Heatons and Reddish Area Committee

19th April 2021

DEVELOPMENT APPLICATIONS

Report of the Corporate Director for Place Management and Regeneration

ITEM 1 **DC/078979**

SITE ADDRESS The Elsa Recycling Group, Units 1-3 Station Road, Station Road Industrial Estate, Station Road, North Reddish, Stockport, SK5 6ND

PROPOSAL Redevelopment including partial demolition of existing units at 1-3 Station Road and Climax Works, Reddish to create new enlarged general industrial (Use Class B2) premises and alteration of existing access from Durham Street.

INFORMATION

This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants [and those third parties, including local residents, who have made representations] have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

Article 8 and Protocol 1 Article 1 confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Unitary Development Plan, the Head of Development and Control has concluded that some rights conferred by these Articles on the applicant(s)/objectors/residents and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. He believes that any restriction on these rights posed by approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

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ITEM 1

Application Reference	**DC/078979**
Location:	The Elsa Recycling Group Units 1-3 Station Road Station Road Industrial Estate Station Road North Reddish Stockport SK5 6ND
PROPOSAL:	Redevelopment including partial demolition of existing units at 1-3 Station Road and Climax Works, Reddish to create new enlarged general industrial (Use Class B2) premises and alteration of existing access from Durham Street.
Type Of Application:	Full Application
Registration Date:	15.12.2020
Expiry Date:	Time Extension Agreed to 23rd April 2021
Case Officer:	Jeni Regan
Applicant:	TJB Land & Properties
Agent:	P4 Planning Limited

DELEGATION/COMMITTEE STATUS

Heatons and Reddish Area Committee. Application referred due to receipt of 4 letters of objection, contrary to the officer recommendation to grant.

DESCRIPTION OF DEVELOPMENT

As outlined in the planning submission, this planning application includes the closure of the current multi let industrial estate known as Climax Works. The area currently used as Climax Works will be combined with the existing Elsa Recycling Limited (Elsa) operation to develop a single use site for the new enlarged general industrial (Use Class B2) premises for Elsa to operate from, including alterations to create a vehicle access point, circulatory vehicle routes on site and single vehicle egress point from the existing Elsa site.

Members should note that as the existing Elsa Waste and Climax Works sites are classed as B2 General Industrial for planning purposes, planning permission is not sought for the change of use of Climax Works. Therefore, it is only the creation of a single larger site for Elsa Waste to operate within and the associated physical works that require planning permission and are being considered in this case.

More specifically, planning permission is sought for the following physical works:

• Selective demolition of part of the existing Climax Works and Elsa Waste buildings and site clearance
• The creation of new access routes to the site via Durham Street and make good circulation routes
• Create new vehicle and pedestrian routes into and within the site

• The installation of new boundary treatments and gates including a 4m high acoustic barrier along the eastern boundary adjacent to the residential properties on Carna Lane.
• The recladding, repairs and making good of retained buildings
• Refurbishment of retained offices and create a new pedestrian access
• Reconfiguration of the site to create on site parking for staff cars and HGV's.

All of the proposed works can be seen on the attached plans.

SITE AND SURROUNDINGS

The application site is located within the Station Road Industrial Estate, on the northern side of Station Road. Elsa Waste currently occupies Units 1-3 Station Road and the site comprises a number of steel framed buildings, together with external storage areas, operating as a paper and cardboard recycling facility. Vehicular access to the site is taken off Station Road.

Elsa have recently purchased the adjacent 'Climax Works' industrial site which, combined with the existing Elsa operation, forms the application site. The Climax Works site comprises a range of low quality brick and steel framed buildings with external working and storage areas. The Climax Works is currently occupied by several industrial/commercial tenants which operate from the premises. These businesses include Car Breakers, Spray Shop, Engineering, Computer Recycling, Car Repair, Kitchen Sales/Workshop, Hair & Beauty Salon, Boxing Club & Gym and a Coat Manufacturer. The existing access to the Climax Works site is located off Durham Street.

Industrial and commercial premises directly adjoin the wider site to the north and west. Residential properties exist to the east at the junction with Durham Street and Station Road, along Carna Road and directly to the south of the site on the opposite side of Station Road and at the junction with Bradfield Close.

The application site is allocated within a Policy Guidance Area for Station Road, North Reddish as defined on the UDP Proposal Map. The site is not located within a Conservation Area, nor are there any designated or non-designated heritage assets within the nearby area.

POLICY BACKGROUND

Section 38(6) of the Planning and Compulsory Purchase Act 2004 ("PCPA 2004") requires that planning applications be determined in accordance with the development plan unless material considerations indicate otherwise.

The Development Plan includes-

- Policies set out in the Stockport Unitary Development Plan Review adopted 31st May 2006 which have been saved by direction under paragraph 1(3) of Schedule 8 to the Planning and Compulsory Purchase Act 2004; &

- Policies set out in the Stockport Local Development Framework Core Strategy Development Plan Document adopted 17th March 2011.

N.B. Due weight should be given to relevant saved UDP and Core Strategy DPD policies according to their degree of consistency with the National Planning Policy

Framework (NPPF) issued in 2019 (the closer the policies in the plan to the policies in the NPPF, the greater the weight that may be given); and how the policies are expected to be applied is outlined within the Planning Practice Guidance (PPG) launched on the 6th March 2014.

The application site is allocated within a Policy Guidance Area for Station Road, North Reddish as defined on the UDP Proposal Map. The following policies are therefore relevant in consideration of the proposal :-

Saved policies of the SUDP Review

https://www.stockport.gov.uk/topic/current-planning-policies

- PG1.2 : Station Road, North Reddish - Policy Guidance Area
- E1.1 : Location of New Industrial Development

LDF Core Strategy/Development Management policies

https://www.stockport.gov.uk/topic/current-planning-policies

- CS1 : OVERARCHING PRINCIPLES : SUSTAINABLE DEVELOPMENT
- CS8 : SAFEGUARDING AND IMPROVING THE ENVIRONMENT
- SIE-1 : QUALITY PLACES
- SIE-3 : PROTECTING, SAFEGUARDING AND ENHANCING THE ENVIRONMENT
- CS9 : TRANSPORT AND DEVELOPMENT
- T-1 : TRANSPORT AND DEVELOPMENT
- T-2 : PARKING IN DEVELOPMENTS
- T-3 : SAFETY AND CAPACITY ON THE HIGHWAY NETWORK

Supplementary Planning Guidance

Supplementary Planning Guidance does not form part of the Statutory Development Plan; nevertheless it does provide non-statutory Council approved guidance that is a material consideration when determining planning applications.

- Sustainable Design and Construction SPD (April 2012)
- Sustainable Transport SPD (December 2007)

Greater Manchester Joint Waste Development Plan Document (2012)

This document is relevant for the consideration of the proposal given the use of the site as a waste transfer centre. The purpose of the document is to provide sufficient opportunities for new waste management facilities to come forward within Greater Manchester that are of the right type, in the right place and provided at the right time.

Relevant paragraphs and policies include:

Paragraph 1.10 - whilst the transport of waste by road has the potential for negative impacts on health, emissions and congestion, road transport of waste is currently the most common method and likely to continue to be important in the future.

Paragraph 4.23 - Planning applications on unallocated sites should be considered favourably when the proposal is consistent with national and local policy. The proposal should not prejudice the movement up the waste hierarchy, that is, the

proposal should not result in more waste being managed lower down the hierarchy than is necessary, in line with PPS10 and Waste Strategy 2007.

Policy 10 states that 'applications for waste management facilities on unallocated sites will be permitted where the applicant can demonstrate that:

i. The proposal fits within the spatial strategy set out in the Waste Plan and contributes to the Waste Plan aim and objectives; and
ii. ii. The proposal meets the same assessment criteria as allocated sites.'

Policy 12 relates to the safeguarding of the existing waste management capacity.

National Planning Policy Framework

A Revised National Planning Policy Framework (NPPF) issued by the Secretary of State for Housing, Communities and Local Government (MHCLG) on 19th February 2019 replaced the previous NPPF (originally issued 2012 & revised 2018). The NPPF has not altered the fundamental legal requirement under Section 38(6) of the Planning and Compulsory Purchase Act 2004 that decisions must be made in accordance with the Development Plan unless material considerations (such as the NPPF) indicate otherwise.

The NPPF representing the governments up-to-date planning policy which should be taken into account in dealing with applications focuses on achieving a lasting housing reform, facilitating the delivery of a greater number of homes, ensuring that we get planning for the right homes built in the right places of the right quality at the same time as protecting our environment. If decision takers choose not to follow the NPPF, then clear and convincing reasons for doing so are needed.

N.B. In respect of decision-taking the revised NPPF constitutes a "material consideration".

National Planning Policy Framework.
Para.1 *"The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied".*

Para.2 "*Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise".*

Para.7 "*The purpose of the planning system is to contribute to the achievement of sustainable development".*

Para.8 "*Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):*

a) an economic objective
b) a social objective
c) an environmental objective"

Para.11 "*Plans and decisions should apply a presumption in favour of sustainable development.*

For decision-taking this means:

c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

> *i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
>
> *ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole".*

Para.12 "*……..Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed".*

Para.38 "*Local planning authorities should approach decisions on proposed development in a positive and creative way….. Decision-makers at every level should seek to approve applications for sustainable development where possible".*

Para.47 "*Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. Decisions on applications should be made as quickly as possible, and within statutory timescales unless a longer period has been agreed by the applicant in writing".*

Para. 80 states that '*Planning policies and decision should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development*.'

Para. 102 places an importance on plan making and development proposals tackling transport issues at an early stage in development. This should be done through identifying potential impacts and opportunities to reduce and promote existing and alternative transport measures.

Para. 109 '*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*.'

Para. 110 '*Create places that are safe, secure and attractive- which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards' and 'allow for the efficient delivery of goods, and access by service and emergency vehicles.*'

Para. 111 '*All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported*

by a transport statement or transport assessment so that the likely impacts of the proposal can be addressed.'

Para.124 "*The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities".*

Para.130 *"Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development".*

Para.213 "*existing policies should not be considered out-of-date simply because they were adopted or made prior to the publication of this Framework. Due weight should be given to them, according to their degree of consistency with this Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given)".*

Planning Practice Guidance

The Planning Practice Guidance (NPPG) is a web-based resource which brings together planning guidance on various topics into one place (launched in March 2014) and coincided with the cancelling of the majority of Government Circulars which had previously given guidance on many aspects of planning.

https://www.gov.uk/government/collections/planning-practice-guidance

RELEVANT PLANNING HISTORY

There is a very detailed and complex site history to both the Elsa Waste site and the Climax Works site. Particularly for the Climax Works site as a multi-tenanted site, there is an extensive history of planning applications. Although it is not necessary to list all of the historic planning consents in this report, it is important to confirm that the extensive history at both the Elsa Waste and Climax Works sites, establish the site as industrial B2 use for planning purposes.

Reference: J/74353; Type: FUL; Address: Unit 2 And Outdoor Storage Yard, Station Road, Reddish, Stockport; Proposal: Change of use from distribution and storage (B8) to General industrial (B2); Decision Date: 07-FEB-00; Decision: GTD

The most recent and relevant applications and appeals are as follows:

Application DC/069159 - Variation of condition 2 of J74353 to allow an extension of operational hours from 07:00 - 18:30 Monday to Friday, to 07:00 - 20:00 hours Monday to Friday
Refused - 28th May 2019.

Resulting appeal - Reference: APP/C4235/W/19/3238182, known as Appeal A
Appeal Allowed – 20th January 2020
The premises shall not open for business and no processing be carried out; or machinery operated within the site, except between the hours of 0700 hours until

2000 hours Mondays to Fridays inclusive; and 0700 hours until 1330 hours on Saturdays. There shall be no working on Sundays, Bank or Public Holidays.

Application DC/069446 - Variation of condition 2 of J74353 to allow an extension of operational hours from 07:00 - 18:30 Monday to Friday, to 07:00 - 20:00 hours Monday to Friday and 07:00 - 16:00 hours on Saturdays.
Refused – 28th May 2019

Resulting Appeal - Reference: APP/C4235/W/19/3238181, known as Appeal B
Appeal Allowed – 20th January 2020
The premises shall not open for business and no processing carried out; or machinery operated within the site; except between the hours of 0700 hours until 2000 hours Mondays to Fridays inclusive; and 0700 hours until 1600 hours on Saturdays. There shall be no working on Sundays, Bank or Public Holidays.

Application DC/077413 - Application for the Variation of Condition 1 (Approved Plans) and Condition 5 (Acoustic Mitigation) attached to planning permission APP/C4235/W/19/3238181 (DC/069446) to replace the previously approved acoustic report with an amended noise assessment report
Decision Date: 6th October 2020
Decision: Granted

STATEMENT OF COMMUNITY INVOLVEMENT

Submitted with this application is a Statement of Community Involvement, which details the public consultation that was carried out by the applicants ahead of submitting a full application. The Government encourages applicants to engage with local stakeholders to help inform proposals as set out at paragraph 40 of the National Planning Policy Framework (NPPF). This is further reiterated in the National Planning Policy Guidance (NPPG) which states that 'pre application engagement with the community is encouraged where it will add value to the process and the outcome.'

The submitted Statement outlines the following:

Due to the restrictions of COVID-19 and government guidelines on social distancing and gatherings, a face-to-face exhibition-based consultation event with the community could not take place as originally planned. Instead, an online consultation was arranged. Extensive efforts were made and careful focus given to ensuring that the most likely effected neighbouring residents were targeted to ensure their voices were heard.

The process and materials prepared were carefully designed so as to ensure maximum potential participation from the community and ensure that the lack of a face-to-face event did not preclude participation.

The consultation was hosted online via a dedicated webpage which shared a short presentation detailing the proposals and plans. The consultation was advertised to local neighbours via post. Letters were delivered to 168 properties on nearby roads and other units within the Station Road Industrial Estate on 29 August 2020.

The letter detailed the scope of the proposals and a link to the consultation website. Residents were invited to provide their feedback by completing the feedback form contained within the letter. Councillors Butler, Driver and Wilson were also sent electronic and hard copies of the consultation boards.

Despite the amount of properties contacted, only four feedback forms were completed and returned, which represents only a small percentage (2%) of those consulted. We are aware that there was some discussion on public Facebook forums surrounding the consultation with comments both for and against the proposed development. However, as these did not necessarily originate from the immediate local community they have been discounted from this exercise. The lack of responses received leads us to conclude that, whilst some residents have strong feelings about Elsa's operations, it appears that much of the local community are neutral on the issue and hopefully supportive of the improvements proposed.

