

**TO:** PLANNING & REGULATORY COMMITTEE  
**BY:** PLANNING DEVELOPMENT TEAM MANAGER  
**DISTRICT(S)** SPELTHORNE BOROUGH COUNCIL

**DATE:** 8 June 2016

**ELECTORAL DIVISION(S):**  
**Lower Sunbury & Halliford**  
*Mr Evans*  
**Laleham & Shepperton**  
*Mr Walsh*  
**Sunbury Common & Ashford**  
**Common**  
*Mr Beardsmore*

**PURPOSE:** FOR DECISION

**GRID REF:** 508514 168615

**TITLE:** MINERALS/WASTE SP16/00616/SCC

## SUMMARY REPORT

**Charlton Lane Waste Management Facility, Charlton Lane, Shepperton, Surrey TW17 8QA**

**The access, loading and exit of vehicles with waste for export from the existing Recyclables Bulking Facility between the hours of 6pm and 8pm Monday to Saturday until 31 December 2017.**

In 2012, planning permission was granted for the development of a Waste Management Facility ('Eco Park') on the site at Charlton Lane, comprising: a Gasification Facility; Anaerobic Digestion Facility; Community Recycling Facility; Recyclables Bulking Facility; Education / Visitor Centre and Offices; other associated infrastructure. Minor material amendments to that permission in respect of minor construction changes, were later approved in 2014 and 2016. Construction work in respect of the Eco Park is ongoing, which currently includes: completion of the Recyclables Bulking Facility (RBF), ongoing construction of the anaerobic digestion tanks and associated reception building; drainage and road infrastructure works; and the dismantling of the existing Waste Transfer Station (WTS) in preparation for the construction of the gasification facility.

The proposal is seeking the temporary use of the newly constructed RBF as a waste transfer facility, during the additional hours of 6pm to 8pm Monday to Saturday, whilst the construction works for Eco Park facility are ongoing, until the end of 2017. With the demolition of the former WTS and ongoing construction works, there are restrictions in terms of space on the Eco Park facility. Whilst the site will handle a reduced waste throughput during this construction period, the RBF will act as a temporary waste transfer facility, to transfer both recyclables and residual waste. To enable operational efficiency, the proposal seeks an additional two hour period at the end of each day to allow waste to be bulked up and removed from the site, ensuring the maximum capacity of the RBF each morning. There would be no increase in HGV traffic, with only a change in timing of the HGV movements for operational reasons, with a maximum of 6 HGVs accessing the site during this additional two hour period of time.

There have been no objections from technical consultees and there are no policy objections in relation to the impacts on local amenity in terms of highways, noise and lighting. The principle of the development at this Green Belt site have been established when planning permission for the RBF as part of the Eco Park was granted in 2012. The proposed extension of hours is not considered to have a greater material impact on the purposes of the Green Belt or its openness or to give rise to any other harm compared with the extant planning permission. The proposal is temporary and seeks to provide some operational efficiency during the period of construction of the Eco Park, which will assist in sustainable waste management. Taking account of all these

matters, Officers consider that planning permission should be granted subject to conditions as an exception to Green Belt policy.

**The recommendation is to PERMIT subject to conditions**

*NB. This item could have been dealt with under delegated powers however there has been a request by the local Member for this to be determined by committee.*

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**APPLICATION DETAILS**

***Applicant***

SUEZ Recycling and Recovery Surrey (formerly SITA Surrey, when application submitted)

***Date application valid***

12 April 2016

***Period for Determination***

12 July 2016

***Amending Documents***

Email dated 19 May 2016, with attached NVC letter dated 18 May 2016 and annotated plan ref.1224 SK-002 RBF Proposed Site Plan Extents.

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**SUMMARY OF PLANNING ISSUES**

This section identifies and summarises the main planning issues in the report. The full text should be considered before the meeting.

