of material processing that would take place on site and its distance from any sensitive receptors. Therefore, the amenity of neighbouring properties would be protected in compliance with 'saved' policy OE1 of the Unitary Development Plan (2012).

7.19 Comments on Public Consultations

Please see the beginning of the 'External Consultees' section of this report for details regarding public consultation.

7.20 Planning obligations

Not applicable to this planning application.

7.21 Expediency of enforcement action

There are no enforcement issues related to this site.

7.22 Other Issues

There are no other issues related to this site.

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

Not applicable.

10. CONCLUSION

The principle of the change of use of Unit 2 from an existing storage depot (Class B8 Storage and Distribution) into a waste transfer station (Sui Generis Waste Handling) to allow for the expansion of the existing business operation from Unit 1 is acceptable.

The use of Unit 2 as a Waste Transfer Station is unlikely to adversely impact the amenity of occupiers within neighbouring residential properties (closest being located 140m north of the unit), in terms of outlook, daylight/sunlight, privacy, air quality, contamination, noise, or odour.

Consideration has been given to the issue of traffic generation and vehicles servicing of the site, and these matters taken together are not considered to have a detrimental impact on the existing highway network or raise any highway safety concerns.

Overall, the development would reflect the 12 core principles of sustainable development as set out in the National Planning Policy Framework. The application scheme meets the strategic policy objectives of the West London Waste Plan (2015), the London Plan (2015), and Hillingdon's Local Plan.

It is therefore recommended that planning permission be granted subject to conditions.

11. Reference Documents

The Hillingdon Local Plan: Part 1 - Strategic Policies (2012)

Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012)

London Plan (FALP 2015)

National Planning Policy Framework (2012)

West London Waste Plan (2015)

Council's Supplementary Planning Guidance - Air Quality

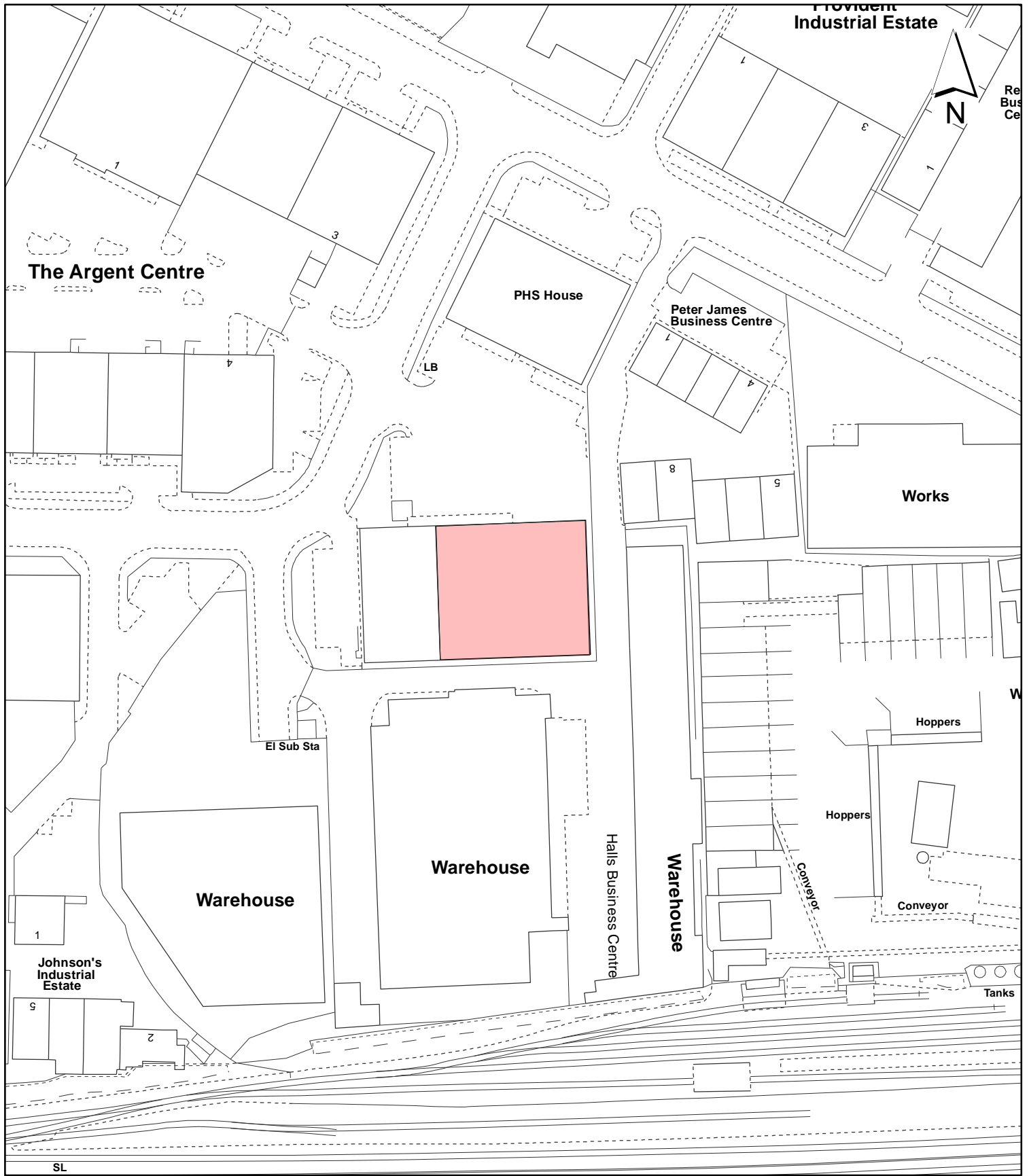
Council's Supplementary Planning Guidance - Land Contamination

Council's Supplementary Planning Document - Noise

Council's Supplementary Planning Document - Planning Obligations

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Notes:

 Site boundary

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Site Address:

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**LONDON BOROUGH
 OF HILLINGDON**
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 Telephone No.: Uxbridge 250111

Planning Application Ref:
70738/APP/2015/4688

Scale:
1:1,250

Planning Committee:
Major

Date:
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