



10029

Design and Access Statement

Therapia Lane Depot
Refurbishment

TLVD-BAP-XX-ZZ-RP-A-0004

For

London Borough of Sutton

December 2023

Revision:
P1 - 08/12/23
P2 - 15/12/23
P3 - 18/12/23

The Practice

Bickerdike Allen Partners LLP is a multi-disciplinary practice providing architectural, acoustic and building technology services. Established in 1962, our services include:

- Architectural design and project management services which cover all stages of design, from feasibility and planning through to construction on site and completion.
- Acoustic Consultants, with expertise on the control of noise and vibration and the sound insulation and acoustic treatment of buildings.
- Construction Technology Consultants, with expertise in building cladding, technical appraisals and defect investigation and we provide construction expert witness services.

1.0 Introduction

This Statement has been prepared in support of a full planning application for the proposed conversion and refurbishment of Unit 1, Therapia Lane, Croydon on behalf of the London Borough of Sutton (LBS).

This report describes the proposed alterations to the existing depot building and the external areas to allow the site to be used as a depot for Sutton Borough Council's fleet of waste and recycling vehicles.

There is no change to the footprint of the existing building and it is not proposed to increase the current floor area.

The following consultants have been involved in the development of this proposal;

- **Lead Consultant and Architect**—Bickerdike Allen Partners LLP
- **Structural Engineer**—Lyons O'Neill
- **Mechanical and Electrical Services Engineer**—VZDV Consulting Engineers
- **Highways Engineer**—DTA Transportation
- **Fire Engineer**—Osborn Associates
- **Principal Designer**—Playle & Partners
- **Landscape Architect**—Terra Firma
- **Arboricultural Consultant**—Bernie Harverson
- **Air Quality Consultant**— Air Quality Consultants
- **BREEAM Assessor**—Sustainable Construction Services
- **Acoustic Consultant**— Bickerdike Allen Partners LLP
- **Planning Consultant**— Lichfields
- **Fuel Storage Specialist**— Vectec Ltd



Aerial view



View of the South Vehicle Park and Depot



View of the Depot from Therapia Lane Footpath



View of the Entrance to North Vehicle Park



View of the Northern Border of the North Vehicle Park



2.0 Relocation of Sutton Borough Council's Waste and Street Cleansing Services

The site is owned by the London Borough of Sutton and the proposed works are required to allow the site to be used as a depot for the Council's fleet of waste and recycling vehicles.

The site has been operated as a vehicle maintenance and operations depot since 2007 and is currently leased to a vehicle hire company. The external areas are used for commercial vehicle storage. The existing depot building is unoccupied and the external cladding is at the end of its functional life.

The reason for the proposed changes are due to the Council's current waste and street cleansing service contract ending in 2025. The Council currently occupy a shared vehicle depot at Factory Lane in the neighbouring borough of Croydon. Following the end of the Council's current contract in April 2025, the Council will require its own depot to assist with the delivery of waste and street cleansing services.

The proposal involves upgrading the existing depot and external areas, including improving the site access arrangements, and in so doing sets out to;

- Refurbish and re-clad the depot building to provide office, deployment and operations accommodation for the Waste Collection, Street Cleansing and 'Clienting' departments.
- Provide a Workshop where the fleet of Waste Collection and Street Cleansing vehicles will be maintained and serviced on site.
- Re-surface and repair the external hard standing areas to provide a hub for parking, cleaning, refueling and re-charging the vehicles to south vehicle park only.

3.0 Pre-application Guidance and Consultations

The Council has undertaken the following consultations for the proposals;

- A pre-application submission to the Local Planning Authority
- A Public Consultation Event at St Mary's Church in Beddington

Pre-application with the LPA

A pre-application report was submitted on 15/09/23 and a meeting was held on 04/10/2023 with the Sutton Borough Council Planning Authority.

The officers raised several points at this meeting in response to the draft proposals. The planning application scheme and the supporting information have been developed to address the pre-application comments.

The following issues have been addressed in response to the pre-application process;

- EV charging will equate to 20% active and 10% passive, in line with Sutton's policy requirements. It has also been confirmed with UKPN that the existing substation has the capacity to accommodate this provision.
- A swept path analysis has been carried out to confirm extent of double yellow lines for the new bellmouths, which also includes boundaries and fence lines showing visual splays. This is set out within The DTA Transport Assessment.
- A parking survey has been carried out to assess parking use on nearby streets—refer to DTA Transport Statement. This shows that the proposed parking suspensions on Coomber Way can be accommodated.
- The proposed traffic generation has been compared to the existing, including the timings of vehicle movements and what areas the RCV's deploy to within the Borough. Refer to DTA Transport Statement.

- An assessment has been made of the Council's Factory Lane depot, regarding numbers of employees driving to work or taking public transport and how this applies to the Therapia Lane depot. This is set out within The DTA Transport Assessment.
- The existing above ground fuel tank is to be decommissioned and removed from site. A new above ground fuel tank is to be installed towards the centre of the north vehicle park to facilitate access for vehicles.
- A similar metal cladding system is proposed with a projecting box gutter.
- An air quality assessment has been provided.
- A noise assessment has been provided.

Public Consultation

Invitations to attend a public exhibition were extended to the residents on Therapia Lane and Beddington Ward Councillors. The public exhibition took place on Wednesday 29th November from 4pm to 7pm at St Mary's Church in Beddington.

Attached in Appendix A is a copy of the invitation, which were delivered to the homes on Therapia Lane. There are also A3 reductions of the presentation boards displayed at the event.

No-one attended the Public Consultation Event and therefore no responses are available to include in the Appendix.

4.0 Site Analysis

The site is located on Therapia Lane in the London Borough of Sutton's Beddington Industrial Area, approximately 2.5 km from Croydon town centre.

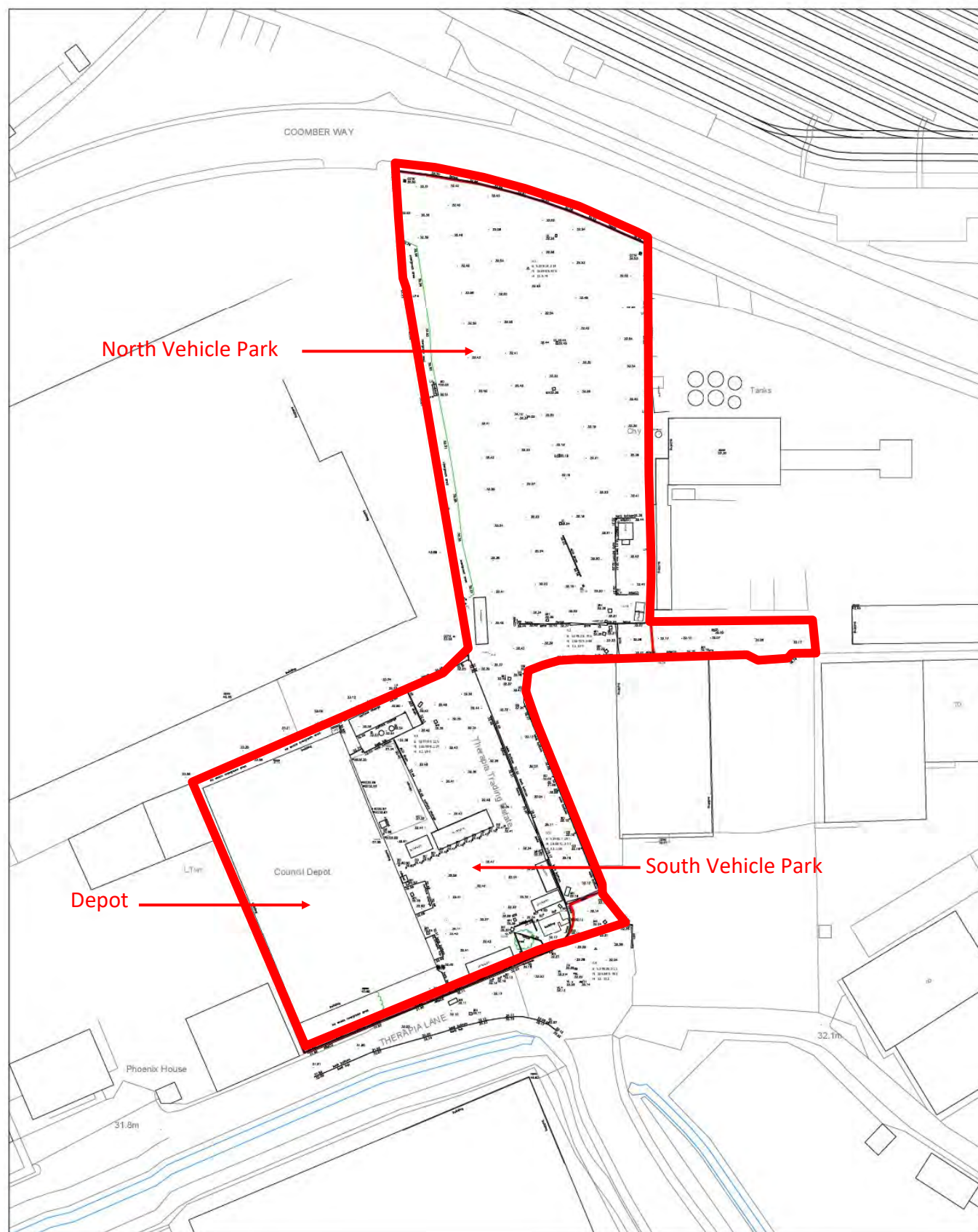
The building was originally developed as an MOT Testing Station under planning permission 93/38112/34FR in 1994.