<b>Issue</b>	<b>Is this aspect of the proposal in accordance with the development plan?</b>	<b>Paragraphs in the report where this has been discussed</b>
Highway, Traffic and Access	Yes	15-19
Noise and lighting	Yes	20-25
Green Belt	No	26-31

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**ILLUSTRATIVE MATERIAL**

**Site Plan**

Plan 1

**Aerial Photographs**

Aerials 1 and 2

**Site Photographs**

Figure 1: View S - Eco Park facility under construction - RBF on right

Figure 2: View SW - RBF rear from top of AD tank

Figure 3: RBF bulking bays - view NE

Figure 4: RBF - inside storage building

Figure 5: View N from access road - RBF and adjacent AD facility

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## BACKGROUND

### *Site Description*

- 1 The Charlton Lane Waste Management Facility is centred on an area of approximately 4.5ha, but includes land to the east and north, which are former mineral workings and are to be landscaped as part of the current permission, increasing the site area up to approximately 12ha. The site lies within the Metropolitan Green Belt. Charlton village is to the northwest, with Upper Halliford to the southeast. The site is bounded by the M3 motorway to the northwest and Charlton Lane to the south, with a golf course (former landfill site) directly beyond this. Beyond the fields to the east runs the Shepperton to London Waterloo railway line with housing beyond. The local Scout Hut is located on the north side of Charlton Lane between the site and the M3. Public Footpath 70 runs along the western boundary of the site following the line of the M3, and then follows an easterly direction around the northern end of the existing site, crossing the railway line at Bugle Nurseries. The nearest residential property is Ivydene Cottage, which is located adjacent to the southern boundary and next nearest properties are those of Hawthorn Way, Upper Halliford whose rear gardens back on to the eastern side of the railway line to the east of the site (approx. 250m from the built facility).

### *Planning History*

- 2 Waste activities have been taking place at the site since the late 1940's, with a Waste Incineration Plant operational from the early 1950's up to the early 1960's. The area to the north and east of the current waste management site was worked for sand and gravel in the 1950's, and backfilled with waste. In 1996 planning permission (ref. SP96/0242) was granted for the redevelopment of the existing waste management site for a temporary period until 2016. In 2011 planning permission (ref. SP10/0883) was granted for the permanent retention of the existing waste management facility, comprising: a community recycling centre; materials recycling facility with bulking bays; a waste transfer station with associated infrastructure; and an improved access onto Charlton Lane.
- 3 In 2012, planning permission (ref. SP10/09470) was granted for the development of a Waste Management Facility ('Eco Park') on the site, comprising: a Gasification Facility; Anaerobic Digestion Facility; Community Recycling Facility; Recyclables Bulking Facility; Education / Visitor Centre and Offices; Other Associated Infrastructure including Infiltration Basin and Landscaping; and the diversion of Public Footpath 70. In 2014 (ref.SP13/01553/SCC) and 2016 (ref.SP13/01553/AMD) planning permissions were granted for minor material amendments to the design and infrastructure of the Charlton Lane Eco Park. Construction work in respect of the Eco Park is ongoing, which currently includes: the anaerobic digestion tanks and associated reception building; various drainage and road infrastructure works; the dismantling of the WTS; groundwork for the gasification building. The RBF will be used as a temporary waste transfer facility, whilst the WTS is dismantled.

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## THE PROPOSAL

- 4 The applicant is proposing the use of the RBF for extended hours in the working day from 6pm until 8pm Monday to Saturday for a temporary period until 31 December 2017. The new RBF will be utilised as a temporary waste transfer station to transfer both recyclables and residual waste from Charlton Lane. This proposal will enable the site to handle the continued throughput of recyclable and residual waste from household waste collections and waste from the adjacent Community Recycling Centre. This additional facility is needed during the period of construction of the 'Eco Park'. The RBF is a smaller facility compared to the original WTS, and therefore the site will be closed to

some of the waste throughput, in particular the majority of residual trade waste, which will help ease operations. The additional two hours per day would be only for the removal of bulk waste from the site, i.e. the arrival, loading and departure of bulker HGVs. This will ensure that the maximum storage capacity is available at the beginning of each day.