The responses received raised the following comments:
• The acoustic fence should extend to the western side adjacent to the existing baler
• Concerns around the current HGV's loading and unloading creating continued blockages on roads
• Concerns around current access onto Durham Street, the majority of HGV's entering via Durham Street currently pull into Bradfield Close and reverse in
• Concerns around current access issues on Station Road, suggesting that an accompanying road scheme to extend Station Road to connect with Sandfold Lane, allowing access from the west, or at least one way HGV traffic on Station Road would be required

Dealing with each point in turn, these comments are not considered to be material to the application and do not warrant amendments to the scheme:

• Regarding extending the acoustic fence to the western side of the site, the adjacent property to the west industrial units which are not considered to be sensitive receptors and do not warrant specific noise mitigation or the erection of an acoustic fence
• In respect of vehicles loading/unloading creating congestion, the proposal is designed to mitigate against this and have the opposite effect, by removing Elsa's vehicles from the public highway and ensuring that operations are contained on site
• In terms of access via Durham Street, any existing HGVs accessing the site would not have the benefit of the improved access arrangements proposed in this application. There will be no requirement for Elsa's vehicles to enter Bradfield Close to reverse manoeuvre, which would in fact be in conflict with the designed circulatory route that requires all HGVs to enter the site in forward gear. Swept path analysis is provided with the application to demonstrate that the manoeuvre can be performed.
• Regarding the suggestion of a road scheme, the proposed development will not generate additional vehicle movements which would necessitate an alternative access. This suggestion is not taken forward as part of the proposed development.

NEIGHBOUR'S VIEWS

Following the submission of the original proposals, the owners/occupiers of 214 surrounding properties were notified in writing of the proposal.

In addition to this, as a result of the development being classed as a Major Development for planning purposes, a site notice was displayed in the area and a press notice advertised the proposed development and invited representations.

25 emails of representation have been received for the application, 23 in objection and 2 neutral.

The comments made are summarised below:

Traffic / Highway Matters

Proposal indicated that no HGV traffic will be parked on station road but does not give indication of how it will be monitored or any repercussions for this happening.

Proposal for no HGV traffic parking does not extend to Kenwood road, where we regularly see Elsa trucks parked up.

Potential for increased traffic on Station Road due to the site being more productive.

From what I can see from the proposed development, moving the site access to Durham Street will only spread the heavy lorry traffic that already exists on Station Rd further down the street and it will therefore have a detrimental effect on all the houses on Station Rd, as well as blocking access to Bradfield Close. There is already not enough room for the amount of lorries that come and go, but at least the main traffic build ups are centred around the end of the road, around the industrial estate and away from residents.

Although residents are all for getting HGV's off Station Road, I think the proposed entrance into Durham Street will make traffic a lot worse. Currently the entrance to Durham Street is used as a pull in place to let oncoming traffic through but then if the majority of the traffic is actually turning into that street where are they all to go.
I live near enough opposite Durham Street which is a small extremely uneven cobbled street and this will be horrendous traffic wise. This is also a tight turn so this will mean the tarmac will be churned up like the area outside their yard on Station Road with so many HGV trucks turning into there on full wheel lock, the street is also a two way street with another business down there so how will that work? HGV vehicles will have to mount pavements, how will that work?

Elsa has now got far too big and busy for a narrow Station Road, there are too many large HGV's that cause chaos. They park all along the road completely blocking up the traffic sometimes two together. All the houses where we are on Station Road and Buckley Street vibrate when the lorries pass. The noise is annoying and think they must pollute the air in the immediate area.

Why can a business of this size with so many HGV vehicles coming and going not be advised to move to a more practical industrial estate and not a cul-de-sac with so many residential houses on it? I have lived here for 20 years and it has gotten worse year upon year and this road cannot cope with it any more

Absolutely object to new, enlarged premises at Elsa Waste and the proposed extended operating hours at Elsa Waste and anything that increases the traffic and the number of lorries and trucks (LGV and HGV), and general vehicles (increased employees) going up and down Station Road, especially during the new proposed operating hours. We only moved to Station Road last year, but we are shocked at the number of lorries and trucks etc. that go up and down Station Road each day, and most of which go to and from Elsa Waste. Surely any planning application that proposes to increase/extend the premises and extend hours will mean more traffic, more trucks and lorries, more noise and disruption and more pollution - leading to more stress and anxiety.

We currently work from home, which we have done so since the beginning of the pandemic and have been advised by our respective companies that we will continue to do so for the foreseeable. The current noise outside from the existing traffic is

already very, very disruptive especially as we both have roles that involve being on the phone and taking conference calls a large part of the day. During the day, with the current levels of traffic, there are constant lorries and trucks going past our house which are really heavy and loud and cause the house to shake. With extended premises, these traffic levels are only going to increase, leading to more noise, disruption and annoyance.

Durham Street is a 2 way cobbled road that should not have HGV traffic turning in all day every day. This road entrance is used as a pull in place for vehicles to let vehicles through. If vehicles are pulling into Durham Street and vehicles are waiting at the entrance there will be nowhere for them to go creating more traffic jams. All in favour of getting them off Station road but the Durham Street entrance is not the answer.

Deprivation of Natural Light

Residents of this street are a mixture of home workers, people who work irregular hours (and therefore need to sleep during the operational hours of the Elsa Company), families with children and/or the elderly who are home during the day.

The sunlight afforded to the back garden area of the odd numbers on Carna Road is the most attractive feature of these houses. The natural light received in these properties is mostly to the rear aspect of the houses in the afternoon and early evening. Due to the orientation of the houses and their close proximity to the neighbours across the street, the front face does not receive very much natural light even in the height of summer.

Currently the setting sun is blocked from the houses in the late evening by the building designated in the plans as Climax Works (Units numbered 1-3 on your demolition plan). The construction of a solid acoustic barrier 4 metres high (extended from the 2.4m height of the current palisade fence) will block light and hours of direct sunlight into our garden space, which will deleteriously impact on the quality of life of all the Carna Road residents. We also fully expect that a reduction in the light afforded to these properties will detrimentally affect their value when it comes to resale in the future.

Noise and Vibrations

The current works of clearing are already causing some noticeable structural issues to the properties on Carna Road and Station Road - the houses are developing stress factors, such as new visible cracks on internal walls.

We both hear and feel the vibration during movement of the large containers and vehicles that are currently being utilised onsite from in our houses while clearing of the site is taking place. We expect that with the number of Heavy Goods Vehicles and the closer proximity to our homes of the new vehicle route our properties will suffer substantial ongoing damage.

The construction of an acoustic barrier is expected to provide little recognisable protection from noise for the second floor where the bedrooms are located and will not provide any protection from vibration.

We would also like to explore the possibility of ensuring that during vehicle movements onsite that 'reversing audible alarms' are switched off. The long operating hours that we have allowed Elsa to expand their working day to - without previous objection - would become problematic with audible alerts triggering regularly from the early hours until late in the evening.

Our houses shake when their trucks exit Durham Street at 5am every morning along with the banging and clanging of the containers on the backs, are we now to have to experience that all day every day.

Asbestos Containing Materials (ACM's)

As there appears to be a substantial amount of ACM's in the fabric of the rendering cement and corrugated roofing of the properties being worked on we are deeply concerned that the demolition planning document refers to protection measures for the workers during the demolition and construction phases, however it appears there are no measures in place to protect the local residents directly, nor to prevent any airborne particles from alighting on the rear of the properties. We do not approve of the "controlled collapse" method as stated and suggest the area should be securely isolated before a more careful removal of the asbestos containing materials is enacted by specialist contractors.

Although we are still in the consultancy stage, we have seen substantial preparation work already being done to clear the site. However, there are no apparent asbestos protections in place for either residents or workers at this time.

Night Lighting

In the Crime Impact Statement provided by Greater Manchester Police to support this application, there is a requirement that the site must be well lit with white lighting from dusk to dawn. It is important to us as residents that when this is designed and installed, that the lighting fixtures chosen and their position and direction of focus do not illuminate across the properties, particularly into the windows of Carna Road, either directly or by reflection. We are aware there are many options for external security lighting that are suitable for this operation, we are simply raising the point for consideration at this time.

We would like for you to consider, having the 4 meter fence pushed back from the current fence, this will put the HGV passing more distant from the residences and noise and vibrations will decrease and, with the fence pushed back it will not compromised the natural light and direct sun in the rear of the residences

We want to have good relations with and support the businesses in our area, this is not an objection to the expansion of the Elsa business site per-se, and we welcome the cosmetic and security improvements to the general area that these works will provide. We do not wish to find ourselves at odd's with our industrial neighbours in the future, therefore we submit these considerations to you at this time and hope we can find suitable working practises and designs that will benefit us all.

Other comments

One of the aspects I am really, really worried about and object to is the fact that application is to also increase the operating hours. I thought that extending the hours had already been declined to prevent noise and disturbance within the vicinity of the site during unsociable hours. So then why is this new, extended premises proposing these extended hours when they have already been declined/refused? The evenings and weekends are the only (slight) respite we get from the noise on Station Road/outside our house. Evenings and weekends are our downtime when we do not work and like to relax, but now with these new proposed hours - up until 8pm in the evening and from 7am on a Saturday - there would be no peace at all, are we not allowed any relaxation time? I understand that people work different hours and different roles/jobs require different shift patterns, but a lot of people will be working

in the day Monday to Friday and are entitled to a little peace and quiet in the evenings and on weekends, especially in the current climate when the days are already stressful trying to hang onto jobs in a global pandemic and look after one's mental health/wellbeing.

I can't believe that these new proposed times are even being considered - are local residents not entitled to any quiet and downtime?! It is as if there is no consideration at all for the community and residents - what about those that work hard in the week and just want to relax on evenings and weekends. I am very distraught at the prospect of the extending operating times bringing with it increased noise and disruption. I am already experiencing migraines and increased stress due to the daily noise outside my house - so now I am expected to be subjected to this noise and disruption during unsociable hours, adding further to my stress and anxiety.

If you let Elsa expand the council should reduce our council tax, as we have put up with Elsa for far too long.

This proposal seems to be making it easier access for Elsa but much worse for residents. I would like an explanation of how this proposal benefits residents, and if this proposal goes through I would expect compensation for residents.

I am happy to proceed with the proposals put forward if suitable compensation is offered due to the severe impact on residents that the demolition and building work will cause. The length of time required for the proposed work will impact all residents close by, and my property is very close to the site so I would expect some compensation for the disruption.

MP Andrew Gwynne
I have been copied into an email from a constituent.

As the Member of Parliament, I fully support these points raised by the residents and I would ask that Stockport Council take them fully into account. The local residents have had issues with Elsa certainly for as long as I have been the MP, and no doubt beyond that too.

I would be very grateful if the Council would ensure enforceable conditions to ensure these concerns are alleviated if and when the planning application is granted.

CONSULTEE RESPONSES

Environmental Health

The above application has been assessed in relation to Amenity & Quality of Life.

PROPOSAL
Planning application for the redevelopment of the Climax Works to the north of Station Road, Reddish (at the south east of Station Road Industrial Estate). The proposal is to replace all the existing business operations within the Climax Works site with the established ELSA paper and plastics waste transfer operation. Combining the Elsa and Climax site. ELSA will be the sole end occupier of the site, and will be responsible for all recycling operations, deliveries, traffic, transport and vehicle movements to and from the site.

It is assumed that the description of the process operations undertaken by ELSA Waste Paper Ltd is that of their T4 Environment Agency exemption that allows to

treat waste to reduce its volume for transport to another site for reuse, recycling or to make handling easier. Process description confirmed within the Noise Impact Assessment (NIA): *section 2.4 Elsa Recycling primarily recycles paper and card which involves delivery of raw materials which are fed into a shredding and compacting system which produces bales of processed materials ready to be used by other industrial and commercial manufactures.*

The full planning application seeks permission for the reconfiguration of the sites into a single general industrial (Use Class B2) premises to be operated by Elsa Recycling.

Demolition of several units with retention and part demolition of units 1 and 3 to create a single open span building – occupying units 1 -3 of the Climax Works site.

The retained building will form a single bay warehouse and accommodate a single Baler to the northern gable area. The retained floor area will be 775 sq m. Pedestrian access/egress will be provided through 6 number fire doors (three on the eastern elevation). Vehicle access will be through 3 number roller shutter doors (2 on the western elevation and 1 on the southern elevation). The machinery shall be housed internally – The Planning Application, section 20, Industrial or Commercial Processes and Machinery details: *Paper and plastic waste transfer station, including 3No balers (2No existing within the ELSA building and one new baler in the Climax Works building), diesel generators, shredder and conveyor belts, with on-site storage of materials in line with existing Elsa Recycling Group activities.* The maximum annual operational through-put of the commercial and industrial waste streams are 26000 tonnes.

Existing ELSA Recycling Site

The current ELSA recycling operation is located at Units 1 - 3 Station Road - receive, sort, bale, shred and distribute wastepaper and cardboard. Consisting of two baler operations: plastic baler located in the northern area and the paper baler located in the southern area of the existing ELSA building (Drawing No: SK21903-29, Existing HGV Vehicular Access, Movement and Processing Review, 15/08/19).

To aid understanding of the operations undertaken at the site, examination of the Environment Agency waste registrations: Elsa Waste Paper Ltd. Station Road, Stockport, SK5 6ND holds two Environment Agency registrations: Carrier, Broker, Dealer - Upper Tier (CBDU95561) and S1 S2 T4 Waste Exemption (WEX249354):

- The S1 waste exemption lets you store certain waste in secure containers at a site; AND
- S2 waste exemption allows you to store specific waste at a secure intermediate site, separate to where the waste was produced, before transportation to another site for recovery.
- The T4 exemption allows you to treat waste to reduce its volume for transport to another site for reuse, recycling or to make handling easier.

https://environment.data.gov.uk/public-register/view/search-all

Existing - Climax Works Use

Current delivery to Elsa site, section 1.18, vehicle reverses from Station Road onto the weighbridge, before unloading (which can take up to an hour) and then the vehicle has to leave the site. During the unloading period access is severely constrained, effectively meaning a second delivery of material cannot take place until the first vehicle is released.

Noise Complaint History

Noise sensitive residential receptors are located to the east of the site at Carna Road and to the south at Station Road. There are no current noise complaints for the ELSA site or Climax Building units. The last noise complaint reported to this service for ELSA site was July 2017 – noise and vibrations from works being done. No further contact from complainant, case closed. And for the Climax Works, the last noise complaint to this service was in October 2017: Noise at 0615, music and shouting from gym. The complaint was not progressed due to no response following initial contact from this service.