The unit was refurbished approximately 15 years ago under planning permission D2006/56727/3FR. Following which the site has been used as a vehicle maintenance and operations depot.

The site is split into two parts; a north area extending to Coomber Way and an area to the south-west, bounded by Therapia Lane:

- The northern part of the site is an area of hardstanding that is used for commercial vehicle parking.
- The southern part of the site is occupied by an industrial unit comprising a ground floor vehicle maintenance workshop and two floors of office accommodation. The building is currently unoccupied. The hardstanding directly in front of the industrial unit is currently used for commercial vehicle parking.

The footprint of the existing building is approximately 1660m² and the whole site area is approximately 0.874 ha. This is less than the 1 ha threshold, above which the proposal would be classified as a 'major development'.



Site location plan



KEY:



The Site

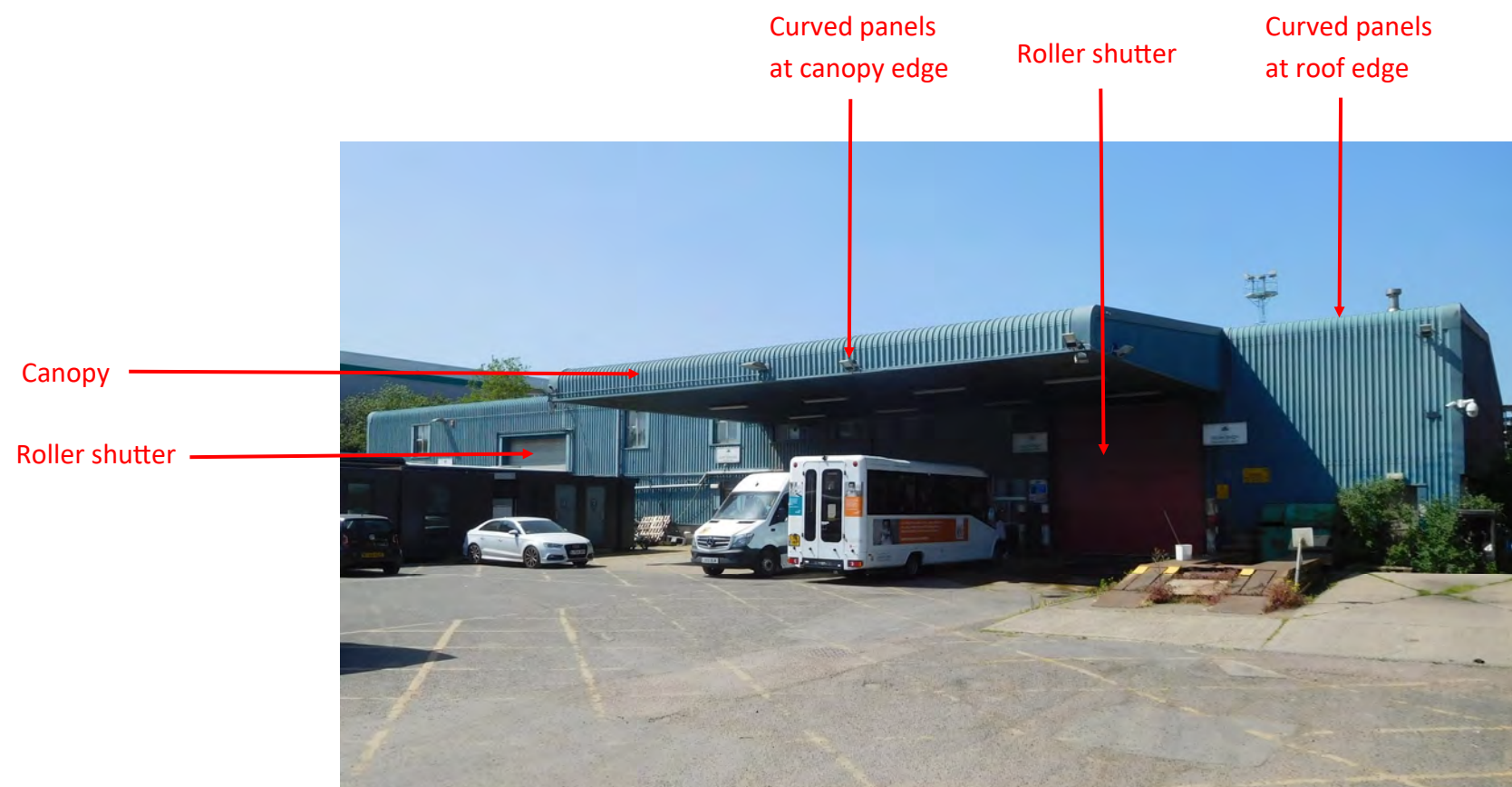
4.1 Land Use

The site is located at the northern end of the Beddington industrial area in Sutton. The predominant land use is industrial with a variety of uses including distribution depots, construction materials and plant hire units.

There is also a terrace of 12 houses along Therapia Lane to the west of the site.

The south-west part of the site is separated from the terrace of houses by another industrial unit.





Existing East Elevation



South Elevation Detail

4.2 Existing Depot Building

- The building is constructed from a steel portal frame with profiled metal cladding panels to the external walls and roof.
- The metal cladding panels have a corrugated, curving profile on the south and east elevations and a box profile on the north and west.
- The wall cladding panels form a curve at their junction with the pitched roof and at the leading edge of the canopy. The corrugated profile has a vertical orientation on all external walls.
- The cladding panels have overlapping joints and visible fixings. Flat metal flashings, colour matched to the existing panels are used to form the window openings and corners.
- The windows are aluminum framed.
- The east elevation to the south vehicle park contains two roller shutters, one of which allow vehicles into the main workshop space. Above the workshop roller shutter, a canopy extends out over a portion of the south vehicle park.
- There are roof lights in the main roof to provide daylighting to the Workshop.

4.3 Boundary Analysis and Circulation

The site boundary is characterised by its presence on Coomber Way, Greenland Way and Therapia Lane, each offering different constraints and opportunities:

- 
Coomber Way:
 This is a main road along the north side of the industrial estate, which offers the opportunity to create new access points into and out of the site
- 
Beddington Lane:
 Although this does not bound the site, it is a main road along the west side of the industrial estate
- 
Greenland Way:
 This is a secondary road that provides access to the site from Beddington Lane. This access road splits the site into two parts—the north side and south side.
- 
Therapia Lane:
 This is a one way street that links Beddington Lane to Greenland Way. This currently provides access to the site, as well as several other industrial units, and a terrace of twelve houses.
- 
The Site:
 The east and west side of the site border other industrial units.
- 
Bus Stop



4.4 Existing Site Layout and Vehicle Movements

Current access to the depot is from Therapia Lane and Greenland Way (where on-street parking reduces space on the road).

The north and south vehicle park are linked by an access road that is a continuation of Greenland Way. This access road is unadopted and is also used to access the neighbouring site.

There is no access to the site from Coomber Way, with all vehicle movements to the site coming from the south and then turning round on site to exit.

The hardstanding area in front of the depot contains an existing vehicle washing area and several temporary cabins. This hardstanding area is used for commercial vehicle parking and has two vehicle entrances to the access road.

The area between the south elevation of the industrial unit and Therapia Lane is currently overgrown with vegetation. The site boundary with Therapia Lane comprises chainlink fencing and concrete fence posts.