- 5 There would be no increase in HGV movements, as the existing bulker movements would be re-scheduled from the daytime, utilising this additional two hour period between 6pm and 8pm. It is proposed that a maximum of 3 bulker HGVs would arrive, be loaded and depart from the site each hour. The loading of bulker HGVs usually takes between 20 and 30 minutes. The applicant has stated that the additional operational hours at the end of each day will also minimise disruption to the daytime activities of receiving waste, reducing queuing and reduce the potential for any conflict between waste collection vehicles, bulker HGVs and private vehicles accessing the Community Recycling Facility during public opening hours. The HGVs would be required to adhere to the approved routeing strategy.

## CONSULTATIONS AND PUBLICITY

### *District Council*

- 6 Spelthorne Borough Council (*views will be reported by way of an update sheet prior to committee*)

### *Consultees (Statutory and Non-Statutory)*

- 7 Environment Agency: No comments to make on this proposal.
- 8 County Highway Authority - Transportation Development Planning: No objection
- 9 County Noise Consultant: No objection subject to conditions in respect of noise

### *Parish/Town Council and Amenity Groups*

- 10 Charlton Village Residents' Association: No comments received at the time of writing the report.

### *Summary of publicity undertaken and key issues raised by public*

- 11 The application was publicised by the posting of 2 site notices and an advert was placed in the local newspaper. A total of 3 owner/occupiers of neighbouring properties were directly notified by letter (within 90m of the site boundary). In addition, the applicant briefed members of the Eco Park Liaison Group (which includes 11 local residents) during their meeting on 13 April 2016. One letter of representation has been received from a local resident (and member of the above liaison group) which did not raise issues in respect of the development, but raised procedural issues concerning; the applicant's name change and the validation of the planning application, and secondly a point regarding publicity and the wider notification of residents.

*Officer Comment:* Officers have responded to the local resident who raised the procedural queries, stating that the change in the company name from 'SITA Surrey' to 'SUEZ Recycling and Recovery Surrey Ltd' does not prejudice the interests of any third party in the planning decision making process or invalidate the current planning application. At the time of making the planning application, the documentation was correct and the planning application record would be amended to record that the applicant has changed its name. It is not necessary to re-consult on this very narrow point as it does not alter the development itself. If planning permission is granted, this would run with the land and is not connected to the occupier/applicant. On the second

point, the application was publicised correctly and in accordance with the protocol set out in Surrey's Statement of Community Involvement (SCI).

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## PLANNING CONSIDERATIONS

- 12 The guidance on the determination of planning applications contained in the Preamble/Agenda frontsheet is expressly incorporated into this report and must be read in conjunction with the following paragraphs.
- 13 In this case the statutory development plan for consideration of the application consists of the Surrey Waste Plan (SWP) 2008, Spelthorne Borough Local Plan (SBLP) 2001 (saved policies) and Spelthorne Core Strategy (SCS) and Policies Development Plan Document 2009. In considering this application the acceptability of the proposed development will be assessed against relevant development plan policies and material considerations.
- 14 In assessing the application against development plan policy it will be necessary to determine whether the proposed measures for mitigating any environmental impact of the development are satisfactory. In this case the main planning considerations are: highways, noise, lighting and Green Belt.