The existing Climax works buildings, provide a barrier breaking the line of sight between the source operations and residential receptors. The new proximity of the operations to NSD, is effectively introducing a new noise source at this location. In addition, three new door openings are proposed on the eastern elevation.

LOCATION

The site is within an industrial area, close to residential properties. Conflict between incompatible uses at the industrial estate and adjacent noise sensitive residential properties. However, the position of this industrial estate is historical and is considered the character of the area.

Proposed Hours of Operation

At section 19 of the Planning Application, Hours of Opening B2 – General Industrial, the hours match the current ELSA site permitted hours:

- Monday to Friday – 0700 to 2000 hours
- Saturday – 0700 to 1600 hours
- No operational workings on Sundays and Bank Holidays

These permitted operating hours for the existing site include a restriction on vehicles operating within the site between 18:30 - 20:00 Mondays to Fridays and 13:30 - 16:00 on Saturdays, which includes forklift movements in the external service yard areas.

Planning Hours ELSA current site

ELSA Waste Paper Ltd, Units 1 To 3 Wharton Cranes Building, Station Road Industrial Estate, Station Road, North Reddish. A recycling facility, comprising several buildings and yard areas to the west of the Climax Works units.

DC/069159: Variation of condition 2 of J74353 to allow an extension of operational hours from 07:00 - 18:30 Monday to Friday, to 07:00 - 20:00 hours Monday to Friday.

Environment Team (Noise): I have looked at the submitted noise report and would agree with its findings. The report demonstrates that, provided that the insulation scheme within the report is implemented, then there should be a low likelihood of adverse impact on the nearest residents. The insulation scheme would also need routine maintenance to maintain its integrity. As such I have no objections to the extension of hours.

Refused by Planning Committee: 23rd May 2019, Reason: harmful to the amenities and reasonable quiet enjoyment of occupants of nearby residential properties by reason of increased noise and general disturbance and as such would be contrary to policies SIE-1 'Quality Places' and SIE-3 'Protecting Safeguarding and Enhancing the Environment' of the Stockport Core Strategy DPD.

Appeal Decision: Appeal A - Ref: APP/C4235/W/19/3238182, Units 1-3, Station Road, North Reddish, Stockport SK5 6ND – Allowed - 20 January 2020

DC/069446 – Refused: 23rd May 2019
Variation of condition 2 of J74353 to allow an extension of operational hours from 07:00 - 18:30 Monday to Friday, to 07:00 - 20:00 hours Monday to Friday and 07:00 - 16:00 hours on Saturdays

Environment Team (Noise): I have looked at the submitted noise report and would agree with its findings. The report demonstrates that, provided that the insulation scheme within the report is implemented, then there should be a low likelihood of adverse impact on the nearest residents. The insulation scheme would also need routine maintenance to maintain its integrity. As such I have no objections to the extension of hours.

Appeal B - Ref: APP/C4235/W/19/3238181, Units 1-3, Station Road, North Reddish, Stockport SK5 6ND – Allowed - 20 January 2020

The Planning Inspectors conclusions on this matter are supported by the technical assessment by the Council's Environmental Health Officers of the noise survey and proposed mitigation. They have not opposed the increase in operational hours and consider that the mitigation would be effective. Consequently, the proposed extension of working hours would not have a detrimental effect upon the living conditions of neighbouring occupiers. The proposal would therefore not conflict with Policies SIE-1 or SIE-3 of the Core Strategy. The extended hours would be for operation of the processing machinery only and would not include external use of forklift trucks or any delivery vehicles.

To protect the living conditions of neighbouring occupiers, conditions: 2 limits operational hours; 3 site vehicle hours of operation; 4 requires external doors to remain closed; 6 and 7 impose loading and vehicle restrictions; 12 prevents amplified music/tannoy use externally; 13 restricts the type of materials brought, processed, store and exported; 17 controls external lighting and illumination. To ensure the business does not harm the character and appearance of the area condition 14 requires waste delivery vehicles to be covered.

<u>Proposed Site Vehicle Flow</u>
A one way anti-clockwise HGV traffic system, all ELSA HGV traffic, staff and visitor vehicles will enter the Climax Works site via the existing vehicular access at the south east [head of] Durham Street, pass through the sliding gates, can access either the weigh bridge or staff/visitor parking. Inbound vehicles [HGV] to be weighed on bridge located within the site.

The front and rear gable of unit 1 and 3 [Climax Works] have been reduced, to enable loaded or unloaded vehicles [HGV] to route anticlockwise around the building to either the layout area or route to the northern loading area. Selective demolition to the rear of Elsa enables actions to be carried out and along with the increased loading and unloading areas created on the combined site, enables the current congested Elsa yard to be utilised for exiting vehicles to be weighed and exit the site south west Station Road.

No loading or unloading operations shall take place on the eastern area of the site. A HGV parking bay / waiting area is located area 5 illustrated on Drawing No: SK21903-30, Proposed Access, Movement and Operation Strategy, Wider Site, 15/08/19. Dedicated HGV layover space on site,[area 5 north west area of site,

abutting the boundary fence and rear gardens of Carna Road] to ensure no Elsa vehicles wait on Station Road or other sections of the public highway

Forklift truck operations will continue at the Elsa building and also at the existing (concrete yard area, which will be slightly enlarged as a result of demolition works on the western elevation Climax building): loading/ unloading area, located to the north of the current ELSA building and west of the Climax works building – therefore operational noise to Carna residents obstructed by the mass of the Climax works building.

Existing FLT movements in the external service yard areas are restricted by planning condition, between 18:30 - 20:00 Mondays to Fridays and 13:30 - 16:00 on Saturdays.

NOISE IMPACT ASSESSMENT (NIA) - ACCEPTED
In support of the application, the applicant has submitted an acoustic report: Hepworth Acoustics, Report No: P20-048-R01v1, May 2020

The following noise sources have been assessed:
• Baler noise break-out from the Climax Works;
• Forklift activity noise break-out from the Climax Works;
• Heavy goods vehicle (HGV) moving around and parking on-site; and
• Staff car park noise

On 26th February 2021, this service sought clarification was sought regarding the location of the baler within the Climax building, that the noise consultant used to calculate the noise source reverberation time (to calculate noise break-out) – differed to the location of the baler in the applicants submitted drawings. Any amendments to the planning layout must comply with the NIA or the NIA may require review.

An updated NIA, (Hepworth Acoustics, Report No: P20-048-R01v2, February 2021) was commissioned to reflect the latest development plans: addressing the baler location within the Climax building, changes to the HGV parking bays and proposed alterations to the electrical substation enclosure.

Electrical Substation Enclosure
No alterations to electrical sub-station and will continue to operate as usual. The noise consultant has reviewed the proposed changes to its enclosure, advising that they will not result in a reduction in sound insulation performance, therefore no additional mitigation measures are required.

Existing Noise Sources at Climax Works
Climax Works is currently occupied by several industrial/commercial tenants operating from numerous units within the building: Car Breakers, Spray Shop, Engineering, Computer Recycling, Car Repair, Kitchen Sales/Workshop, Hair & Beauty Salon, Boxing Club & Gym and a Coat Manufacturer.

The noise consultants, subjective observations of the existing commercial activities at the Climax works, included: sawing, pneumatic wrenches, hammering, angle grinding, forklift activity and more, which based on our subjective observations include a mixture of tonal, impulsive and intermittent characteristics. Illustrating that residential receptors to the east of the site, at Carna Road are currently exposed to noise.

The last noise complaint reported to this service for both buildings was in July and October 2017.

Background Noise Surveys

Background noise surveys were carried out to determine the representative background sound level at the nearest dwellings on a weekday and a Saturday.

Completed from 15:30 to 20:00 on Friday 6 and from 12:45 to 16:00 on Saturday 7 March 2020. Pre UK COVID-19 pandemic 'must stay at home' and immediate closure of some businesses - 23rd March 2020 - before any significant changes in population work, social and transportation habits. This service agrees that the results of the noise survey are considered representative of the noise climate under 'normal' conditions.

At three locations:

- Location A: On Durham Street, next to the gable end dwelling on the corner of Durham Street and Station Road.
- Location B: On the proposed site, at the boundary with the Carna Road dwellings towards the south.
- Location C: On the proposed site, at the boundary with the Carna Road dwellings towards the north.

HGV Movements

No unloading of materials shall take place in the eastern service yard areas adjacent to the rear gardens of Carna Road dwellings.

Unloading of inbound process materials for processing shall be confined to the western service yard on the other side of the Climax Works building away from the Carna Road dwellings, as well as confining material processing to the western service yard, it will generally limit forklift activity to this area. Although at s.2.13: Whilst the layout proposals remove the need for forklift activity within the eastern service yard, forklift activity in this area should not be precluded in case forklifts occasionally need to access the area for unanticipated reasons.

Climax Works & Baler Operations

The eastern elevation will not have service openings (other than three pedestrian access doors). This will minimise noise impact by reducing noise break-out from the Climax Works building,

The February 2021 NIA, baler location within the Climax Works building, corresponds to the applicants submission plans. Noise break-out calculations have addressed the updated baler position at the northern area of the building – previously the calculations were based on the original central positioning of the baler unit within the Climax Works building.

Noise break-out from the building to noise sensitive receptors at Carna Road dwellings has been calculated based upon the adopted internal reverberant noise level, the sound reduction of the building envelope, the dimensions of the building, distance from receptor and barriers.

Cumulative Noise Source Impact - BS4142 Assessment

The impact of the noise from the proposed development upon noise sensitive receptors has been assessed in accordance with: BS4142:2014 Methods for rating and assessing industrial and commercial sound

An agreed methodology for the assessment of the noise source.

The outcome of the objective BS4142 assessment of the combined sound levels from the baler, FLT activity, HGV movements at this location is that the rating level of the combined sound sources shall exceed the background sound level and is an indication that the sound source could potentially result in an adverse impact.

However, overall assessment of the impact of the proposal requires consideration of the objective BS4142 assessment; coupled with consideration of subjective assessment of the context, character of the area and complaint history of the site. This is provided at section 5.44 of the February 2021 NIA:

- long-standing business operating in adjacent units to the Climax works;
- located within an established industrial estate in close proximity to existing residential dwellings;
- noise produced form existing industrial/ commercial tenants is less predictable and has greater variability than this proposal;
- the proposed operations take place during daytime hours, therefore will not cause sleep disturbances at night-time;
- 4m acoustic barrier for the protection of Carna Road dwellings from noise.

The Hepworth Acoustics, Report No: P20-048-R01v2, February 2021 reports methodology and conclusion are accepted – this service accepts the NIA conclusion: that the proposals would not result in any unreasonable noise impact upon the Carna Road dwellings.

EXTERNAL LIGHTING ASSESSMENT - ACCEPTED

An external lighting/ illumination assessment has been submitted in support of the application: Harttron, 29 October 2020, Project No: 21780, Ref: 21780-A-01.

Any amendments to the planning layout must comply with the Lighting Assessment or the Lighting Assessment may require review.

The proposed external lighting/ illumination scheme, complies the Institute of Lighting Professionals, Guidance Notes for the Reduction of Obtrusive Light GN01:2011, Design Guidance for exterior lighting installations. The Lux levels are in compliance with the lighting design guidance for an E3 environmental zone, Suburban Surrounding, a Medium district brightness lighting environment. The Obtrusive Light Limitations for Exterior Lighting Installations – General Observers, Light intrusion into windows is:

- 10 lux pre 23.00 and
- 2 lux post 23.00.

The proposed external lighting levels on the plans, show that the levels will be less than 2 lux at residential façades. Therefore in compliance with the above.

CONDITION - RECOMMENDATION

The external lighting scheme Harttron, 29 October 2020, Project No: 21780, Ref: 21780-A-01, shall be installed and thereafter operated in accordance with the approved details.

Reason: To limit the impact of light pollution from artificial light on local amenity. In accordance with: paragraph 180c of the National Planning Policy Framework (February 2019)

RECOMMEND DUPLICATION OF APPEAL CONDITONS FOR PROTECTION OF RESIDENTIAL AMENITY

2) The premises shall not open for business and no processing be carried out; or machinery operated within the site; except between the hours of 0700 hours until 2000 hours Mondays to Fridays inclusive; and 0700 hours until 1600 hours on Saturdays. There shall be no working on Sundays, Bank or Public Holidays.

3) No vehicles shall be operated within the site except between the hours of 0700 hours until 1830 hours Mondays to Fridays inclusive; and 0700 hours until 1330 hours on Saturdays. During operational hours 1830 until 2000 hours Monday to Friday no forklift trucks shall be used externally.

4) During operational hours 1830 to 2000 hours Monday to Friday all doors and openings including the conveyor opening at the side elevation, will remain closed except for access and egress.

6) There shall be no unloading or loading of materials through the eastern loading door fronting Station Road. The door shall not be used other than as access for the parking of private vehicles and as access for up to 7 HGV's (including articulated HGV vehicles) per day. The total number of movements shall not exceed 14 per day. The door shall not be used by HGV's unless an accurate written log of the HGV movements through the door, detailing times of entry and exit and registration numbers, is kept and is available for inspection by the Council at all times during operating hours. The door shall remain closed at all times except to allow for the ingress and egress of vehicles.

7) There shall be no unloading or loading of materials through the western loading door fronting Station Road. The door shall not be used other than as access for up to 2 HGV or light goods vehicles per day. The total number of light goods vehicles or HGV movements through the door shall not exceed 4 per day. The door shall not be used unless an accurate written log of the HGV and light vehicle movements through the door, detailing times of entry and exit and registration numbers, is kept and is available for inspection by the Council at all times during operating hours. The door shall remain closed at all times except to allow for the ingress and egress of vehicles.

12) There shall be no tannoy system in operation and no amplified music played in any outside area within the site.

13) The materials brought into, processed, stored and exported from the premises shall be restricted to waste paper, cardboard and plastics/polycarbonates (excluding pvc) only.

14) All heavy goods vehicles carrying waste materials into and out of the site shall be covered/sheeted and securely fastened at the point of entry to the site, when manoeuvring within the site, and upon exiting the site.

17) Other than security lighting activated by P.I.R. systems, the site lighting shall be switched off 30 minutes after the site has ceased operating for the day.

DEMOLITION METHOD STATEMENT
M'gra Consulting Ltd, "269 DMS",December 2020
A noise assessment will be carried out and recorded within the site files. Page 22. Section 7.2 Noise Requirements regarding the control of noise levels should be identified so that the appropriate control measures can be implemented.