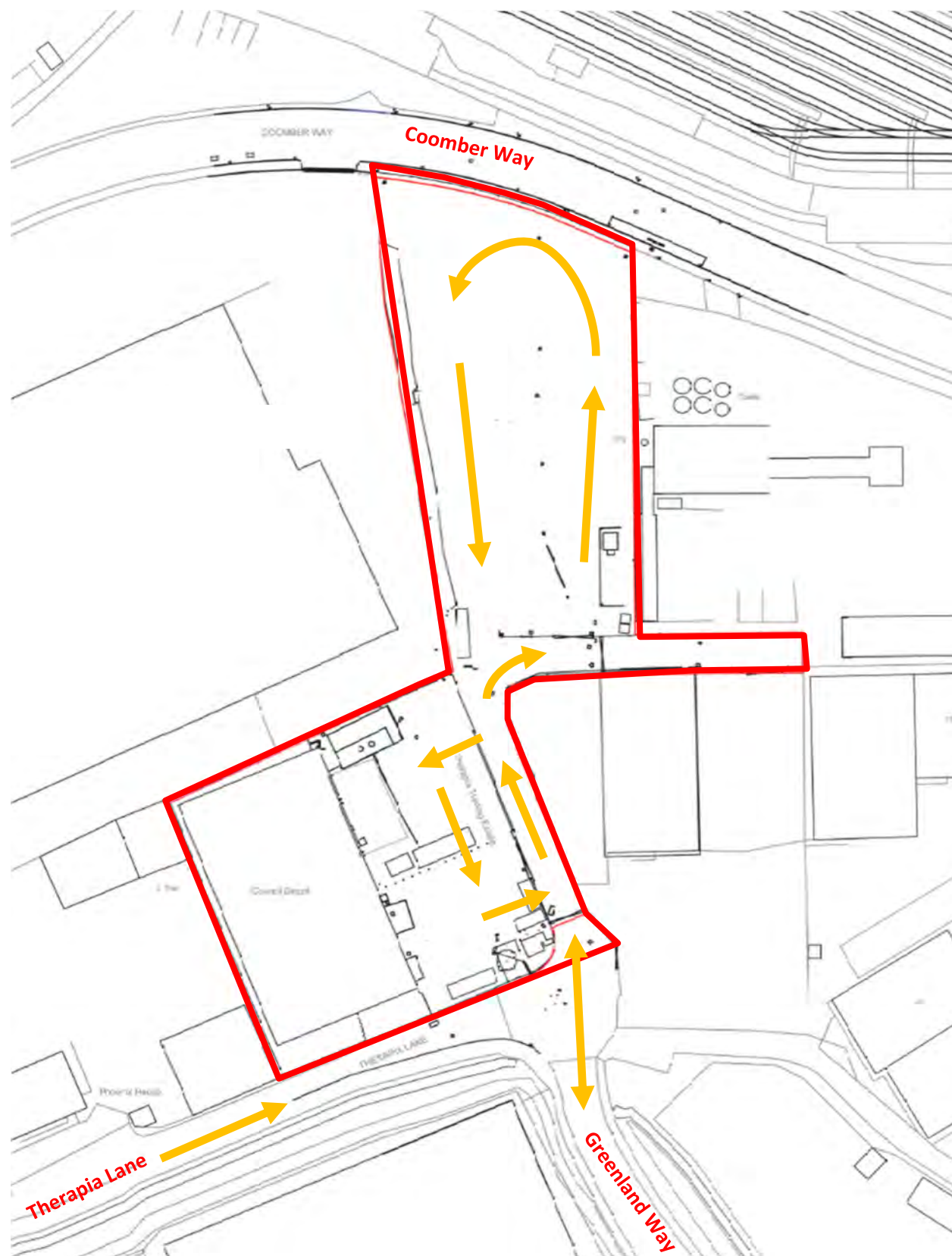
The north vehicle park comprises an area of hardstanding and is currently used as commercial parking. The hard standing material is asphalt with painted demarcation lines.

There is an existing above ground diesel fuel storage tank and refuelling area in the south east corner.

The north vehicle park is enclosed by a variety of fence types, including chainlink fencing with concrete posts, steel palisade fencing and mesh fencing.

KEY:

- Site boundary
- Current vehicle movements in and around site



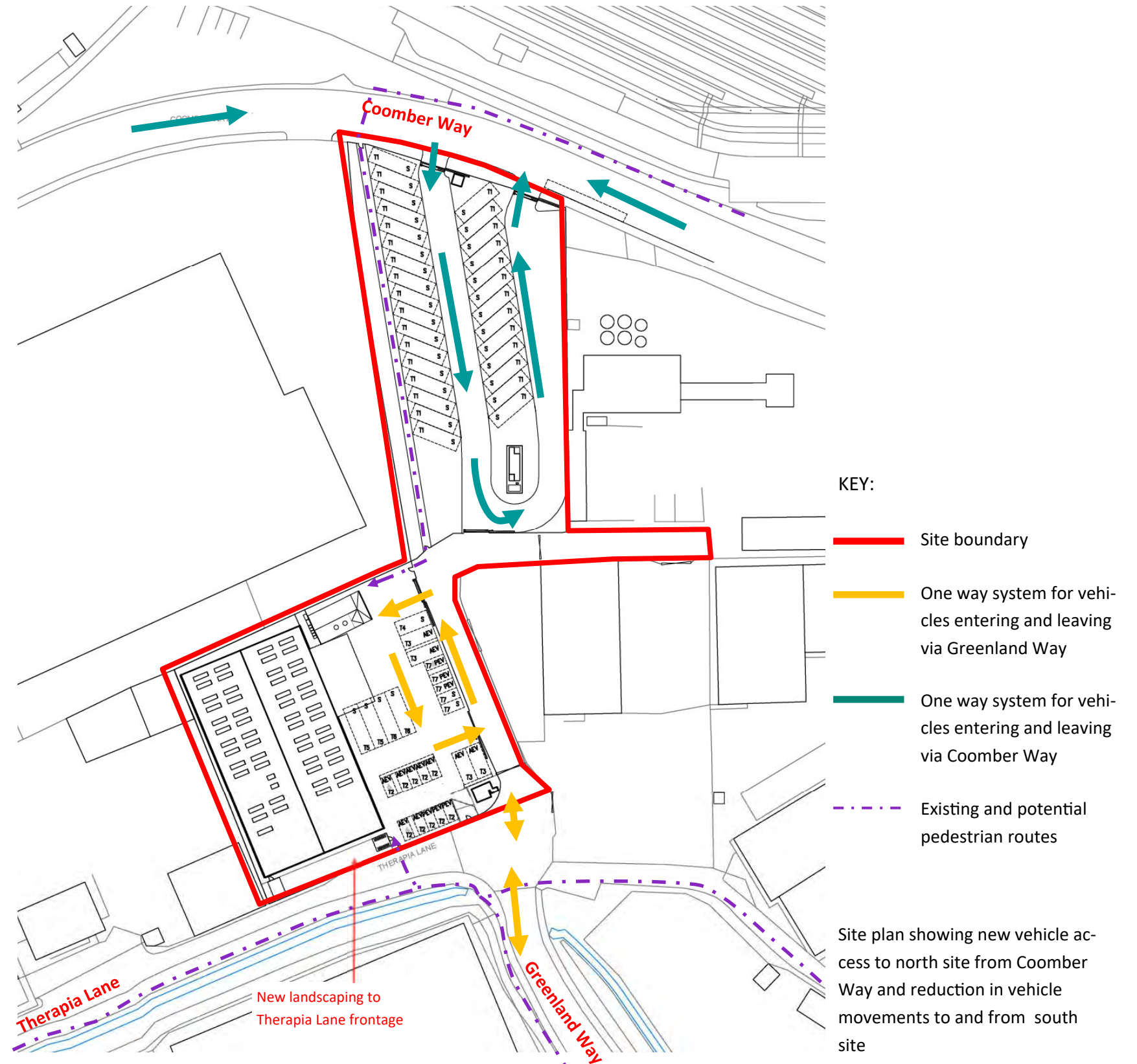
Existing site plan showing all vehicle access from Greenland Way and Therapia Lane

5.0 Design Approach

The current use of the site as a depot for the storage and parking of vehicles would not be materially changed by the proposed development.

5.1 Opportunities for Development

- Retain the existing steel frame and ground floor slab of the depot and replace the existing wall and roof cladding with new.
- Improve the access arrangements of the depot with a new access from Coomber Way
- Create a one-way system in the north vehicle park for waste collection vehicles to enter, park and exit the site. This would reduce the amount of vehicle movements along Therapia Lane and Greenland Way.
- Opportunity for new landscaping on Therapia Lane frontage.
- Opportunity to improve boundary treatments and site security with new fencing.
- Improve pedestrian access with a new pedestrian route through the north vehicle park and a new pedestrian access points to the south vehicle park.