## HIGHWAYS, TRAFFIC AND ACCESS

### ***Surrey Waste Plan 2008***

Policy DC3 General Considerations

### ***Spelthorne Borough Core Strategy and Policies Development Plan Document 2009***

Policy CC2 – Sustainable Travel

- 15 SWP 2008 Policy DC3 states that planning permission for waste related development will be granted provided it can be demonstrated that the traffic generation, access and the suitability of the highway network in the vicinity, including access to and from a motorway and primary route network associated with the proposal can be controlled to achieve levels that will not significantly adversely affect people, land, infrastructure and resources. SCS 2009 Policy CC2 provides that the Borough Council will seek to secure more sustainable travel patterns through only permitting traffic generating development where it is or can be made compatible with the transport infrastructure in the area, which includes taking into account the number and nature of additional traffic movements.
- 16 A comprehensive Transportation Assessment (TA) was carried out in support of the planning application for the Charlton Lane ('Eco Park') Waste Management Facility, which demonstrated that the access and local highway network in the vicinity of the Charlton Lane site was suitable in terms of highway capacity and safety for the amount and type of traffic that would be generated by the facility. The permitted tonnage throughput of the site is limited to no more than 141,870 tpa. In addition, there is an approved Bulk HGV Routeing Strategy, which includes measures to prevent HGVs contracted to the site operator from travelling through Charlton Village. The site operator would also direct other owned waste delivery vehicles to follow the Strategy.
- 17 Under the existing planning permission, the site is operational with HGV access until 6pm Monday to Saturday, and until 5pm on Sundays. The proposal is for an additional two hours between 6pm and 8pm Monday to Saturday (only) for a temporary period, to facilitate the arrival, loading and departure of up to a maximum of 6 bulk HGVs (3 HGVs per hour). There would be no acceptance of waste deliveries during this addition period of time, as this period is only for the removal of the build up of waste in the RBF at the end of the day. The proposal does not seek to increase the total amount of HGV traffic to the site, the 6 HGVs would be part of the existing permitted throughput. The reason for the additional hours (paragraph 5 above) is to provide operational flexibility during this temporary period of construction of the waste management facility, enabling the removal

of the build up of waste at the end of the day to ensure that the RBF has maximum capacity at the start of each day.

- 18 The County Highway Authority (CHA) notes that there is no increase proposed to the total numbers of HGV movements already allowed for the site. These movements would be outside of the network peaks when traffic flows are lower and therefore there would be no adverse impact in terms of highway safety or capacity. The CHA raise no objection to the proposals. Taking into consideration the limited number of HGVs and the approved routeing strategy, Officers consider that there would be no adverse impact on local amenity from HGVs during this additional period of time.
- 19 Having regard to the above, Officers consider that the proposal would not give rise to significant adverse effects on highways grounds and that any likely highway impacts can be adequately controlled through planning conditions and the mitigation measures already in place at the site. In conclusion Officers are satisfied that, subject to the recommendation of conditions, the proposal is acceptable for highways, traffic and access and accords with the above development plan policies.

## **ENVIRONMENTAL & AMENITY ISSUES**

### ***Surrey Waste Plan 2008 (SWP 2008)***

Policy DC3 General Considerations

### ***Spelthorne Core Strategy and Policies Development Plan Document 2009 (SCS 2009)***

Policy EN11 Development and Noise

Policy EN13 Light Pollution

#### **Noise**

- 20 SWP 2008 Policy DC3 states that planning applications should assess any adverse effects on neighbouring amenity including noise, vibration and transport impacts and identify any appropriate mitigation. The SCS 2009 Policy EN11 seeks to minimise the impacts of noise and sets out a series of criteria by which to achieve this including measures to reduce noise to acceptable levels and ensuring provision of appropriate noise attenuation measures.
- 21 The planning permission for the 'Eco Park' has existing noise conditions in respect of the permitted operations however these are based on HGV deliveries between 7am and 6pm. The applicant has submitted a detailed noise impact assessment, which assessed the additional effect of the evening HGV operations (up to 6 HGVs loading, 12 movements) between 6pm and 8pm Mondays to Saturdays. The assessment concluded that the noise levels would be within the levels set by the relevant guidance and standards for noise. The County Noise Consultant raises no objections to the proposal, stating that the noise levels would meet the criteria within SCC's guidelines as such the extension to working hours is acceptable with respect to noise from the facility, subject to an appropriately worded condition. Officers therefore consider that the proposed development, subject to an appropriate noise condition is in accordance with the above development plan policies with regards to noise and vibration effects on neighbouring amenity and any impacts have been appropriately mitigated.

#### **Lighting**

- 22 SWP 2008 Policy DC3 states that planning applications should assess any adverse effects on neighbouring amenity including glare and identify any appropriate mitigation. SCS 2009 Policy EN13 provides that the Borough Council will seek to reduce light pollution by: (a) encouraging the installation of appropriate lighting including that provided by other statutory bodies; (b) only permitting lighting proposals which would not adversely affect amenity or public safety; and (c) requiring the lights to be either - appropriately shielded, directed to the ground and sited to minimise any impact on

adjoining areas or of a height and illumination level of the minimum required to serve their purpose.