RECOMMENDED CONDITION - CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

Prior to the commencement of the development, a Construction Environmental Management Plan (CEMP) shall be submitted for assessment by the LPA:

The CEMP shall address the environmental impact in respect of air quality and noise on existing residents during the demolition and construction phase. There shall be no burning of materials on site during construction and the CEMP shall be implemented throughout the demolition and construction phase of the development.

The CEMP shall show mitigation measures in respect of:

- *Noise Mitigation Measures*

Noise and disturbance during the construction phase including piling techniques, vibration and noise limits, monitoring methodology, screening, a detailed specification of plant and equipment to be used and construction traffic route. Comply with BS5228:2009 Code of Practice for Noise and Vibration Control on Construction and Open Sites – Part 1: Noise and Part 2: Vibration

- *Dust Management*

For the prevention of dust emissions beyond the site boundary, a scheme detailing all dust suppression measures and the methods to monitor emissions of dust arising from the development. The demolition / construction phase shall be implemented in accordance with the approved scheme, with the approved dust suppression measures being maintained in a fully functional condition for the duration of the demolition / construction phase.

Pile Foundation Method Statement
Should piling be required as part of the development, the applicant shall submit a method statement, to be approved by the LPA. The piling work shall be undertaken in accordance with the approved method statement. The method statement shall include the following details:

1. Details of the method of piling
2. Days / hours of work
3. Duration of the pile driving operations (expected starting date and completion date)
4. Prior notification to the occupiers of potentially affected properties
5. Details of the responsible person (e.g. site manager / office) who could be contacted in the event of complaint

Reason: In accordance with paragraphs 170 and 180 of the National Planning Policy Framework 2019.

Highways

This application seeks permission for various works at Climax Works and the Elsa Recycling site at Station Road, Reddish, including the partial demolition of existing buildings, so as to incorporate and extend the Elsa Recycling operation into the Climax Works site. Elsa sort, bale, shred and distribute wastepaper and cardboard. In summary, the scheme involves:

1) Demolition of various parts of Climax Works and part of the existing Elsa Recycling Building
2) Creation of a new site access on Durham Street

3) Creation of a staff parking area for 19 cars (including 3 disabled parking spaces), 2 motorcycles and 6 cycles
4) Creation of an HGV parking area for 8 HGVs
5) Provision of a new weighbridge
6) The provision of various loading / unloading areas within the site
7) The creation of an external storage area
8) The creation of through-routes within the site, which would enable HGVs to enter the site via Durham Street, load / unload within the site and exit the site via an existing Elsa access to the west of the site.

Various documents were submitted in support of the application (which has been submitted following pre-application discussions), including various drawings, a Transport Statement, vehicle swept-path tracking diagrams and a Design & Access Statement. Whilst the application was being considered, supplementary information was submitted, including further information on existing vehicle movements and how the business operates. After reviewing the drawings and documents, I would make the following comments:

Traffic generation / Highways Impact

The Transport Statement (TS) submitted in support of the application outlines that both Climax Works and the existing site occupied by Elsa currently have permission for B2 industrial use and that Elsa Recycling have occupied their site for 20 years. Over the years the businesses has grown, with the increase in recycling and the TS notes that the business now accounts for 84% of HGV movements on Station Road in the vicinity of the site, equating to 63 of the 75 HGV movements between 0700 and 1900 that were recorded as part of a traffic survey carried out as part of the TS (3.4% of the total of 2221 movements which pass the site each day). This is based on the results of a traffic survey and data from Elsa on vehicle movements. Subsequent data provided by Elsa outline that average daily HGV movements across the full year was 70 in 2019 and 69 in 2020, with figures ranging from 30 (2019) and 23 (2020) to 82 (2019) and 84 (2020). Having data from both 2019 and 2020 allows for any impact of COVID-19 to be taken into account, but the figures show similar levels of vehicle movements during both 2019 and 2020. The applicant has outlined that this can be attributed to the fact that, whilst there was less recycling being generated by retail, restaurants etc., more recycling would have be generated from households. The applicant has also outlined that these movements are Monday-Friday, outlining that Saturday is the company's "admin day for HGVs" and only the pallet / lorry travels to / from the site.

As a result of the size and layout of their site, the TS outlines that Elsa currently experience operational issues, which results in vehicles having to park / wait on Station Road before entering the site to be loaded, unloaded or weighed and vehicles having to exit the site between operations. This has resulted in the Council receiving numerous complaints over the years. As such, it outlines that the scheme that is the subject of this application is being proposed to address these issues, enabling Elsa to streamline their operations and improve the efficiency of their operations, resulting in improvements to users of Station Road, as well as local residents. This includes allowing all material to be delivered and collected from within the site, providing more room to store recycling material, provide more room for HGVs to be stored within the site overnight and avoid the need for vehicles to manoeuvre onto Station Road before or after accessing the weighbridge. It also notes that Elsa are not seeking to materially change the scale of their operations or the volume of recycling that is processed at the site.

It is noted that operations at the site are controlled by various planning conditions, notably conditions 2-9 of application DC/077413. The restrictions are:

1) Business hours to 0700-2000 (Mon-Fri) and 0700-1600 hours (Sat)
2) No vehicle movements (including forklift trucks) within the site except 0700-1830 (Mon-Fri) and 0700-1330 (Sat)
3) No unloading or loading of materials through the eastern loading door fronting Station Road, with the door only permitted to be used as an access for the parking of private vehicles and as access for up to 7 HGV per day.
4) No unloading or loading of materials through the western loading door fronting Station Road, with the door only permitted to be used as an access for up to 2 HGV per day.
5) No goods, packaging, materials, refuse, plant or equipment is permitted to be stored or deposited within any outside area / car parking / loading / servicing areas, with all bailed waste paper and cardboard required to be stored within the area designated "storage area" on the approved plans

At present, the applicant outlines that wastepaper and cardboard is transported to the site by articulated HGV. HGVs first enter the gated yard to the west of the site to be weighed. They will then either be unloaded in the yard or will exit onto Station Road and then enter into the main building via the eastern roller door entrance to unload in the building (the number of vehicles permitted to use access the building, however, is restricted by condition). Once unloaded, material is sorted, shredded, compacted and baled. Meanwhile, once unloaded, HGVs exit the site and will either wait on Station Road until they can re-enter the gated yard to be loaded with baled recycling or they will drive away.

Baled recycling is transported from the site in either curtain sided HGVs or in containers. Once loaded, HGVs then exit the site. As outlined, the current operation requires vehicles to exit the site between each operation (weighing, unloading, loading and weighing again) and, due to the scale of activity, HGVs will often have to wait on the highway between each step. In addition, due to the lack of storage within the site, the existing yard area can get filled with waste, resulting in there being insufficient room for turning / manoeuvring.

The proposal seeks to address these issues, by providing more space within the site for parking, loading / unloading and manoeuvring and enabling vehicles to remain within the site for the whole process. If the scheme was to be approved and implemented:

1) All vehicles (staff cars and HGVs) would enter the site via Durham Street (via the existing access that serves Climax Works)
2) Parking for 16 cars and 6 cycles would be provided to the north of the Durham Street access
3) HGVs would travel through the site in an anticlockwise direction, first stopping at the new weighbridge to be weighed. After being weighed, vehicles could either park up (if the loading / unloading area was in use) or continue to be loaded / unloaded.
4) Vehicles would load / unload within the existing service yard to the rear of the Elsa building (currently part of Climax works). Sufficient room would be available for at least 2 vehicles to load / unload within this area and allow other vehicles to pass.
5) After unloading, HGVs would be able to drive back to the HGV parking area to park up, if required, without exiting the site.

6) After unloading (or after being parked), HGVs would then continue through the site to the existing Elsa yard to the west of the site where they would be loaded.
7) After being loaded, vehicles would be weighed using the existing weighbridge in the existing Elsa yard. After being weighed, they would then leave the site using the site's existing access on Station Road.
8) The existing shuttered access doors on Station Road would only need to be used to gain access to the building for maintenance of the bailer.

The result of these improvements would be:

1) HGVs would no longer need to park on the highway to wait to load / unload
2) All loading / unloading could take place within the site
3) Vehicles would be weighed when entering and exiting the site, removing the need for them to enter / exit the site twice and ensuring that there was no conflict between incoming and outgoing vehicles being weighed.
4) Vehicles would be able to enter and exit the site in a forward gear, removing the need for them to manoeuvre / turn on Station Road
5) Vehicles would not need to enter the existing building from Station Road (other than for maintenance purposes)
6) Additional external storage space would be available, which could address the existing issue of the servicing yard getting blocked by materials being stored
7) Parking will be provided within the staff, removing the need for them to park on Station Road
8) Parking will be provided within the site for HGVs, enabling HGVs to park within the site whilst waiting to load / unload and overnight

Based on this information I would conclude that providing the scale of operations and volume of recycling that is processed at the site does not increase (which is what the applicant outlines is intended), the scheme will not result in an increase in vehicle movements to the site, and would actually result in a reduction of vehicle movements on Station Road, as a result of the closure of existing businesses that currently occupy the Climax Works site (these include a car breakers yard, car repair businesses, a gym, hair salon and kitchen workshop). Supplementary information submitted by the applicant outlines that the amount of B2 floor space in Climax Works would be expected to generate around 120 vehicle movements each day, including 24 movements by HGVs. In addition, the scheme will negate the need for HGVs to wait on Station Road before entering the site or between activities and the need for reversing or other manoeuvres to take place on Station Road, improving the safety and operation of Station Road in the vicinity of the site. Provision of a staff car park within the site would also reduce the amount of on-street parking taking place within the vicinity of the site. As such, I would conclude that the proposal has the potential of improving the safety and operation of Station Road in the vicinity of the site.

The improvements outlined, however, would only be realised if the scheme is delivered in full, the existing service doors on Station Road were only used on a limited basis (e.g. for maintenance / emergency access) and activities at the site and associated vehicle movements do not increase. It is therefore considered that any approval granted should be subject to conditions restricting the use of the service doors on Station Road and the number of HGV movements that are permitted to / from the site. I would also recommend that any approval granted is subject the requirement to produce and implement an operational method statement (based on the method of operation outlined in the TS) so as to ensure that the business only operates as proposed.

Detailed Design

Vehicle swept-path tracking diagrams have been submitted which demonstrate that articulated HGVs would be able to turn to and travel along Durham Street, manoeuvre into and through the site and exit the site via the site's existing western access. Whilst HGVs would have to pass onto the opposing side of the street when performing these manoeuvres, this is no different to the current situation and something that HGVs have to do at many junctions / site accesses. Due to reasonably low level of overall vehicle movements on Durham Street, this should not pose an issue. To enable vehicles to turn into and travel along Durham Street, the TS recommends parking restrictions are provided (no waiting at any time – double yellow lines). Although Durham Street is already used to access Climax Works, its use (notably by larger vehicles) will increase and, as such, I would agree that parking restrictions are required. These will need to be funded by the applicant by means of an appropriate clause in a Section 106 Agreement requirement the payment of £7500 to the Council to fund their provision. I do, however, consider that consideration should also be given to providing restrictions on the southern side of Station Road, opposite Durham Street, to ensure cars do not park on that side of the road to close to the junction (which may affect such turning manoeuvres). This could be reviewed (and consulted on) as part of the Traffic Regulation Process.

With respect to pedestrian access, a pedestrian access is proposed to be provided into the site on Durham Street and delineated pedestrian routes are proposed to be provided within the site; both of which I consider acceptable. I do, however, consider the ramp should have a gradient of 1:20 (not 1:15) if possible and the bollards to be provided on the northern end of Durham Street close to the pedestrian access should be set back from the kerb line (or the kerb line is amended slightly). These matters, however, can be dealt with at detailed design stage / by condition. I also consider the proposed location of the sliding gate on Durham Street acceptable, subject to the gate remaining open during operational hours so as to ensure queuing does not take place on the Durham Street or Station Road (the applicant has confirmed that the gates will be open during the hours of operation). This matter can also be dealt with by condition.

Finally, the gates at the existing western access need to be set back to ensure an adequate level of pedestrian visibility is afforded and it is considered that the existing footway crossing at this access should be improved and the existing footway extended across the accesses to the service doors of the existing Elsa building (albeit with dropped kerbs to allow for maintenance), along the lines required as part of the previous permission (DC/069159). These matters, again, can be dealt with by condition.

Parking

At present, Elsa benefits from a limited amount of parking, with just single parking space available between the two service doors on Station Road. As part of the scheme, a staff parking area is proposed to be created, providing car parking for 19 cars (including 3 disabled parking spaces), 2 motorcycles and 6 cycles. This will be a significant improvement over the existing situation, the number of spaces for will accord with the adopted parking standards and the number of spaces should also meet demand, noting that 12 staff are based at the site.

I do note, however, that the submitted plans do not show where the motorcycle parking spaces will be located, note that no EV charging points are proposed and

consider that the cycle parking should be within a covered / secure cycle store (rather than provided in the open). In addition, one of the proposed disabled spaces is sub-standard (hatched areas should be provided on both sides of each space). These issues, however, can be dealt with by the receipt of a revised plan secured by condition.

Travel Plan

The Transport Statement outlines that the applicant will produce and implement a Travel Plan for the site in order to encourage sustainable travel and reduce the reliance on the private car and sets out the measures the Travel Plan will include, including appointing a Travel Plan Co-ordinator and providing cycle parking, a changing facility and lockers. It also outlines that various other measures will be considered, including recruiting staff locally, providing staff and visitors with travel information, offering staff cycle training and salary sacrifice cycle purpose, setting up a car sharing scheme. With respect to monitoring and review of the plan, the TS outlines that staff surveys will be carried out within 6 months of the new site being occupied, with future surveys carried out annually after that, and that a target will be set to reduce the number of staff car trips.

As outlined above, Elsa are not intending to expand their operations or increase staff numbers as a result of the proposed development and therefore the proposal should not result in an increase in vehicle movements to / from the site. The proposal to implement a Travel Plan with the aim of reducing vehicle movements, however, is welcomed, and, whilst the Travel Plan will not result in significant reduction in vehicle movements on Station Road (notably as staff numbers are not high), any reduction will be beneficial. I do, however, consider it is important that the majority of measures outlined are indeed implemented.

In addition, I consider other measures, such as providing staff shower facilities and providing at least 2 EV charging units, should also be implemented. Production and implementation of a robust Travel Plan, which should be produced using TfGM's Travel Plan Toolkit, however, can be secured by condition.