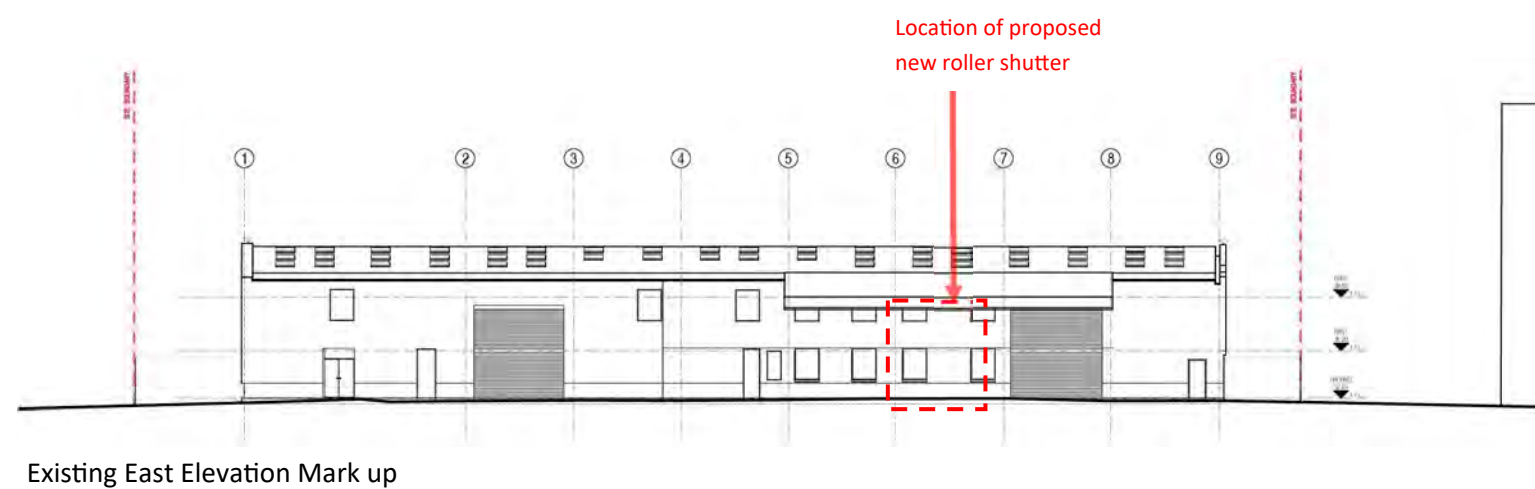
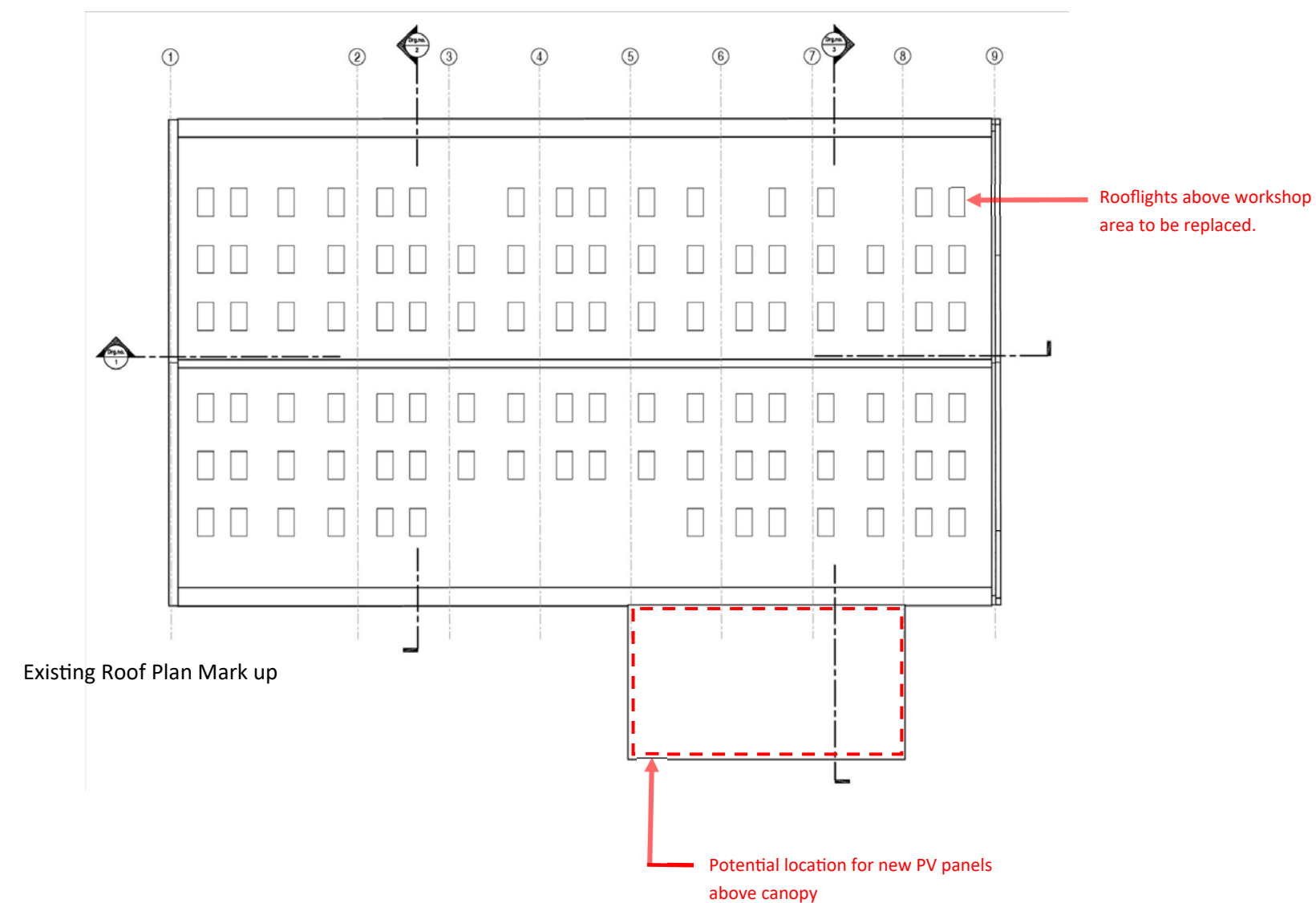


5.2 Form and Massing

The development does not propose any changes to the footprint and the massing of the existing depot, so there is no change to the privacy, outlook, daylight or sunlight of the adjoining occupiers.