- 23 The applicant has stated that the proposal will require the lighting on site to be switched on for an additional two hours each evening, Monday to Saturday to ensure sufficient lighting to load the bulk HGVs. The applicant has stated that properties to the NW of the site would be shielded by the RBF building and the M3. The M3, which is in a raised position, is also lit at night. The properties to the east of the site, beyond the railway line would be shielded by the newly constructed anaerobic digestion (AD) facility and landscaping bund to the east of the site.
- 24 A detailed lighting scheme has already been approved for the Eco Park, which includes low level lighting across the site throughout the evening and night for access and safety. The Officers' report for the approval of the lighting scheme concluded that *'there would be no obtrusive lighting in respect of upward light adding to light pollution more generally from street lights. With reference to the closest residential receptor of Ivydene Cottage, Officers consider that the details submitted demonstrate that vertical light spill onto the windows and glare to at the property would not occur thus protecting the residential amenities of the occupants. Lastly, Officers consider that the details submitted demonstrate that there would be no glare caused to adjacent highway and motorway users, in order to avoid light from the site creating a distraction.'*
- 25 The above approved scheme has demonstrated that when the lighting is in use, there would be no adverse impact on the nearest property. Based on the proposal and context of the application, and the controls via the approved scheme, Officers consider that the lighting on site during the additional two hours in the evening will not add to the intensity of lighting or cause adverse impact on local amenity in respect of glare/lighting. Officers therefore consider that the proposal accords with the above development plan policies in respect of lighting.

## GREEN BELT

### **Surrey Waste Plan 2008**

Policy CW6 Development in the Green Belt

Policy WD2 Recycling, Storage, Transfer, Materials Recovery and Processing Facilities

### **Spelthorne Borough Local Plan 2001 (saved policies)**

Policy GB1 - Development Proposals in the Green Belt

- 26 SWP 2008 Policy CW6 seeks to ensure that, whilst making provision exceptionally for necessary waste management development, the Green Belt serves its proper purpose. The policy states there will be a presumption against inappropriate waste related development in the Green Belt except in very special circumstances and that: *"Very special circumstances to justify inappropriate development of waste management facilities in the Green Belt will not exist unless the harm by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations."* Policy CW6 goes on to state that the characteristics of the application site and wider environmental and economic benefits of sustainable waste management may contribute to very special circumstances. SBLP 2001 Policy GB1 Development Proposals in the Green Belt advises that development in the Green Belt, which would conflict with the purposes of the Green Belt and maintaining its openness, will not be permitted.
- 27 The proposal is seeking the use of the existing RBF as a temporary waste transfer facility, for an additional two hours between 6pm and 8pm Mondays to Saturdays, for a period until the end of 2017. The development will allow access for up to 6 bulk HGVs to enter the site during this period at the end of each day to pick up waste stored in the RBF, ensuring that the RBF has maximum capacity at the start of each working day. The vehicle movements do not represent an increase in total movements handled at the site but are changes to the times when HGV movements to the site take place.

- 28 In so far as the consideration of Green Belt policy for the Eco Park is concerned, it is important to note that planning permission (ref SP13/01553/AMD) has already been granted for the development of the Eco Park development, which includes the RBF. Given that this application is seeking planning permission for an additional two operational hours, for what is fundamentally (from a planning perspective) the same development, it is difficult to see how, prima facie, granting this planning permission could or would result in any new or additional material impacts upon the Green Belt.
- 29 In this case the authority needs to consider the question of the operations during the additional hours and the implications on the Green Belt. The planning permission for the Eco Park has been implemented, with the RBF building complete and the AD facility being constructed, which represents the base line for development at the site. The principles for the need for this permanent waste management facility at Charlton Lane and the potential impacts on openness in this Green Belt location were assessed and accepted when that planning permission was granted. Officers accepted there to be a number of factors, which together constituted very special circumstances that clearly outweighed the harm to the openness to the Green Belt and any other harm such that an exception to Green Belt policy could be made. The factors included a the need for the County to increase recycling and recovery capacity and diversion from landfill to contribute to agreed targets and the wider environmental and economic benefits of sustainable waste management.
- 30 Accordingly the principle of development for a recycling, recovery and processing facility is established at this Green Belt site. The proposal to provide this temporary facility should be considered in the context of the practical consequences of the additional hours of operation. The proposed extension of hours is not considered to have a materially greater impact on the purposes of the Green Belt or its openness or to give rise to any other harm compared with the original planning permission for the Eco Park. The potential harm from the proposed activity on the local environment and amenity with regard to noise, lighting, highway and access matters have been assessed above within this report.
- 31 Officers consider that the proposed development does not cause any greater level of harm to the Green Belt than the current development and that otherwise the very special circumstances advanced by the applicant and accepted under the planning permission for the Eco Park, which outweigh any potential harm to the Green Belt by reason of inappropriateness still exist and are material in the case of this proposal.