Issues raised by others

I note that various concerns have been raised by members of the public in respect to the scheme relating to the number of HGVs using Station Road, the speed of vehicles on Station Road, Elsa expanding their operations, changes to the hours of operation, possible increases in traffic on the local highway network, amendments to parking restrictions, the site's access arrangements and whether the scheme will be delivered. With respect to these concerns, the site is located within an existing employment area and has been in industrial use for some time. As such, it is reasonable to expect HGVs to access the site, as well as neighbour premises. Due to the nature of the Station Road, however, consideration does need to be given to any proposals that could increase the number of vehicle movements on Station Road.

As outlined above, the proposal does not seek to do that, with the applicant not proposing to increase staff numbers, the scale of operation, the volume of waste to be processed or operational hours and, as outlined above, I have recommended that conditions are placed on any planning permission granted to ensure that this will be the case. Such conditions would be enforceable. As such, the proposal will not lead to an increase in vehicle movements to / from the site and it should actually result in a reduction (due to the closure of existing businesses in Climax Works).

With respect to parking, although the site's parking requirements should not increase, additional parking is proposed to be provided within the site to address the current shortfall and this should fully meet demand. HGV parking is also proposed to be provided to negate the need for HGVs to park on street. In addition, no changes are proposed to the hours of operation and, again, this can be controlled by condition. Finally, there are no proposals to carry out any works on Station Road as part of the scheme (other than footway works adjacent to the site). The road is currently subject to a 20mph speed limit and there are parking restrictions to manage on-street parking along parts of the road. Whilst there was historically traffic calming along the road, this was removed due to issues relating to noise and vibration.

As such, as the development will not result in an increase in vehicle movements on Station Road (and should actually result in a small reduction), it will remove the need for HGVs to manoeuvre on the highway and will provide room for vehicles to park on site, it is considered that the scheme, itself, will result in some improvements to Station Road and new measures would not be justified. As outlined above, however, it is considered that parking restrictions are required on Durham Street to ensure HGVs can safely access the site. These, however, would only extend around the junction of Station Road and Durham Street. Exact details of these would be developed at a later date (if planning approval was granted and the scheme was to be implemented) and the Traffic Regulation Order would be consulted on separately.

Conclusion

Elsa Recycling have occupied their existing site on Station Road for approx. 20 years. Over the years the businesses has grown with the increase in recycling and, as a result of the size and layout of their site, various operational issues have arisen, which results in vehicles having to park / wait on Station Road before entering the site to be loaded, unloaded or weighed and vehicles having to exit the site between operations. This affects neighbouring businesses, local residents and users of Station Road.

The applicant has therefore submitted a scheme to address these issues and improve the operation of their business by expanding into the adjacent Climax Works site, which will provide room for vehicle manoeuvring and parking and remove the need for vehicles to manoeuvre or park on Station Road.

Consideration of the scheme concludes that, providing the scale of operations does not increase, the proposal should result in improvements to the operation of Station Road as it will remove the need for staff and HGVs to park on the road and for HGVs to manoeuvre into and out of the site. Closure of existing businesses that currently occupy the Climax Works site should also result in a reduction in vehicle movements on Station Road.

To ensure that the benefits of the scheme are realised, however, there will be a need to impose conditions on any approval granted to ensure that operations do not expand from their existing level (and as outlined in the Transport Statement) and that the business operates as proposed.

With respect to detail, whilst the proposed layout is considered generally acceptable, some aspects of the parking arrangements are not. These issues, however, could be dealt with by receipt of a revised plan. Other matters of detail can be dealt with by condition, although there will a need for the applicant to enter into a Section 106

Agreement with the Council in respect to the payment of £7500 to fund the provision of parking restrictions on Durham Street and Station Road.

Recommendation: No objection subject to:

1) The receipt of a revised plan
2) Conditions (see list below)
3) The applicant to enter into a Section 106 Agreement with the Council in respect to the payment of £7500 (subject to RPI inflation) to fund a Traffic Regulation Order / provision of parking restrictions on Durham Street and Station Road, Reddish.

Conditions

- Construction Method Statement
- Restricted HGV Movements to the site per day/yearly average
- Restriction of Use of Existing Access Doors
- Operation Method Statement based on Transport Statement
- One-way Access Routes including signage and carriageway markings
- Restrictions of waste storage within parking, turning or servicing areas or in a way that blocks of access routes within the site
- Details of Setting back the gates at the existing western access and Reconstructing the accesses and footway across the site frontage with Station Road
- Submission of Full Highway details for Durham Street
- Sliding gate to be erected at the Durham Street access shall be positioned as indicated on the approved drawings
- Car parking facilities for the development provided and marked out
- Electric Vehicle Charging Points
- Cycle Parking
- Parking for 2 powered two-wheelers (motorcycles, mopeds and scooters)
- Details of all new hardstanding areas (drained, surfaced, marked out, signed and illuminated)
- Travel Plan
- Provision of shower, changing, locker and drying facilities.

Contaminated Land

Environmental Protection have reviewed the e3p Phase 1 and Phase 2 Geo-Environmental Site Assessment report dated April 2019.

The site is in a poor state with regard to on site tanks, hydrocarbons spillages, oil storage etc however the assessment undertaken so far has been compared to the less conservative commercial land use assessment criteria, which shows that there is no remediation really required for most of the site providing the hardstanding isn't disturbed.

However, the report does state that further site investigation works are required in the NW part of the site where there is a car de-pollution facility, this facility has an environmental permit which is regulated by the EA and from reading the report this permit will be surrendered, they will need to fulfil their obligation on vacating the site, this may result in further site clearance works in order to satisfy the regulator. As such the EA should be consulted on this, so they can ensure this potentially contaminated area of the site is sufficiently dealt with.

On this basis, Environmental Protection would recommend the following conditions due to further investigation being required and subsequently there may also be a need for remediation;

Standard conditions CTM1, CTM2 & CTM3

Nature Development

The site is located off Station Road in North Reddish. The application is for re-development including partial demolition of existing units at 1-3 Station Road and Climax Works, Reddish to create new enlarged general industrial (Use Class B2) premises and alteration of existing access from Durham Street.

Legislative and Policy Framework
Nature Conservation Designations - The site has no nature conservation designations, legal or otherwise.

Legally Protected Species
Many buildings have the potential to support roosting bats. All species of bats, and their roosts, are protected under Section 9 of the Wildlife and Countryside Act 1981 (as amended) and The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019. The latter implements the Council Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora. Bats are included in Schedule 2 of the Regulations as 'European Protected Species of animals' (EPS). Under the Regulations it is an offence to:
1) Deliberately capture or kill a wild EPS
2) Deliberately disturb a wild EPS in such a way that significantly affects:
a) the ability of a significant group to survive, breed, rear or nurture young.
b) the local distribution of that species.
3) Damage or destroy a breeding place or resting site of such an animal

Buildings also offer suitable nesting habitat for breeding birds. All breeding birds and their nests are protected under the Wildlife and Countryside Act 1981 (as amended).

Bat surveys have been carried out and submitted with the application (Rachel Hacking Ecology Ltd.). A bat inspection survey was carried out in February 2020. Most of the buildings on site were assessed as offering negligible potential to support a bat roost. One of the buildings proposed for demolition (referred to as building 2E in the bat report) was identified as offering low bat roosting potential and further survey of this building was recommended in accordance with best practice survey guidelines. It should be noted that no internal survey of building 2E was possible during the February 2020 survey. A further inspection survey of building of building 2E was carried out in January 2021. This survey included an internal inspection of the building. No signs of bats were observed and the building was assessed as offering negligible potential to support a bat roost. It is considered that a sufficient level of survey effort has been undertaken to inform determination of the application.

Recommendations:
No evidence of roosting bats was recorded during the inspection surveys and it is considered that the buildings offer negligible bat roosting potential. Bats can be highly cryptic in their roosting behaviour however and can sometimes roost in seemingly unlikely places and regularly switch roost sites. It is recommended an informative should therefore be attached to any planning consent granted as a precautionary measure so that the applicant is aware of the potential for roosting bats to be present. It should also state that the granting of planning permission does

not negate the need to abide by the legislation in place to protect biodiversity. If at any time during works, evidence of roosting bats (or any other protected species) is discovered on site, works must cease and a suitably experienced ecologist contacted for advice.

Ecological conditions can change over time. In the event that works have not commenced within two years of the January 2021 survey then update survey work will be required to ensure the baseline conditions and ecological assessment remains current. This can be secured via condition.

In relation to breeding birds, the following informative can be used: Trees, scrub and structures are likely to contain nesting birds between 1st March and 31st August inclusive. Some of these features are present on the application site and are to be assumed to contain nesting birds between the above dates, unless a recent survey has been undertaken by a competent ecologist (or other suitably qualified person) to assess the nesting bird activity on site during this period and it is absolutely certain that nesting birds are not present.

Biodiversity enhancements are expected within the development in line with national and local planning policy. Any proposed landscaping should comprise wildlife-friendly species (preferably locally native) to maximise benefits for biodiversity. A further suitable measure would be the provision of bat and/or bird boxes on new buildings. Integrated boxes are available which are less conspicuous than externally mounted boxes. Any bat/bird boxes should be woodcrete/woodstone as these have greater longevity than timber boxes. Details of the proposed type, number and location of bat and/or bird boxes should be submitted to the LPA for review and this can be secured via condition if necessary.

Any proposed lighting should be sensitively designed so as to minimise impacts on wildlife associated with light disturbance (following the principles outlined in Bat Conservation Trust guidance: https://www.bats.org.uk/our-work/buildings-planning-and-development/lighting).

Drainage

Original Comments 12.02.2021

1. The proposal is for redevelopment of an existing site. Whilst the applicant reports a 3.5% betterment for surface water discharge. The redevelopment should be considered as brownfield development and therefore a minimum 50% betterment for surface water discharge should be delivered.

2. The existing drainage for the site is not clearly identified with respect to current surface water outfall routes.

3. Proposed drainage layout and design is not identified and should be provided.

4. The site investigation extract indicates that there are significant areas of sand / gravel subsoils and no significant ground water strikes were reported. Therefore the feasibility of infiltration / soakaway drainage should be investigated for the redevelopment.

5. The Geo-Environmental Assessment (ref 13-308-r1 Apr 2019) indicates that current processing operations are being undertaken outside of permitted areas.

Protection of surface water drainage from contamination should be investigated/clarified for both existing and proposed operations.

6. Impact of contamination and mitigation for potential infiltration drainage should be reviewed.

7. The Flood Risk and Drainage Assessment report (JSD/J027 16th Nov 2020) does not incorporate any discussion with regard to provision of a SuDS or any consideration of the SuDS hierarchy.

In summary it is considered that the submitted drainage strategy does not adequately address the various issues potentially impacting this site and therefore planning approval should be withheld.

Further Comments following Submission of Additional / Amended information

The outstanding points remain unanswered. It is considered that all issues should be more fully investigated to inform the drainage strategy. The current strategy is not considered to be acceptable.

Environment Agency

The Environment Agency have no objection in principle to the proposed development, but we would wish to make the following comments.

Environment Agency position
The proposed development site appears to have been the subject of past industrial activity which poses a risk of pollution to controlled waters.

We have not undertaken a detailed review of the risk posed to controlled waters from land contamination and would therefore advise that you refer to our published Guiding Principles for Land Contamination which outlines the approach we would wish to see adopted to managing risks to the water environment from this site. We also recommend that you consult with your Environmental Health / Environmental Protection Department for further advice on generic aspects of land contamination management.

Where planning controls are considered necessary we would recommend that you seek to integrate any requirements for human health protection with those for protection of the water environment. This approach is supported by Paragraph 109 of the National Planning Policy Framework.

Advice to LPA/applicant
There are currently 2 permitted sites at this location, both permit holders have been advised to surrender their permits.

This development may require an environmental permit under the Environmental Permitting (England and Wales) Regulations 2016, Regulation 12.

In circumstances where an activity/operation meets certain criteria, an exemption from permitting may apply, more information on exempt activities can be found here: https://www.gov.uk/guidance/register-your-waste-exemptions-environmental-permits

The applicant is advised to find out more information about the permit application process online and to send a pre-application enquiry form via the gov.uk website:

https://www.gov.uk/government/publications/environmental-permit-pre-application-advice-form

Planning Policy (Energy)

The nature of the proposed redevelopment of this site does not, as far as I can ascertain, involve any new build elements. Core Strategy Policy SD3 on energy statements only applies to new build development and does not include extensions or refurbishment of commercial properties.

Therefore strictly speaking there is no need for an energy statement and I am happy to waive that requirement for this application.

In addition the nature of the buildings being used for B2 uses means there is no heating requirement for the building. The building will be insulated such that workers moving in and out of the warehouse element will be sheltered, but energy use will be minimal – this is clearly stated in the Sustainability Statement. The recycling nature of the business is critical to enabling more efficient recycling of certain types of waste in the Borough. This work contributes to reducing both carbon emissions and wider environmental impact.

ANALYSIS

Principle

The application site is located within the area allocated as policy PG1.2 'Station Road, North Reddish' Policy Guidance Area, as defined on the Proposals Map of the adopted Stockport UDP Review. This policy states that:

'In the event of land coming forward for development in this Policy Guidance Area, the Council consider the following uses might be appropriate: residential, business and open space. Further industrial development will only be acceptable if it can be segregated from the nearby housing and alternative access provided. The Council supports the continued presence of industrial activity in this area of high unemployment, as long as the employment uses remain operational. In the event of the firms relocating or ceasing operation, the Council would like to see the area redeveloped for uses more suitable for the available access and sympathetic to the neighbouring residential area. Redevelopment for general industry would only be appropriate if alternative access can be provided, avoiding Station Road.'

Policy E1.1 states that new industrial developments (Use Class B2 and B8) will be permitted in the following areas:

- Within existing and proposed Employment Areas identified on the Proposals Map;
- Within appropriate sites in the Stockport M60 Gateway; or
- Within Policy Guidance Areas where industry would be an acceptable use.

Proposals for industrial developments outside these areas may also be permitted provided that they do not conflict with other UDP policies. All sites for industrial development should be appropriate in size and scale to their surrounding area, must not conflict with other UDP policies for housing, retail and the protection of the built and natural environment, as well has having good access to the highway network and public transport.'

On the basis that the proposed development retains the existing industrial use of the site, the principle of the development is supported from a policy perspective in relation to industrial development and continued operational use and would be in accordance with saved UDP policies PG1.2 and E1.1. However, the main issues for consideration in this case are as follows:-

- Traffic generation, access, parking and highway safety;
- Impact on residential amenity;
- Visual Impact; and
- Other matters such as ecology, contaminated land and drainage.