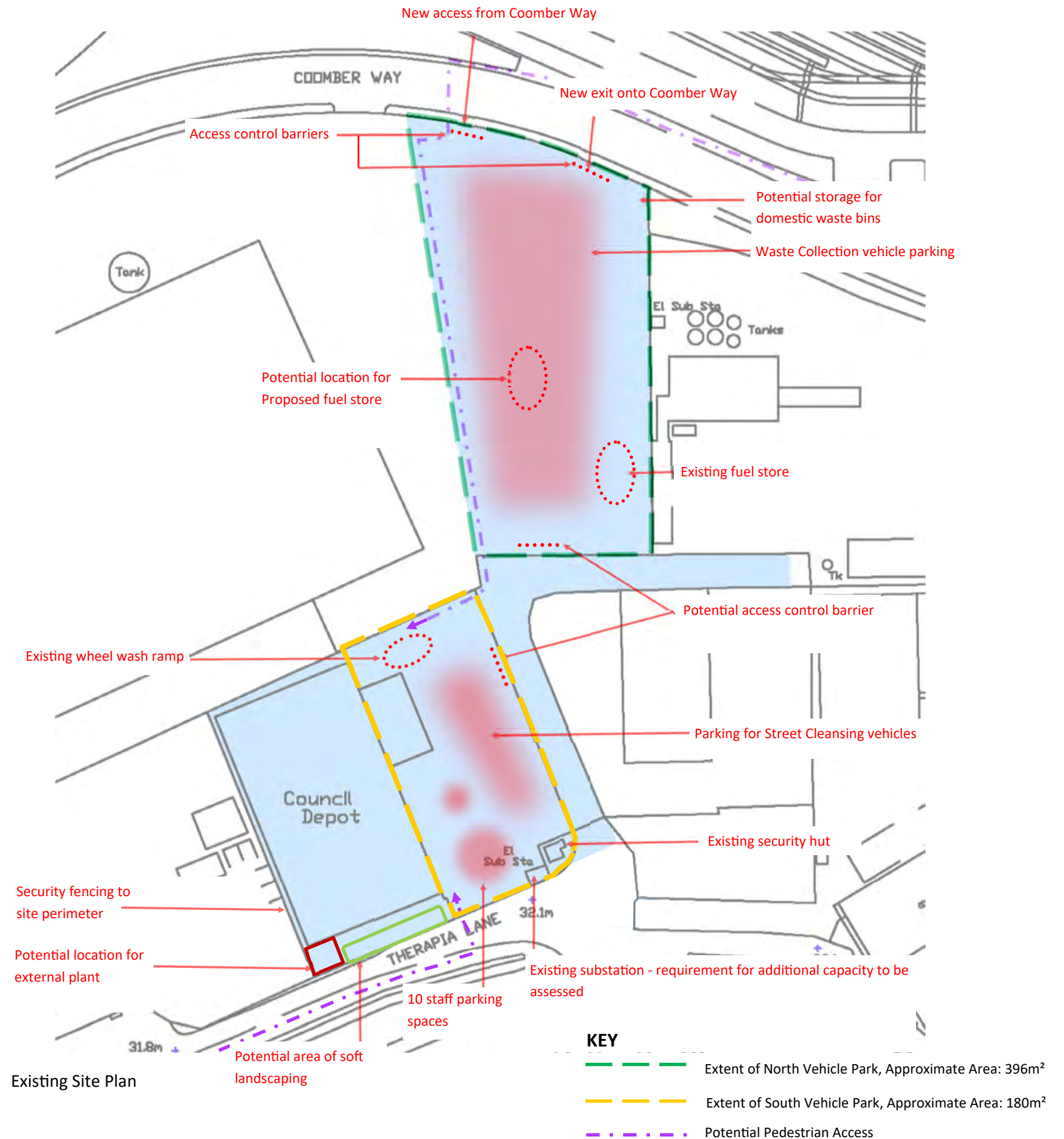
The proposed changes to the depot comprise the following;

- Retain the existing steel frame and ground floor slab and replace the existing wall and roof cladding with new.
- Replace the existing windows with new aluminium framed windows. The window sizes and locations will be adjusted to suit the internal layouts.
- Provide new rooflights above the workshop.
- Add a new roller shutter adjacent to the existing roller shutter to improve access to the workshop.
- Install an area of photovoltaic panels on the canopy (subject to an assessment of the existing structure's capacity to support the weight of a PV array).



5.3 External Areas

- Clear vegetation and repair/ re-surface the hard standing areas and provide infrastructure for electric vehicle charging points.
- Replace the existing perimeter fencing with new security fencing where required.
- Create new vehicle entrance and exit off Coomber Way under a Section 278 Agreement, to improve vehicle movement through the site
- Provide parking spaces for the following vehicles in the **North Vehicle Park**:
 - ⇒ 30 No. refuse collection vehicles.
- Provide parking spaces for the following vehicles in the **South Vehicle Park**
 - ⇒ 10 No. standard vehicle bays for visitors & staff
 - ⇒ 5 No. 5m parking bays
 - ⇒ 5 No. 8m parking bays
 - ⇒ 4 No. 11m parking bays
- Relocate the fuel tank and refueling station to suit the new layout in the north vehicle park.
- Access control to be provided at each vehicle entrance comprising of sliding gates to both north and south vehicle parks with additional raising arm barriers.
- Reinstall/refurbish the existing vehicle washing area in the south vehicle park
- Provide cycle parking along southwest boundary with Therapia Lane (refer to section 6.11)



6.0 Design Proposals

The proposal is designed in accordance with the Building Regulations 2010.

6.1 Depot Building Ground Floor Plan

The internal layout follows a similar arrangement to the existing layout with the vehicle maintenance workshop adjacent to the offices and welfare accommodation.

The proposal includes;

- A new welfare area with a locker room and showers for the office and operational staff. This will include a drying room for clothes used by operational staff.
- A deployment area for staff to congregate at the start of the working day.
- Meeting rooms and a training room for office and operational staff.
- A deliveries area that is accessed from the existing roller shutter, used for setting down and distribution of deliveries.
- The vehicle maintenance workshop has the same footprint as existing and will be fitted out with new plant and equipment to service the vehicles. The workshop will be accessed from two roller shutters in the east elevation.

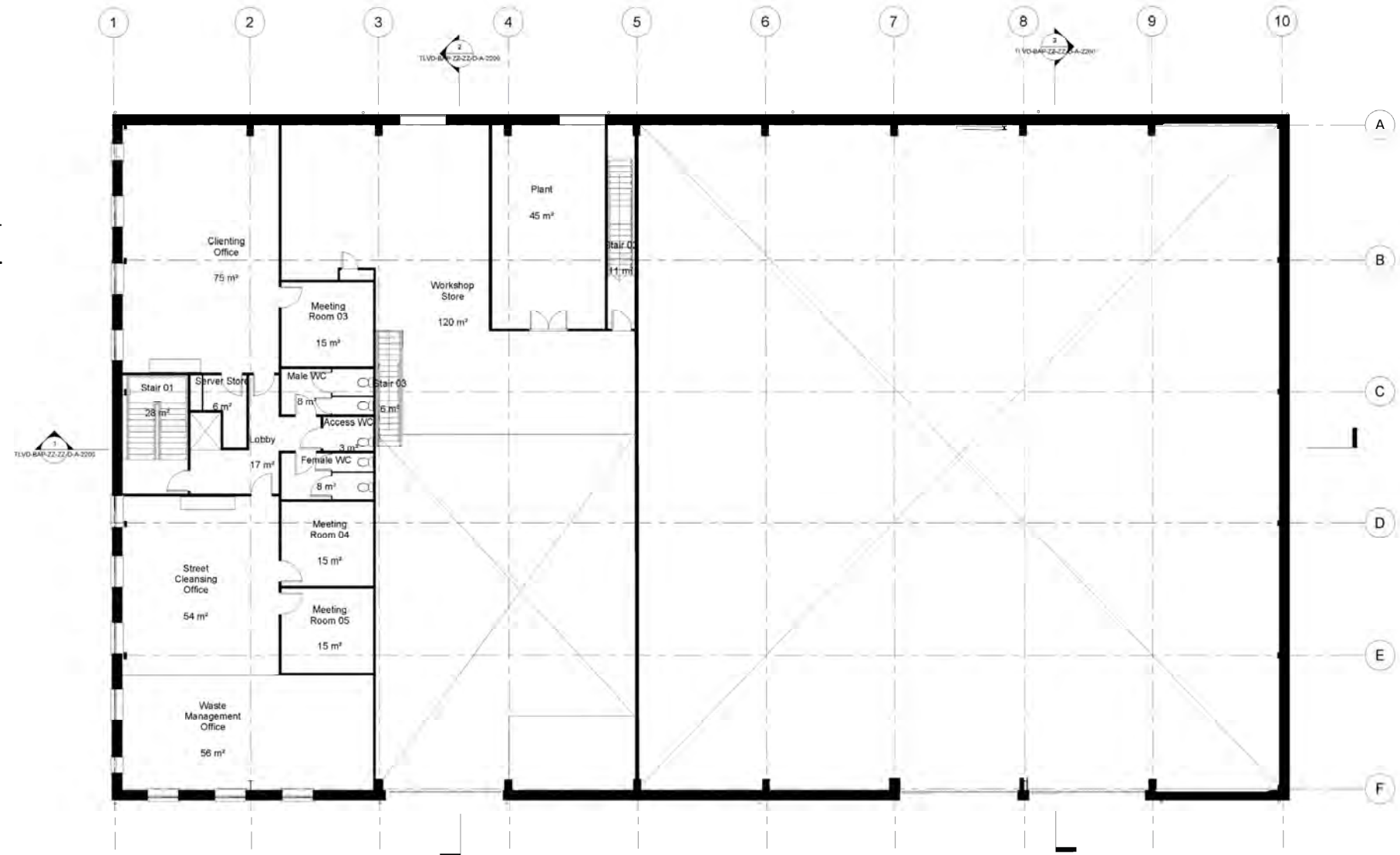


6.2 Depot Building First Floor Plan

The internal layout at first floor level has a similar footprint to existing with a new lift and stair core accessing the office accommodation and WC's.

The proposal includes;

- Open plan office areas for the different departments with meetings rooms and WC's.
- At the rear of the delivery area is a mezzanine level with a plant room and an area for the storage of materials used by the waste and street cleansing teams.