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## HUMAN RIGHTS IMPLICATIONS

- 32 The Human Rights Act Guidance for Interpretation, contained in the Preamble to the Agenda is expressly incorporated into this report and must be read in conjunction with the following paragraph.
- 33 Officers consider that the scale of any impacts are not considered sufficient to engage Article 8 or Article 1 of Protocol 1 and, if planning permission were to be granted, any impact is capable of being mitigated by the measures incorporated into the application proposal and by planning condition. As such, this proposal is not considered to interfere with any Convention right.

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## CONCLUSION

- 34 The proposal seeks a temporary use of the new RBF as a waste transfer station for an additional two hours per day, at the existing waste management facility (Eco Park) at Charlton Lane. The Eco Park facility is under construction and comprises: a Gasification Facility; Anaerobic Digestion Facility; Recyclables Bulking Facility; Community Recycling Facility; Education / Visitor Centre and Offices; Other Associated Infrastructure. The site has permission to deal with up to 141,870 tpa of waste, with differing operating hours for



the various facilities on site. Currently HGVs are allowed access to the site between 0700 hours and 1800 hours (6pm) Monday to Saturday.

- 35 The proposal is seeking the use of the RBF for an additional two hours from 6pm until 8pm. There would be no increase in the total number of HGV movements. The proposal is to provide operational flexibility during this temporary period of construction of the Eco Park, enabling the removal of the build up of waste at the end of the day to ensure that the RBF has maximum capacity at the start of each day. The implications for this extension in operating times for HGVs to access, to be loaded and exit involves the assessment of issues including traffic, highways and access, noise, lighting and Green Belt policy.
- 36 There has been one letter of representation, which raised procedural issues and did not raise any issues in respect of the proposed development. The procedural issues have been addressed above under paragraph 11. Spelthorne Borough Council's comments will be addressed by way of an update sheet prior to committee.
- 37 No objections have been received from technical consultees. The County Highway Authority raises no objection from a highway safety and capacity point of view, as the proposal does not involve any increase in HGV movements. The County Noise Consultant is satisfied that proposal would not result in a significant adverse impact on noise grounds and has recommended conditions. There is an existing approved lighting scheme for the site which has demonstrated that there would be no adverse impact on the nearest properties, in view of this, Officers consider that the additional two hours in the evening will not cause any adverse impact on local amenity in respect of glare or lighting.
- 38 In conclusion, there are no policy objections in relation to the impacts on local amenity in terms of highways, noise and lighting. Where safeguards are required these can be secured through planning conditions. The principle of the development at this Green Belt site have been established when planning permission for the Eco Park was granted and Officers consider that the proposal will not have a greater material impact on the purposes of the Green Belt or its openness or to give rise to any other harm compared with the extant planning permission. The proposal is temporary and seeks to provide some operational efficiency during the period of construction of the Eco Park, which will assist in sustainable waste management. Taking account of all these matters, Officers consider that planning permission should be granted subject to conditions as an exception to Green Belt policy.

**RECOMMENDATION**

The recommendation is to PERMIT subject to conditions

Approved Plans

- 1. The development hereby permitted shall be carried out in accordance with the following approved plans and drawings:

<b>Drawing No</b>	<b>Title</b>	<b>Dated</b>
1224 PL-BL001	Site Plan and Location Plan	April 2016
1224 SK-002	RBF Proposed Site Plan Extents	16.02.09

Limitations

- 2. The use hereby permitted shall be discontinued on or before 31 December 2017.