Having regard to this presumption in favour of sustainable development, Members are advised accordingly within the report below.

Traffic Generation, Access, Parking and Highway Safety

It has been fully noted that the predominant concern of local residents for this proposed development is in relation to traffic and highway related concerns. The proposed development has been fully assessed in detail by the Council Highway Engineer and this assessment is detailed in full within the Consultee Responses section above.

The submission is accompanied by various drawings, a Transport Statement, vehicle swept path tracking diagrams and a Design and Access Statement. The application outlines the proposed works in relation to highways matters as follows:

1) Demolition of various parts of Climax Works and part of the existing Elsa Recycling Building
2) Creation of a new site access on Durham Street
3) Creation of a staff parking area for 19 cars (including 3 disabled parking spaces), 2 motorcycles and 6 cycles
4) Creation of an HGV parking area for 8 HGVs
5) Provision of a new weighbridge
6) The provision of various loading / unloading areas within the site
7) The creation of an external storage area
8) The creation of through-routes within the site, which would enable HGVs to enter the site via Durham Street, load / unload within the site and exit the site via an existing Elsa access to the west of the site.

The Transport Statement submitted in support of the application outlines that both Climax Works and the existing site occupied by Elsa currently have permission for B2 industrial use and that Elsa Recycling have occupied their site for 20 years. As a result of the size and layout of their site, the Transport Statement outlines that Elsa currently experience operational issues, which results in vehicles having to park / wait on Station Road before entering the site to be loaded, unloaded or weighed and vehicles having to exit the site between operations. This has resulted in the Council receiving numerous complaints over the years. As such, it is confirmed that the main aim of the proposed development scheme is to address these issues, enabling Elsa to streamline their operations and improve the efficiency of their operations, resulting in improvements to users of Station Road, as well as local residents. This includes allowing all material to be delivered and collected from within the site, providing more room within the site curtilage to store recycling material, and to provide

more room within the site curtilage for HGVs to be stored overnight and avoid the need for vehicles to manoeuvre onto Station Road before or after accessing the weighbridge.

Most importantly, the Transport Statement confirms that Elsa are not seeking to materially change the scale of their operations or the volume of recycling that is processed at the site, it is to streamline and improve the efficiency of their existing operations.

At present, the applicant outlines that wastepaper and cardboard is transported to the site by articulated HGV. HGVs first enter the gated yard to the west of the site to be weighed. They will then either be unloaded in the yard or will exit onto Station Road and then enter into the main building via the eastern roller door entrance to unload in the building (the number of vehicles permitted to use access the building, however, is restricted by condition). Once unloaded, material is sorted, shredded, compacted and baled. Meanwhile, once unloaded, HGVs exit the site and will either wait on Station Road until they can re-enter the gated yard to be loaded with baled recycling or they will drive away.

Baled recycling is transported from the site in either curtain sided HGVs or in containers. Once loaded, HGVs then exit the site. As outlined, the current operation requires vehicles to exit the site between each operation (weighing, unloading, loading and weighing again) and, due to the scale of activity, HGVs will often have to wait on the highway between each step. In addition, due to the lack of storage within the site, the existing yard area can get filled with waste, resulting in there being insufficient room for turning / manoeuvring.

The proposal seeks to address these issues, by providing more space within the site for parking, loading / unloading and manoeuvring and enabling vehicles to remain within the site for the whole process. If the scheme was to be approved and implemented:

- All vehicles (staff cars and HGVs) would enter the site via Durham Street (via the existing access that serves Climax Works)
- Parking for 16 cars and 6 cycles would be provided to the north of the Durham Street access
- HGVs would travel through the site in an anticlockwise direction, first stopping at the new weighbridge to be weighed. After being weighed, vehicles could either park up (if the loading / unloading area was in use) or continue to be loaded / unloaded.
- Vehicles would load / unload within the existing service yard to the rear of the Elsa building (currently part of Climax works). Sufficient room would be available for at least 2 vehicles to load / unload within this area and allow other vehicles to pass.
- After unloading, HGVs would be able to drive back to the HGV parking area to park up, if required, without exiting the site.
- After unloading (or after being parked), HGVs would then continue through the site to the existing Elsa yard to the west of the site where they would be loaded.
- After being loaded, vehicles would be weighed using the existing weighbridge in the existing Elsa yard. After being weighed, they would then leave the site using the site's existing access on Station Road.
- The existing shuttered access doors on Station Road would only need to be used to gain access to the building for maintenance of the bailer.

On this basis, it is considered that the result of these improvements would be as follows:

- HGVs would no longer need to park on the highway to wait to load / unload
- All loading / unloading could take place within the site
- Vehicles would be weighed when entering and exiting the site, removing the need for them to enter / exit the site twice and ensuring that there was no conflict between incoming and outgoing vehicles being weighed.
- Vehicles would be able to enter and exit the site in a forward gear, removing the need for them to manoeuvre / turn on Station Road
- Vehicles would not need to enter the existing building from Station Road (other than for maintenance purposes)
- Additional external storage space would be available, which could address the existing issue of the servicing yard getting blocked by materials being stored
- Parking will be provided within the staff, removing the need for them to park on Station Road
- Parking will be provided within the site for HGVs, enabling HGVs to park within the site whilst waiting to load / unload and overnight

Supplementary information submitted by the applicant also outlines that the amount of B2 floor space in Climax Works would be expected to generate around 120 vehicle movements each day, including 24 movements by HGVs. Therefore, providing the scale of operations and volume of recycling that is processed at the site does not increase as confirmed by the applicant, Highways can conclude that the scheme will not result in an increase in vehicle movements to the site. The proposals would actually result in a reduction of vehicle movements on Station Road as a result of the closure of existing businesses that currently occupy the Climax Works site (these include a car breakers yard, car repair businesses, a gym, hair salon and kitchen workshop).

The scheme will negate the need for HGVs to wait on Station Road before entering the site or between activities and the need for reversing or other manoeuvres to take place on Station Road, improving the safety and operation of Station Road in the vicinity of the site. Provision of a staff car park within the site would also reduce the amount of on-street parking taking place within the vicinity of the site. As such, Highways have concluded that the proposal has the potential of improving the safety and operation of Station Road in the vicinity of the site.

The improvements outlined, however, would only be realised if the scheme is delivered in full, the existing service doors on Station Road were only used on a limited basis (e.g. for maintenance / emergency access) and activities at the site and associated vehicle movements do not increase. Therefore, it is considered necessary and appropriate, that any approval granted should be subject to conditions restricting the use of the service doors on Station Road and the number of HGV movements that are permitted to / from the site. It has also been recommended that any approval granted is subject to the requirement to produce and implement an operational method statement (based on the method of operation outlined in the TS) so as to ensure that the business only operates as proposed. These appropriately worded conditions are therefore, proposed to be included if Members are minded to approve the application.

The detailed design of the proposed site layout and vehicle movements has been assessed and subject to certain parking restrictions being implemented on Durham Street and Station Road, the proposals are considered to be acceptable from a highway safety perspective.

In relation to parking, a staff parking area is proposed to be created, providing car parking for 19 cars (including 3 disabled parking spaces), 2 motorcycles and 6 cycles. This will be a significant improvement over the existing situation, and the number of spaces proposed will accord with the adopted parking standards. The number of spaces should also meet demand, noting that 12 staff are based at the site. Appropriately worded conditions will be included in relation to the provision of disabled parking spaces, EV charging points, motorcycle parking and covered / secured cycle parking.

In relation to Sustainable Transport, the Transport Statement outlines that the applicant will produce and implement a Travel Plan for the site in order to encourage sustainable travel and reduce the reliance on the private car and sets out the measures the Travel Plan will include, including appointing a Travel Plan Co-ordinator and providing cycle parking, a changing facility and lockers. It also outlines that various other measures will be considered, including recruiting staff locally, providing staff and visitors with travel information, offering staff cycle training and salary sacrifice cycle purpose, setting up a car sharing scheme. With respect to monitoring and review of the plan, the TS outlines that staff surveys will be carried out within 6 months of the new site being occupied, with future surveys carried out annually after that, and that a target will be set to reduce the number of staff car trips.

As outlined above, Elsa are not intending to expand their operations or increase staff numbers as a result of the proposed development and therefore the proposal should not result in an increase in vehicle movements to / from the site. The proposal to implement a Travel Plan with the aim of reducing vehicle movements, however, is welcomed, and, whilst the Travel Plan will not result in significant reduction in vehicle movements on Station Road (notably as staff numbers are not high), any reduction will be beneficial. The submission of this information will be addressed through an appropriately worded condition.

To conclude, the various concerns raised by members of the public in respect to the scheme relating to the number of HGVs using Station Road, the speed of vehicles on Station Road, Elsa expanding their operations, changes to the hours of operation, possible increases in traffic on the local highway network, amendments to parking restrictions, the site's access arrangements and whether the scheme will be delivered are all noted. However, with respect to these concerns, the site is located within an existing employment area and has been in industrial use for some time. As such, it is reasonable to expect HGVs to access the site, as well as neighbour premises. Due to the nature of the Station Road, however, consideration does need to be given to any proposals that could increase the number of vehicle movements on Station Road.

As outlined above, the proposal does not seek to do that, with the applicant not proposing to increase staff numbers, the scale of operation, the volume of waste to be processed or operational hours. Conditions are recommended to ensure that this will be the case and such conditions would be enforceable. As such, the proposal will not lead to an increase in vehicle movements to / from the site and it should actually result in a reduction (due to the closure of existing businesses in

Climax Works). With respect to parking, HGV parking is also proposed to be provided to negate the need for HGVs to park on street.

Finally, there are no proposals to carry out any works on Station Road as part of the scheme other than footway works adjacent to the site). The road is currently subject to a 20mph speed limit and there are parking restrictions to manage on-street parking along parts of the road. Whilst there was historically traffic calming along the road, this was removed due to issues relating to noise and vibration. As such, as the development will not result in an increase in vehicle movements on Station Road, it will remove the need for HGVs to manoeuvre on the highway and will provide room for vehicles to park on site, it is considered that the scheme, itself, will result in some improvements to Station Road and new measures would not be justified.

On the basis of all the above consideration, the Highways Engineer is accepting that the proposed development in this location will not give rise to an unacceptable impact on highway operation and safety, it is appropriately located and of a design that generally respects design principles. Subject to securing the financial contribution to provide parking restrictions on Station Road and Durham Street under the terms of a S106 Agreement and necessary conditional control, Highways have no concerns with the application.

In conclusion, in the absence of objections from the Highway Engineer and subject to the imposition of the conditions recommended by the Highway Engineer, it is considered that the proposed development could be accessed and serviced in a safe and practical manner, adequate car parking would be provided and the proposal should not have a material impact on the local highway network. As such, the proposal complies with Core Strategy DPD policies SD-6, SIE-1, CS9, T-1, T-2 and T-3 and the Sustainable Transport SPD.

Impact on Residential Amenity

Policies SIE1 and SIE3 of the Core Strategy together with para 127 of the NPPF seek to ensure that developments provide protection of a good standard of amenity for existing residents living around application sites.

Representations have been received from many local residents in response to the application, raising significant concerns about the potential impact of the proposed development on their amenity. These include the matters of the impact of noise, vibrations and traffic from the proposed operations, the deprivation of natural light caused by the physical development works and the potential impact of additional light spillage into their properties from the proposed new lighting. These matters are all covered in detail below.

In relation to the potential impact of the development in relation to an overlooking / loss of privacy perspective, it can be seen from the submitted drawings that there are no new additional windows proposed in the development close to the site boundaries that would create any additional overlooking into existing residential properties. The main administration and office block located in the south eastern corner of the site closest to existing residential properties is to be retained as existing, with no additional windows proposed.

The proposed newly created eastern elevation facing the rear of the properties on Carna Road, only includes 3 single pedestrian access doors at the ground floor level. Therefore, on this basis, and due to the significant distance between

the building and the site boundary, there would be no impact from an overlooking / loss of privacy perspective.

Finally, it has been acknowledged by the applicant that due to the positioning of the HGV parking along the eastern boundary, additional views from inside the HGV cabs into the rear gardens and elevations of the existing properties on Carna Road may have been created. However, this has been mitigated through the proposed installation of a 4 metre high acoustic close boarded timber fence along the full length of the eastern boundary, to ensure that there is no overlooking from HGV cabs using this area of the site.

Therefore, on this basis, it is considered that there would be no impact from an overlooking / loss of privacy perspective resulting from the proposed development.

Noise / Vibrations / Traffic

The application has been submitted with a detailed Noise Impact Assessment completed by Hepworth Acoustics Limited. This assessment, along with the submitted drawings and other reports, has been fully considered by the Environmental Health officer, and the comments made are provided in full in the Consultations section above.

It is confirmed that the site is within an existing industrial area, close to residential properties. There is potential conflict between incompatible uses at the industrial estate and adjacent noise sensitive residential properties. However, the position of this industrial estate is historical and is considered the character of the area.

The submitted acoustic report by Hepworth Acoustics outlines that the following noise sources have been assessed:
• Baler noise break-out from the Climax Works;
• Forklift activity noise break-out from the Climax Works;
• Heavy goods vehicle (HGV) moving around and parking on-site; and
• Staff car park noise

Climax Works is currently occupied by several industrial/commercial tenants operating from numerous units within the building: Car Breakers, Spray Shop, Engineering, Computer Recycling, Car Repair, Kitchen Sales/Workshop, Hair & Beauty Salon, Boxing Club & Gym and a Coat Manufacturer. This could include existing noise levels from operations such as sawing, pneumatic wrenches, hammering, angle grinding, forklift activity and more. This illustrates that sensitive residential receptors to the east of the site, at Carna Road, are already currently exposed to a certain level of noise.

Background noise surveys were carried out to determine the representative background sound level at the nearest dwellings on a weekday and a Saturday. These were completed before the lockdown resulting from the UK COVID-19 pandemic and before there were any significant changes in population work, social and transportation habits. Therefore, Environmental Health are satisfied that the results of the noise survey are considered representative of the noise climate under ‘normal’ conditions.

As outlined within the submitted Planning Statement, the design approach to the development was to ensure improved operational function for Elsa whilst protecting and enhancing residential amenity, improving the current position. The

layout has been designed to ensure that main operational activities would take place on the western side of the site, rather than at the more sensitive eastern side of the site.