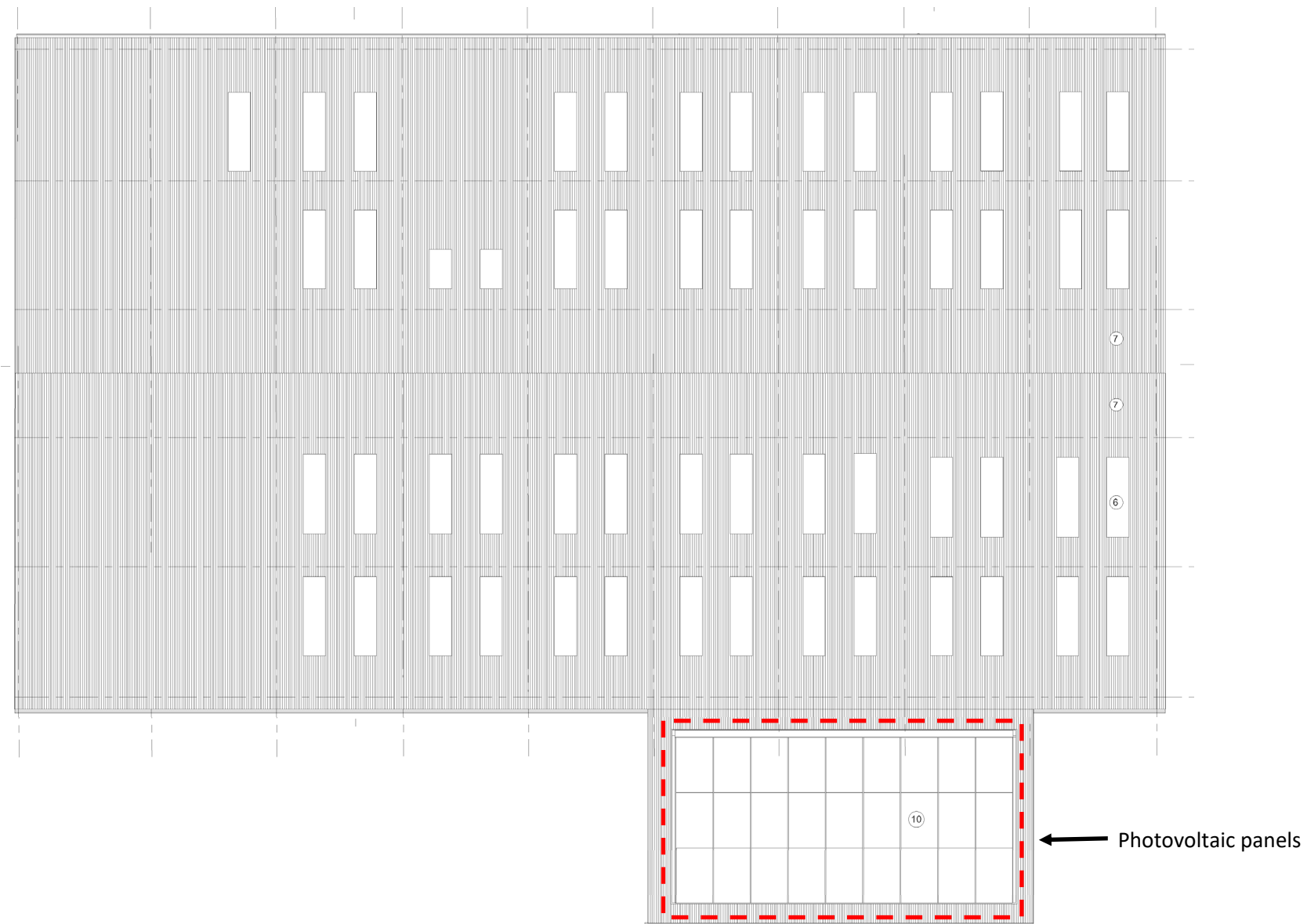


6.3 Depot Building Roof Plan

The roof panels and rooflights will be replaced as part of the overall re-cladding of the existing building.

The proposal includes;

- New rooflights above the workshop and delivery area to bring daylight down to the ground floor level and minimize requirement for artificial lighting.
- New perimeter box gutter (with access from cherry picker for maintenance).
- The canopy will be covered with photovoltaic panels (with maintenance access for cleaning from a cherry picker).



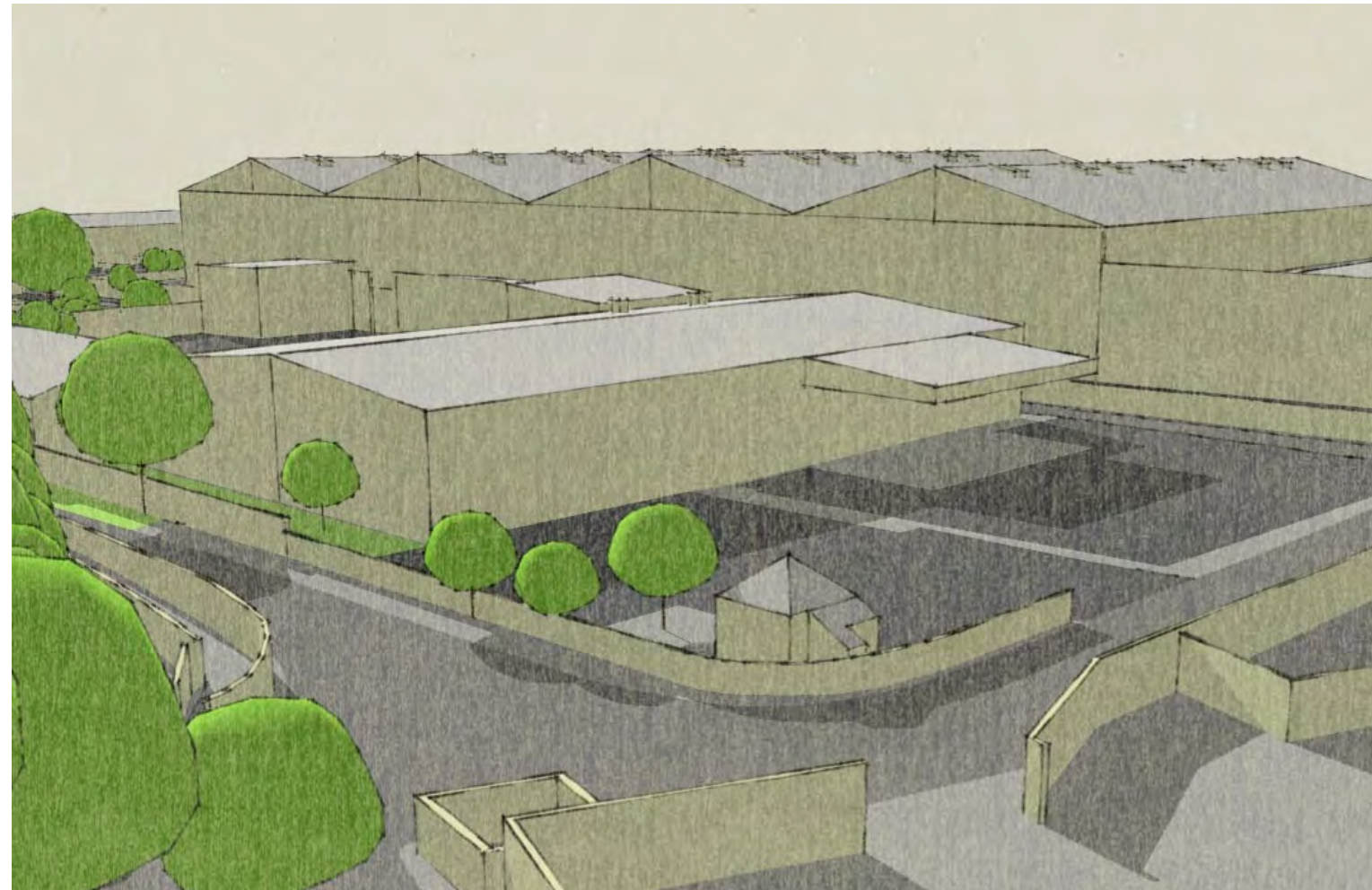
6.4 Depot Building Massing

The proposed massing is to largely match the existing, the main difference being the junction between wall and roof will not be curved as the existing arrangement.