Hours of Operation

3. No operations or activities authorised or required by this permission in respect of the Recyclables Bulking Facility shall be carried out except between the following times:

Monday to Saturday 1800 to 2000 hours

There shall be no operations or activities at any time on Christmas Day, Boxing Day and New Year's Day.

#### Highways, Traffic & Access

4. There shall be no more than 3 HGVs (6 movements) per hour accessing the RBF facility.
5. The Bulk HGVs shall adhere to the approved 'Bulk HGV Routeing Strategy' (including measures to prevent HGVs contracted to the site operator from travelling through Charlton Village) dated 10 June 2013 (ref.SP10/0947/SCD11).

#### Noise

6. Site attributable noise levels shall not, when measured at, or recalculated at, a height of 1.2 m and at least 3.5 m from a façade (or the nearest equivalent location) of any noise sensitive property at the locations referred to in Table 1 below, exceed the values shown for the extended evening working hours of 18:30 to 20:00 weekdays and Saturdays.

**Table 1** – Evening Noise Limits (18:30 – 20:00)

Location	Weekdays 18:30 – 20:00	Saturdays 18:30 – 20:00
	$L_{Aeq,1\text{ hour}}$	$L_{Aeq,1\text{ hour}}$
Hawthorn Way	51	45
Ivydene Cottage	54	54
Charlton Road	54	54

The above limits supersede the requirements of Planning Conditions 26 and 27 of permission SP13/01553/AMD for the extended hours of 18:30 – 20:00 Mondays to Saturdays.

#### Lighting

7. The approved lighting for the site shall be utilised (when required) for an additional two hours from 1800 – 2000 hours on Mondays to Saturdays, to allow the safe passage and loading of HGVs.

#### Reasons

1. To ensure the permission is implemented in accordance with the terms of the application in accordance with the terms of the Surrey Waste Plan 2008 Policy DC3.
2. To enable the County Planning Authority to exercise control over the development hereby permitted and comply with Section 91 of the Town and Country Planning Act 1990 (as amended) and in accordance with the Spelthorne Borough Local Plan 2001 Policy GB1 (saved policy) and the Surrey Waste Plan 2008 Policy CW6.
3. To enable the County Planning Authority to exercise control over the development hereby permitted and protect the amenities of local residents in accordance with Surrey Waste Plan 2008 Policy DC3.
4. In order that the development should not prejudice highway safety nor cause inconvenience to other highway users to comply with the Surrey Waste Plan 2008 Policy DC3.

- 5 In order that the development should not prejudice highway safety nor cause inconvenience to other highway users to comply with the Surrey Waste Plan 2008 Policy DC3.
- 6 To protect the amenities of local residents in accordance with Surrey Waste Plan 2008 Policy DC3 and Spelthorne Core Strategy and Policies DPD 2009 Policy EN11.
- 7 To protect the visual amenities of the locality to comply with Surrey Waste Plan 2008 Policy DC3 and Spelthorne Core Strategy and Policies DPD 2009 Policy EN13.

#### Informatives

- 1 The County Planning Authority confirms that in assessing this planning application it has worked with the applicant in a positive and proactive way, in line with the requirements of paragraph 186-187 of the National Planning Policy Framework 2012.
- 2 Attention is drawn to the requirements of Sections 7 and 8A of the Chronically Sick and Disabled Persons Act 1970 and to the Code of Practice for Access of the Disabled to Buildings (British Standards Institution Code of Practice BS 8300:2009) or any prescribed document replacing that code.

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#### CONTACT

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#### BACKGROUND PAPERS

The deposited application documents and plans, including those amending or clarifying the proposal, responses to consultations and representations received as referred to in the report and included in the application file and the following:

##### Government Guidance

[National Planning Policy Framework 2012](#)

[Planning Practice Guidance](#)

##### The Development Plan

[Surrey Waste Plan 2008](#)

Spelthorne Borough Local Plan 2001 (saved policies)

Spelthorne Borough Core Strategy and Policies Development Plan Document 2009

##### Other Documents

Planning permission ref. SP13/01553/AMD dated 18 January 2016

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