As can be seen on site, there is currently limited boundary treatment along the eastern boundary between the site and the existing properties on Carna Road. Also, there are multiple openings along the eastern elevation of the existing Climax Works building, along with external industrial activity that took place within the external yard areas along this eastern boundary. This current situation would create a significant amount of noise outbreak from the existing industrial activities and creates a poor visual outlook from the rear of the adjacent residential properties.

The proposed development includes the replacement of these external industrial activities within the eastern yard area with the provision of improved access and parking spaces for cars and HGVs. As outlined above, the eastern elevation of Climax Works (Unit 1) has only three openings on that elevation to minimise noise escape.

No unloading of materials shall take place in the eastern service yard areas adjacent to the rear gardens of Carna Road dwellings. The unloading of inbound process materials for processing shall be confined to the western service yard on the other side of the Climax Works building away from the Carna Road dwellings. As well as confining material processing to the western service yard, it will also generally limit forklift activity to this western area and limit forklift activity within the eastern area closest to residential properties. The new HGV parking bays proposed, are organised such that HGVs will reverse into the bays to avoid reversing warning ‘beeps’ when the trucks start up in the early morning hours.

Furthermore, the proposed development includes the installation of a 4m high timber acoustic fence is also proposed along the full length of the proposed parking area on the eastern boundary, designed specifically to further reduce noise disturbance to residents on Carna Road and to provide a softer screen to this existing industrial site.

The impact of the noise from the proposed development upon noise sensitive receptors has been assessed in accordance with: BS4142:2014 Methods for rating and assessing industrial and commercial sound, which is an agreed methodology for the assessment of the noise source.

The outcome of the objective BS4142 assessment of the combined sound levels from the baler, FLT activity, and HGV movements at this location is that the rating level of the combined sound sources shall exceed the background sound level and is an indication that the sound source could potentially result in an adverse impact.

However, overall assessment of the impact of the proposal requires consideration of the objective BS4142 assessment; coupled with consideration of subjective assessment of the context, character of the area and complaint history of the site. This is a long-standing business operating in adjacent units to the Climax works; located within an established industrial estate in close proximity to existing residential dwellings. It is considered that noise produced from existing industrial/ commercial tenants is less predictable and has greater variability than this proposal. The proposed operations would take place during daytime hours, therefore will not cause sleep disturbances at night-time. Finally, a 4m acoustic

barrier is proposed for the eastern boundary for the protection of Carna Road dwellings from noise.

Therefore, it has been confirmed by Environmental Health that the Hepworth Acoustics Report, the methodology and the conclusion are accepted in this case and agree that the proposals would not result in any unreasonable noise impact upon the Carna Road dwellings.

In relation to the potential impacts of noise and vibrations from HGV movements outside of the site on Station Road and Durham Street, it should be noted that the application site is located within an existing industrial estate along with a number of other existing businesses that require servicing by HGV movements. The existing noise and vibrations created by HGV movements on Station Road are acknowledged, however these are not limited to the Elsa Waste site and are a direct result of the permitted use of the area for industrial purposes.

As outlined above within the Highways section of the report, the proposed redevelopment of the site will not increase the capacity of the operations currently completed at the existing Elsa Waste site nor will it result in any increase in the number of vehicle movements along Station Road over the existing Elsa operations. Therefore, the proposed development will not cause a detrimental increase in the existing levels of noise and vibrations created by vehicle movements along Station Road over that currently experienced by local residents living within this area.

As outlined within the submitted Planning Statement, a key aspect of the proposed development is that it enables improved site access, with a new dedicated access to the site via Durham Street. HGVs will no longer be required to wait on the public highway, or reverse manoeuvre into the current site access. This will significantly improve local traffic conditions by reducing congestion and the bottleneck that currently exists, benefitting residents on Station Road and Bradfield Close. This coupled with dedicated parking and layover spaces being provided on site within the site curtilage, will again limit vehicle movements and parking requirements on Station Road.

It has also been confirmed within the planning submission that Elsa had originally intended to move all of their vehicles to this site for overnight parking as part of this scheme and initial plans showed a greater number of HGV parking spaces. However, Elsa has decided to retain the existing parking spaces at Pear Mill so that any vehicles with an early departure will not disturb neighbouring residents.

Finally, there are also a number of existing conditions that apply to the applicant's current site and operations to further protect the amenity of existing residents around the site. These include limits to operational hours; site vehicle hours of operation; external doors to remain closed; loading and vehicle restrictions; no amplified music/tannoy use externally; restrictions to the type of materials brought, processed, stored and exported from the site; and controls over external lighting and illumination. It has been recommended that these conditions are replicated on any approval in this case, to continue to provide further protection to the amenity of residents surrounding the site.

Therefore, on this basis, it is not considered that the proposed development will cause a detrimental impact on the amenity of the surrounding properties from a noise, vibration or traffic perspective and is considered to comply with Core Strategy DPD policy SIE-1.

Deprivation of Natural Light

Representations have been received from residents on Carna Road in relation to the potential deprivation of natural light caused by the proposed development, mainly the installation of the 4m high solid timber acoustic fence along the eastern boundary. The concerns raised state that the 4m high fence would adversely affect the daylight and sunlight amenity of the rooms and rear yards of the neighbouring dwellings on Carna Road.

In direct response to the concerns raised, the applicant commissioned a Daylight and Sunlight Amenity Impact Assessment to measure the effect of the proposed acoustic fence, and to provide advice detailing its impacts on the daylight and sunlight amenity of the dwellings on Carna Road and the rear yards of each property. The submitted assessment provides the following information.

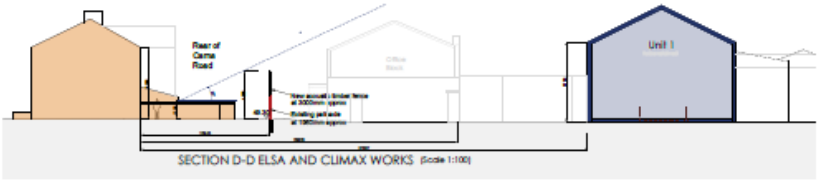
In relation to the impact of the proposed development on the existing windows of the properties on Carna Road, the BRE Guidance notes that loss of daylight and sunlight to existing windows need not be analysed should the proposed development fulfil a certain criterion regarding its height and distance from the neighbouring receptor, and has developed the following "block spacing" test to establish this:

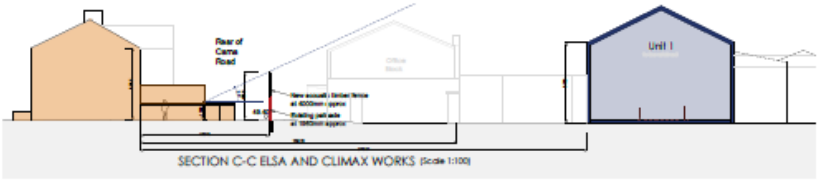
"Draw a section in a plane perpendicular to each affected main window wall of the existing building. Measure the angle to the horizontal subtended by the new development at the level of the centre of the lowest window. If this angle is less than 25° for the whole of the development than it is unlikely to have a substantial effect on the diffuse skylight enjoyed by the existing building. If, for any part of the new development, this angle is more than 25°, a more detailed check is needed to find the loss of skylight to the existing building".

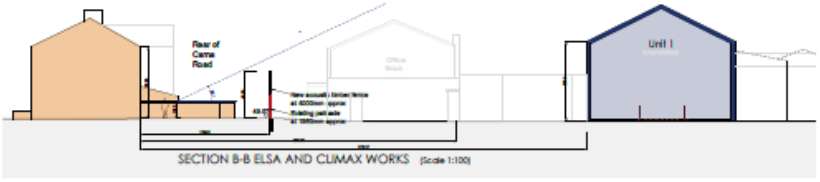
The BRE Guidance sets out the same principle for impacts on sunlight. The submitted M'GRA drawing shows four sections from the windows at the rear of the Carna Road terraces, taken from the midpoint of ground floor windows closest to the Site.

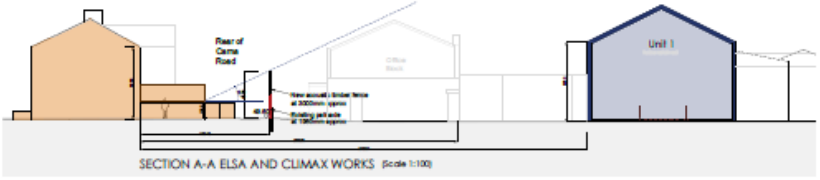
- Section D-D represents a typical section from the rear of no.s 13-27 Carna Road.
- Sections A-A, B-B, and C-C vary, acknowledging the differently sized extensions to the rear of no.s 29-47 Carna Road.
- No.s 1-11 Carna Road have not been considered in greater detail as part of this advice, as they overlook a retained building and retained palisade fence rather than the proposed acoustic fence.

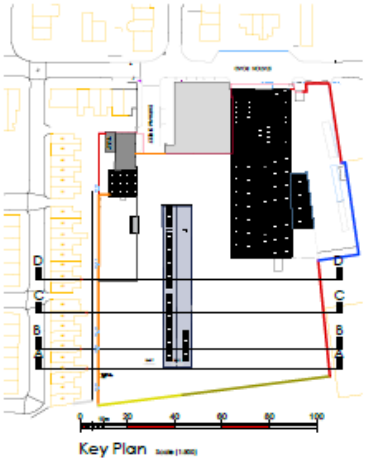
As is shown on the submitted section drawings (below), the proposed acoustic fence does not extend beyond the 25° line on any of the sections, and it will not therefore have a material impact on the daylight or sunlight amenity of the rear elevation rooms within Carna Road facing the development site.

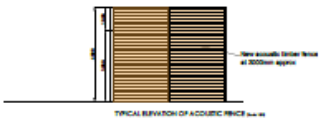












In relation to sunlight amenity to the rear yards of the existing properties on Carna Road, the BRE Guidance recommends that the availability of sunlight should be checked for all external spaces where it will be required, and this includes a main garden or yard to the rear of a house. On this basis, the yards to the rear of Carna Road are considered to be sunlight receptors.

The BRE Guidance notes that: *"It is recommended that for it to appear adequately sunlit throughout the year, at least half of a garden or amenity area should receive at least two hours of sunlight on 21 March. If, as a result of new development an existing garden or amenity area does not meet the above, and the area which can receive two hours of sun on 21 March is less than 0.8 times its former value, then the loss of sunlight is likely to be noticeable".*

This means that 50% of any garden or external amenity space must be capable of receiving two hours of sunlight on 21 March. Furthermore, a reduction in Baseline values is not automatically significant or unacceptable, on the basis that a Proposed value of at least 0.8x the Baseline value is accepted by the BRE on the grounds that it is unlikely to be noticed by the occupants / users.

The Daylight and Sunlight Assessment includes measurements through computerised technical analysis, in relation to the impact of the proposed acoustic fence on the sunlight amenity of the rear yards in the Baseline and Proposed Conditions. This technical analysis exercise comprises the construction of topographically accurate 3D computer models of the site and its surrounding both as existing ("Baseline") and Proposed.

The yards of No.s 1-11 Carna Road have not been technically analysed, on the basis that an existing building is located adjacent to these properties and the proposed acoustic fence is located to the north west of these yards. As the

United Kingdom is in the northern hemisphere, sun is only received from the south, rising in the east and setting in the west. On that basis, sunlight to the yards of 1-11 Carna Road is not received from over site, and erection of the proposed acoustic fence will therefore have no adverse impact on the sunlight received by these yards.

The results of the technical analysis exercise for the other 18 properties are provided within the report relating to the rear of No.s 13-47 Carna Road. In the 'Baseline condition', none of the 18 yards appraised achieve the BRE's "Time in Sun" criterion of 2 hours of sunlight to 50% of the yard's area. In general terms, these yards are not well sunlit in the 'Baseline Condition', and the presence of the boundary walls of these yards and projecting extensions at the rear of these dwelling houses places a significant inherent limitation on their capacity to appear well sunlit.

In the 'Proposed Condition', 11 of the 18 yards appraised would experience no reduction in area that achieves 2 hours of sunlight. It is acknowledged that the remaining 7 yards would experience a negligible reduction in area that is well sunlit, however all 7 yards would in the Proposed Condition continue to achieve Time in Sun values of at least 0.9x Baseline Values. These very small measured reductions in sunlit area and would therefore be permitted by the BRE. On the basis of the BRE guidance, they will not be noticeable to users of these areas and are considered to be 'not significant'.

Therefore, the conclusions of the submitted report are that the proposed 4m high acoustic fence will not have a significant impact on the daylight or sunlight amenity of the Carna Road dwellings or the sunlight amenity of the associated rear yards. On this basis, it is not considered that the proposed development would be contrary to Policies SIE-1 and SIE-3 of the Core Strategy.

Lighting

An external lighting/ illumination assessment has been submitted in support of the application completed by Harttron on the 29th October 2020. This external lighting assessment has been fully assessed by the Environmental Health Officer in relation to the potential impact of the proposed lighting on adjacent residential properties.

It has been confirmed that the proposed external lighting/ illumination scheme, complies the Institute of Lighting Professionals, *Guidance Notes for the Reduction of Obtrusive Light GN01:2011, Design Guidance for exterior lighting installations.* The Lux levels are in compliance with the lighting design guidance for an E3 environmental zone, Suburban Surrounding, a Medium district brightness lighting environment. The Obtrusive Light Limitations for Exterior Lighting Installations – General Observers, states that light intrusion into windows is:

- 10 lux pre 23.00 and
- 2 lux post 23.00.

The proposed external lighting levels on the plans, show that the levels will be less than 2 lux at residential façades. Therefore, it has been confirmed that the proposed lighting at the site will be fully compliant with the above relevant guidance.

To ensure that the development is completed and operated in accordance with the external lighting scheme deemed to be acceptable, an appropriately worded condition has been recommended by Environmental Health that will require full compliance by the applicant. This is to limit the impact of light pollution from artificial light on local amenity in accordance with paragraph 180c of the National Planning Policy Framework (February 2019).

Furthermore, there is an existing condition that applies to the applicant's current site and operations that states as follows:

Other than security lighting activated by P.I.R. systems, the site lighting shall be switched off 30 minutes after the site has ceased operating for the day.

It has been recommended that this condition is replicated on any approval in this case, to provide further protection to residents in relation to light spillage.

Therefore, on this basis, it is not considered that the proposed development will cause a detrimental impact on the amenity of the surrounding properties from a light spillage perspective and is considered to comply with Core Strategy DPD policy SIE-1.