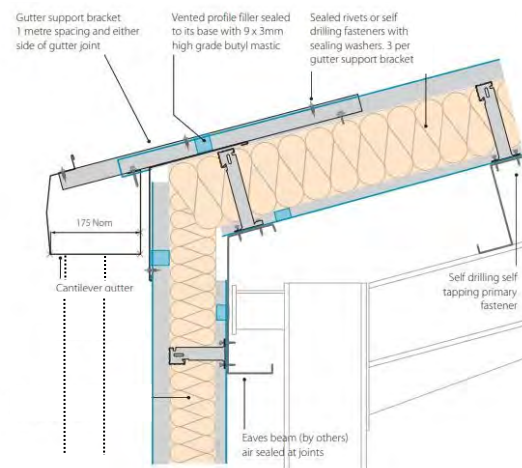
The proposed eaves detail incorporates a cantilevered box gutter (as shown in the diagram below). It is also proposed that a fall arrest cable based system is installed along the ridge.

There will be no change to the height or footprint of the building.

The intention is also to retain the existing canopy structure which extends out above the vehicle entrance roller shutters and re-clad to match the new roof finish.



Proposed massing with eaves detail incorporating a cantilevered box gutter



Example of an eaves detail with a cantilevered box gutter

6.5 Depot Building Appearance

A new metal cladding system is proposed for the external wall and roof. This cladding system will have a similar, industrial appearance to the existing, with a corrugated profile and vertical orientation to the external walls.

The windows will be replaced with a colour coated aluminium framed window system.

These materials also provide a robust and low maintenance envelope.

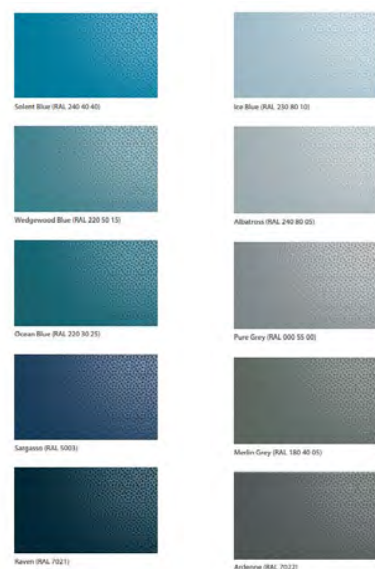
6.5.1 Colours

It is proposed that new external wall cladding will generally be a light blue / grey colour, which is in-keeping with the surrounding units.

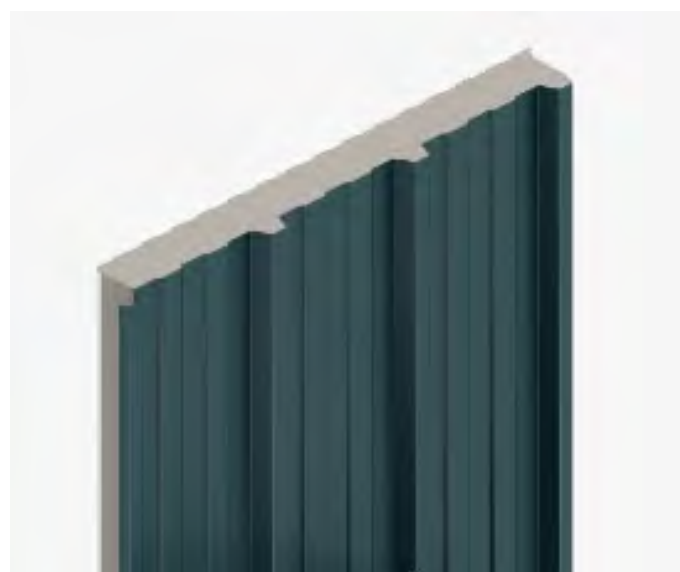
Window reveal flashings and trims will be a dark grey in keeping with the surrounding buildings.



Image of building clad with vertical orientated corrugated cladding

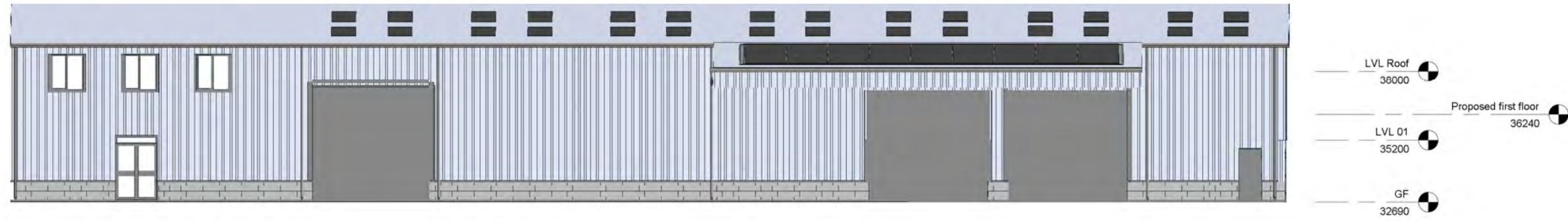


Potential colours of cladding



Proposed cladding

6.5.1 Colours

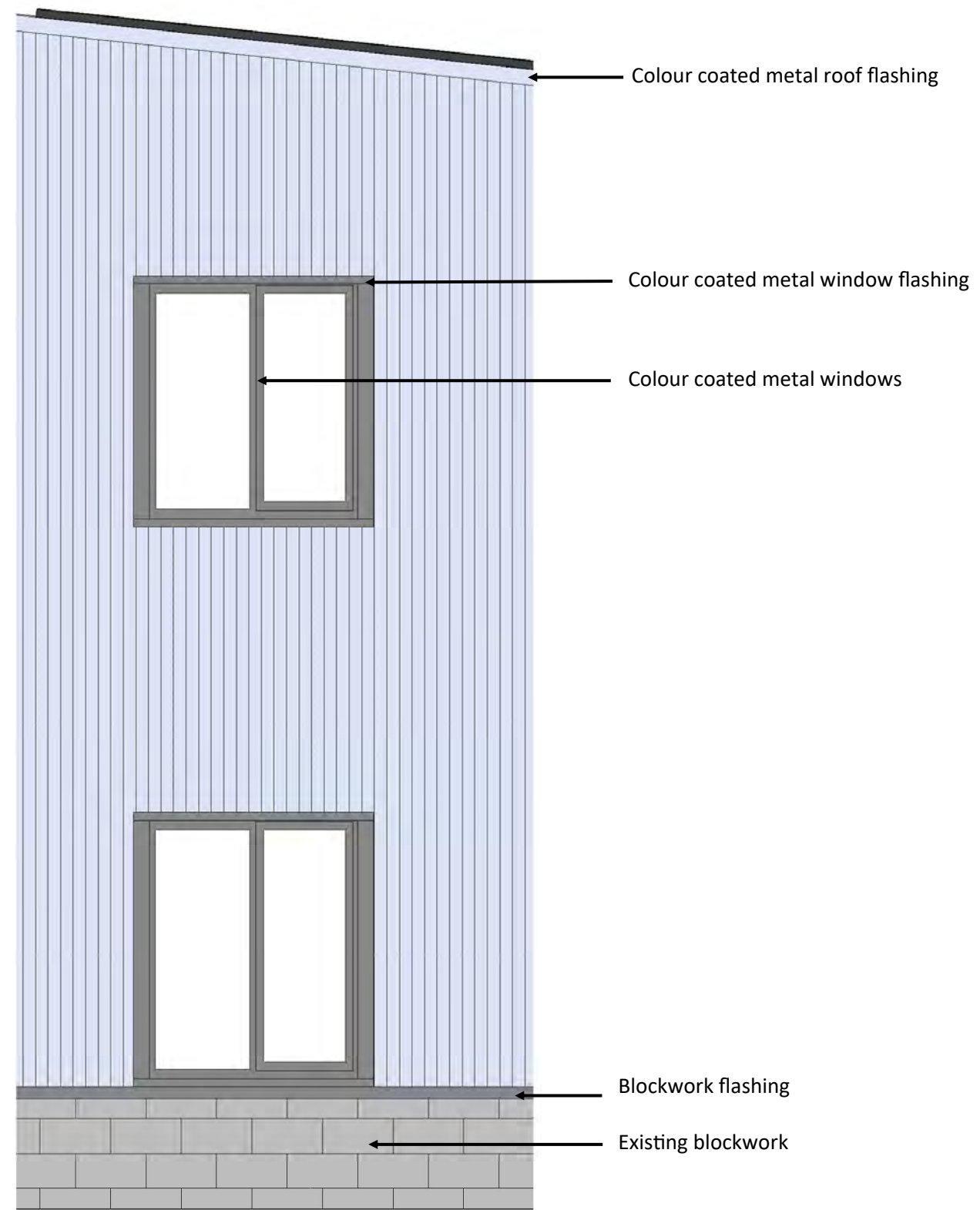


East elevation with proposed light blue/ grey cladding panels contrasting with dark grey windows and roller shutters



South elevation with proposed colouring

6.5.1 Colours



Bay study—south elevation

6.5.2 Proposed Roof Cladding

A profiled metal panel cladding system is proposed for the roof. These interlocking panels have a trapezoidal profile and a similar industrial appearance to the existing.