Other Matters Raised by Neighbours

In addition to the comments made in relation to noise, vibrations, loss of natural light and light spillage, further concerns have been raised within the representations received by local residents. These are now considered below.

Asbestos

Concerns have been raised in relation to the presence of Asbestos Containing Materials (ACM's) in the fabric of the rendering cement and corrugated roofing of the existing buildings, which are due to be partially demolished as part of this redevelopment scheme.

As identified within the Demolition Method Statement submitted with the planning application, there was a strong presumption that asbestos may be found in the structures to be demolished. Therefore, the following surveys and reports have been completed and accompany the application:

- A Localised Management Survey
- An Asbestos Management Survey
- A Certificate for the Identification of Asbestos Fibres

The information submitted confirms that the necessary survey work will be completed by a specialist prior to any demolition works taking place in accordance with the Regulation-7 of the Control of Asbestos Regulations 2012.

Although it is welcomed that the above information has been submitted to accompany the application, the control and removal of asbestos is not a matter for consideration within the planning process, and will be appropriately controlled through the relevant legislation. Therefore, it is not a matter that could be given significant material weight in this case or warrant the refusal of the application.

Operating Hours

Representations have been made in relation to objections to the extension of the existing operational hours at the Elsa Waste facility. However, as outlined in the section above and as confirmed by Environmental Health, this application does not seek consent for any extension of the existing operational hours granted to Elsa.

As outlined in the Planning History section above, permission was granted in January 2020 by the Planning Inspectorate under appeals APP/C4235/W/19/3238182 and APP/C4235/W/19/3238181 for the extension of the operational hours to be as follows:

- Monday to Friday – 0700 to 2000 hours
- Saturday – 0700 to 1600 hours
- No operational workings on Sundays and Bank Holidays

These permitted operating hours for the existing site include a restriction on vehicles operating within the site between 18:30 - 20:00 Mondays to Fridays and 13:30 - 16:00 on Saturdays, which includes forklift movements in the external service yard areas.

Furthermore, it should be noted that Climax Works currently has many unrestricted industrial operations and therefore, the hours listed above, will result in an improvement to this current situation for residents.

It has been confirmed by the applicant that there are no proposals to extend these previously approved hours further following the redevelopment into the adjacent Climax Works site. As the above hours have been deemed to be acceptable by the Planning Inspectorate for this site, the consideration of operational hours is not material in this case.

Compensation

Representations have been made in relation to the potential impact of the proposed development, the demolition works and construction works on local residents and that compensation should be paid to mitigate for this impact. As outlined in detail in the report above, it is not considered that the proposed development would create a significant detrimental impact on the residential amenity currently enjoyed by the surrounding occupants. In relation to the potential impact from the demolition and construction works, it is considered that these will only be short term and are common adjacent to all construction sites.

Notwithstanding this, the matter of compensation is not one that can be considered as part of the planning process and would be a civil matter covered by alternative legislation. Therefore, it is not a matter that could be given significant material weight in this case or warrant the refusal of the application.

Visual Impact

Whilst the visual impact of the existing buildings and the industrial uses within them are appreciated, consideration must be had of the fact that the application site comprises an existing industrial site, located within an existing industrial estate, with industrial buildings of varying age, design, scale, height and materials evident in the immediate area.

As outlined within the Design and Access Statement, the existing buildings on the site are functional and unexceptional in appearance and style. Following the proposed demolition works, the majority of the retained building to Climax Works are proposed to be re-clad with insulated profiled metal cladding to match the industrial character and finishes and blend in with the surrounding industrial buildings to the North and West of the site. Further materials include reclaimed red engineering bricks and render for the repairs to the retained office block, dark grey doors and windows (including roller shutter doors) and dark grey painted finishes including to fascia's and soffits, gutter and downpipes.

The proposed sliding gate at the end of Durham Street and the proposed acoustic fencing to be installed to the East elevation will improve the security, acoustic insulation and aesthetic. It is considered that installing a timber fence material will create a better and softer appearance rather than the traditional metal industrial type fencing, to the benefit of the visual appearance of the site and to local residents.

In view of the above factors and the general character of the site and surrounding area, it is considered that the proposed development and physical improvement works outlined, will improve the visual appearance of the site over the existing buildings/site and could be successfully accommodated on the site without causing undue harm to the visual amenity of the area. On this basis, the proposal is considered to comply with Core Strategy DPD policy SIE-1.

Impact on Protected Species and Ecology

The detailed comments received to the application from the Council Nature Development Officer are contained within the Consultee Responses section above.

The site itself has no nature conservation designations, legal or otherwise. The applicant will be advised of the need to avoid building, demolition and vegetation clearance during the bird nesting season, unless it can be confirmed that nesting birds are not present by way of informative.

No evidence of roosting bats was recorded during the inspection surveys and it is considered that the buildings offer negligible bat roosting potential. Bats can be highly cryptic in their roosting behaviour however and can sometimes roost in seemingly unlikely places and regularly switch roost sites. Therefore, in this instance, a bat survey is not required subject to the inclusion of an informative stating that should at any time bats, or any other protected species be discovered on site, work should cease immediately and Natural England/a suitably experienced ecologist should be contacted.

As ecological conditions can change over time, it has been recommended that a condition be included to ensure that in the event that works have not commenced within two years of the January 2021 survey, then update survey work is carried out to ensure the baseline conditions and ecological assessment remains current.

Biodiversity enhancements are expected within the development in line with national and local planning policy. Any proposed lighting should be also sensitively designed so as to minimise impacts on wildlife associated with light

disturbance. The requirement for biodiversity enhancements can be secured by the inclusion of a suitably worded planning condition.

In view of the above, in the absence of objections from the Nature Development Officer and subject to conditional control, the proposal is considered acceptable in terms of its impact on protected species, biodiversity and the ecological interest of the site, in accordance with Core Strategy DPD policy SIE-3.

Flood Risk and Drainage

The detailed comments received to the application from the Council Drainage Engineer/Lead Local Flood Authority are contained within the Consultee Responses section above.

Saved Policy EP1.7, Development and Flood Risk, controls development to require that any proposal is not at risk of flooding, does not increase the risk of flooding elsewhere, does not hinder access to watercourses, does not result in the loss of the flood plain or result in extensive culverting, affect existing flood defences, or significantly increase surface water runoff. This accords with Paragraph 163 of the NPPF, which relates to ensuring any planning application ensure vulnerable uses are located within the lowest areas of risk, and that proposals are flood resilient.

Whilst the application site is within Flood Zone 1, which is at a low risk of flooding, the application site is over 1ha and therefore requires the submission of a Flood Risk Assessment. A Flood Risk and Drainage Assessment prepared by D and D Consulting Engineers has been submitted to accompany this planning application. The report concludes:

The Elsa Recycling Group are proposing to improve the existing recycling operations on site by the expansion of the site utilising adjacent buildings and hardstandings which are to be partly demolished to accommodate the operations.

Whilst the planning 'red line' (circa 1.1ha) includes the existing building and hardstandings, from a Flood Risk Point of view there are no significant changes being made to the majority of this part of the site or its operations, which would therefore reduce the overall effective site area to significantly less than 1.0ha and as such be of a lesser development concern from a flood risk point of view.

This site specific Flood Risk and Drainage Assessment (FRA) is prepared on the instruction of Elsa Recycling Group in support of a planning application for the proposed development.

This assessment confirms the site and surrounding area to be located completely within Flood Zone 1 [low probability] and being waste treatment/storage and distribution/general industry development [less vulnerable] therefore confirms it appropriate under the Sequential Test and that the Exception Test is not required for the proposed development. The NPPF references Environment Agency guidance, now part of the Gov.uk website and states a FRA will be required for sites in Flood Zone 1 of 1 hectare or more or land which has been identified by the EA, as having critical drainage problems. Statutory consultations regarding the site have therefore been made with UU and the LLFA which has not identified the site as specifically being within a Critical Drainage Area.

The proposed site and residential development is found not to be at risk from fluvial flood risk and meets the requirements of the Sequential Test without need for the Exception Test.

The site is only subject to low risk pluvial flood risk and no specific precautionary measures are considered necessary for the continued operations on site and the adaption of adjacent site.

All other forms of flood risk i.e. sewer, groundwater, canal, reservoir flooding are not significant for the development.

Therefore from a flood risk consideration, the site is considered fit for purpose for the proposed continued commercial site usage.

The existing site is drained to the sewer system and the on-site drainage is to be maintained as current. A small degree of surface water volume betterment will be provided by the proposed works by changing roof drainage to drained hardstandings. Any new drainage is to be designed to comply with Building Regulations and current good practise and any variation to the existing industrial/commercial drainage agreement with United Utilities agreed accordingly.

In response to the above submitted Flood Risk and Drainage Assessment, the LLFA concluded that the submitted drainage strategy does not adequately address the various issues potentially impacting this site and therefore, further information was required.

In response to these comments, the applicant submitted further information as follows:

With reference to the Flood Risk and Drainage Assessment dated 16 November 2020 and further to consultation comments from LLFA, it is not proposed to provide 50% betterment to the existing drainage system because the 're-development' is not wholesale redevelopment and only relates to localized areas of the site, with no fundamental changes to the existing drainage system, which has been in operation for a considerable amount of time. Notwithstanding the above however, it is now proposed to provide drainage improvements which will provide further betterment and ensure the long-term maintenance of the system.

The following sets out further works to ensure the existing drainage system is maintained following the localized redevelopment works and to provide further betterment to the existing system as detailed on drawing J027/03 and summarized as follows :-

1. Drainage survey of existing system to be carried out and remedial works such as de-silting to be carried out. Heavy duty (industrial grade) drainage channels are to be incorporated into the drainage system to ensure site rainwater is contained within the site drainage system. The drainage system is then to be maintained in the future.

2. Percolation testing is to be carried out in the 'rear yard' (former scrap yard) following reduction in existing ground levels. Assuming the deeper sand stratum is identified at practical levels and subject to suitable infiltration rates, soakaway drainage is to be designed for hardstanding and if possible roof drainage to reduce existing flows to the sewer system.

3. Following demolition of areas of buildings, existing roof drainage is to be upgraded to hardstanding drainage i.e. installation of road gullies.

Noting the above investigation works which are to first be carried out to enable the detailed scheme to be finalized, a Planning Condition requiring details for approval prior to the drainage works being undertaken would seem reasonable.

The additional information has again been assessed by the LLFA and as outlined in the consultations section above, it has been stated that it is considered that a 50% betterment should still be provided in accordance with SMBC policy and that all issues should be more fully investigated to inform the drainage strategy.

Notwithstanding the matters raised above, the application site falls within Environment Agency Flood Zone 1, which is assessed as having the lowest possibility of flooding. As such, it is considered that an appropriate drainage scheme for the site could be secured by way of suitably worded condition and negotiated at the discharge of condition stage rather than prior to a decision being made on this application.

Therefore, subject to compliance with such a condition, it is considered that the proposed development could be drained in a sustainable manner without the risk of flooding elsewhere, in accordance with saved UDP policy EP1.7 and Core Strategy DPD policies SD-6 and SIE-3.

Contaminated Land

Policy SIE-3 of the Core Strategy and Para's.178 to 180 of the NPPF seek to ensure that pollution arising from the development is managed and mitigated such that there is no harm to public health or controlled waters.

The detailed comments received to the application from the Council Environment Team and the Environment Agency are contained within the consultee responses section above. The application has been accompanied by a Phase 1 and Phase 2 Geo-Environmental Site Assessment report dated April 2019 completed by EP3.

Following an assessment of the submitted information, the Environment Team recommends the undertaking of further site investigations and the necessary reports for soil, particularly in relation to the north west part of the site where there was previously a car de-pollution facility. As such, it is recommended that appropriately worded conditions are imposed.

It was also recommended that the Environment Agency were consulted on the application, due to former facilities having an environmental permit which is regulated by the EA. The submitted reports state that this permit will need to be surrendered, and may result in further site clearance works in order to satisfy the regulator. The Environment Agency have confirmed there are no objections to the proposals subject to the applicant ensuring the relevant permits are surrendered in direct dialogue with them under their legislation.

Therefore, subject to compliance with such conditions, it is considered that the proposed development would not be at risk from land contamination in accordance with Core Strategy DPD policies CS8 and SIE-3.

Developer Contributions

With regards to highway safety, parking restrictions are required on Durham Street and Station Road. These will need to be funded by the applicant by means of an appropriate clause in a Section 106 Agreement. In accordance with Core Strategy DPD policies CS9, T-1, T-2 and T-3, there is a requirement to ensure the development does not cause harm to the safety and capacity of the highway network.

The applicant has confirmed that they are happy to enter into a S106 agreement with the Council to secure the payment of this contribution, should the recommendation of Committee be to grant planning permission.

CONCLUSION

At the heart of the NPPF is a presumption in favour of sustainable development. Paragraph 8 of the NPPF establishes three dimensions to sustainable development – economic, social and environmental and Paragraph 8 of the NPPF indicates that these should be sought jointly and simultaneously through the planning system.

The location of the site is within an existing long established industrial estate. The principle of the proposed development within such an area, is therefore, considered acceptable. The size and scale of the proposed development, is also considered acceptable in terms of its impact on the visual amenity of the area, in view of the industrial character of the site and its surroundings.

Whilst the neighbour objections received to the application on the grounds of impact on residential amenity are noted and appreciated, consideration must be had of the existing established use of the site and the existence of industrial uses on the site and in the surrounding area. The submitted Noise Assessment demonstrates that, subject to the implementation of appropriate mitigation measures, the proposed development would not unduly impact on the residential amenity of surrounding properties, by reason of noise and disturbance, that would justify the refusal of the application.

The submitted Transport Statement also demonstrates that, subject to the imposition of certain conditions, the proposed development would not unduly impact on highway capacity or safety. On the basis of the submitted information, in the absence of objections from the Council Highway Engineer and subject to conditional control, the proposal is considered acceptable with regard to the issues of access, traffic generation, parking and impact on highway safety.

It is considered that the siting, scale and design of the proposed development could be successfully accommodated on the site without causing undue harm to the visual amenity of the area or the residential amenity of surrounding properties.

In the absence of objections from relevant consultees and subject to conditional control, the proposal is considered acceptable with regard to the issues of impact on protected species and ecology; land contamination; drainage and energy efficiency.

In view of the above, the proposal is considered to be acceptable and represent sustainable development. On this basis, the application is recommended for approval.

RECOMMENDATION

GRANT SUBJECT TO CONDITIONS AND S106 AGREEMENT