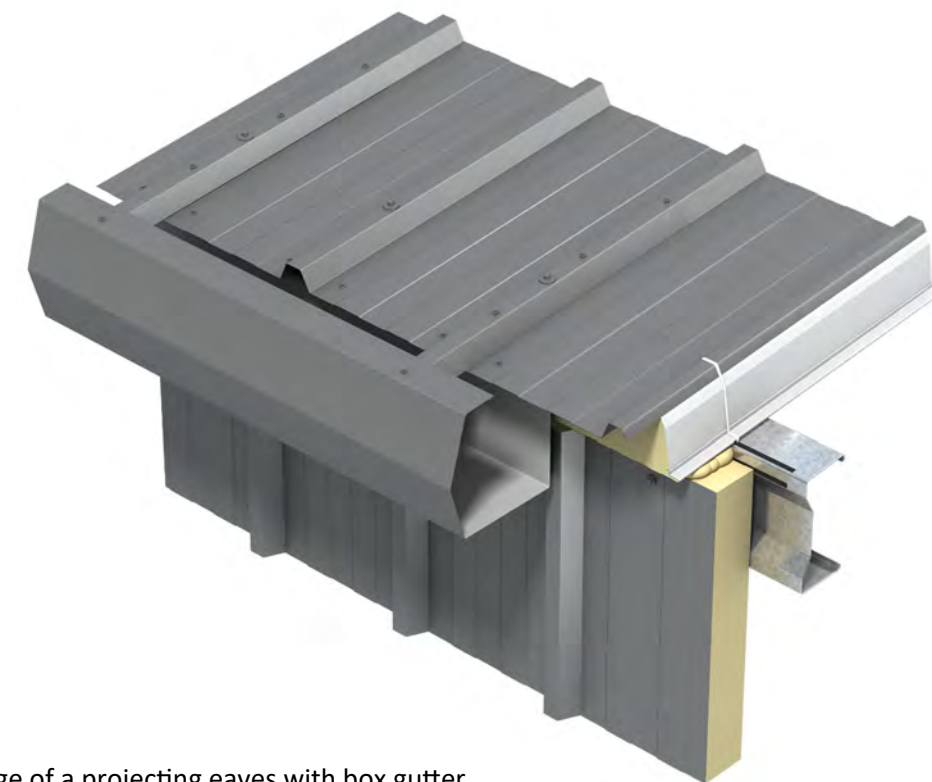
Proprietary polycarbonate rooflights will be integrated into the roof panel system. The rooflights will provide daylight to the workshop and delivery area.

The existing wall and roof profile is formed as a curve with a concealed gutter. A projecting eaves with box gutter is proposed, as shown in the 3D rendering below.

A fall arrest system will also be installed on the roof for maintenance access.

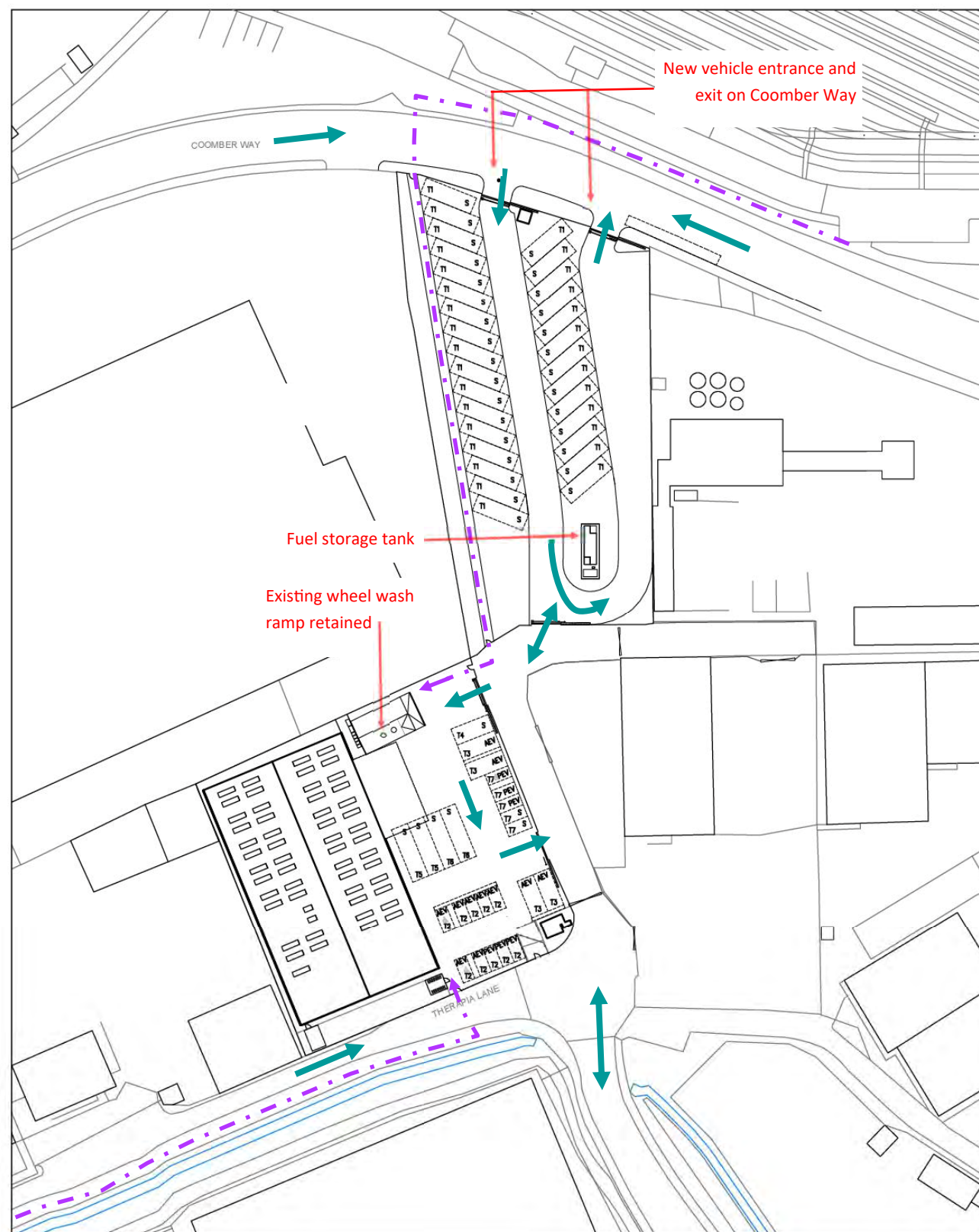


Image of roof panels with clip on photovoltaic panels



3D image of a projecting eaves with box gutter

6.6 Proposed Site Layout



The proposal involves constructing two new access points along Coomber Way. The new access point on the west side will provide vehicle entry while the new access point on the east side will be for vehicles to exit site.

There will be a one-way route through the north vehicle park forming a loop between the two access points on Coomber Way.

Only the larger waste collection vehicles will be parked in the north vehicle park, which will enter and exit the site via Coomber Way—they will not have access onto Greenland Way. All vehicles are to be reverse parked into the bays in the north vehicle park, so they can all exit in forward gear.



The smaller street cleansing vehicles will be parked in the south vehicle park. Only these smaller vehicles will be able to enter and exit the site via Greenland Way.

The proposed parking layout shows 30 no. 26 tonne household waste RCV's in the north vehicle park. The south vehicle park has a number of smaller vehicles (24 in total) – refer to vehicle types T2 to T7 in the schedule below.

The parking schedule below also shows the proposed number of 'active' and 'passive' EV charging points. The proposal is for staff parking to have 7 no. active and 3 no. passive, the management vans 3 no. passive and for the electric street cleansing vehicles to have 4 no. active EV charging points.

The staff parking proposals are based on a survey of staff vehicle use by the current operator, which found that 40% of staff travel to work by car. Staff cars would be parked within the site while the waste collection vehicles are being used, to reduce parking levels on nearby streets.

KEY:

-  Potential Vehicle routes through site
-  Potential Pedestrian routes through site

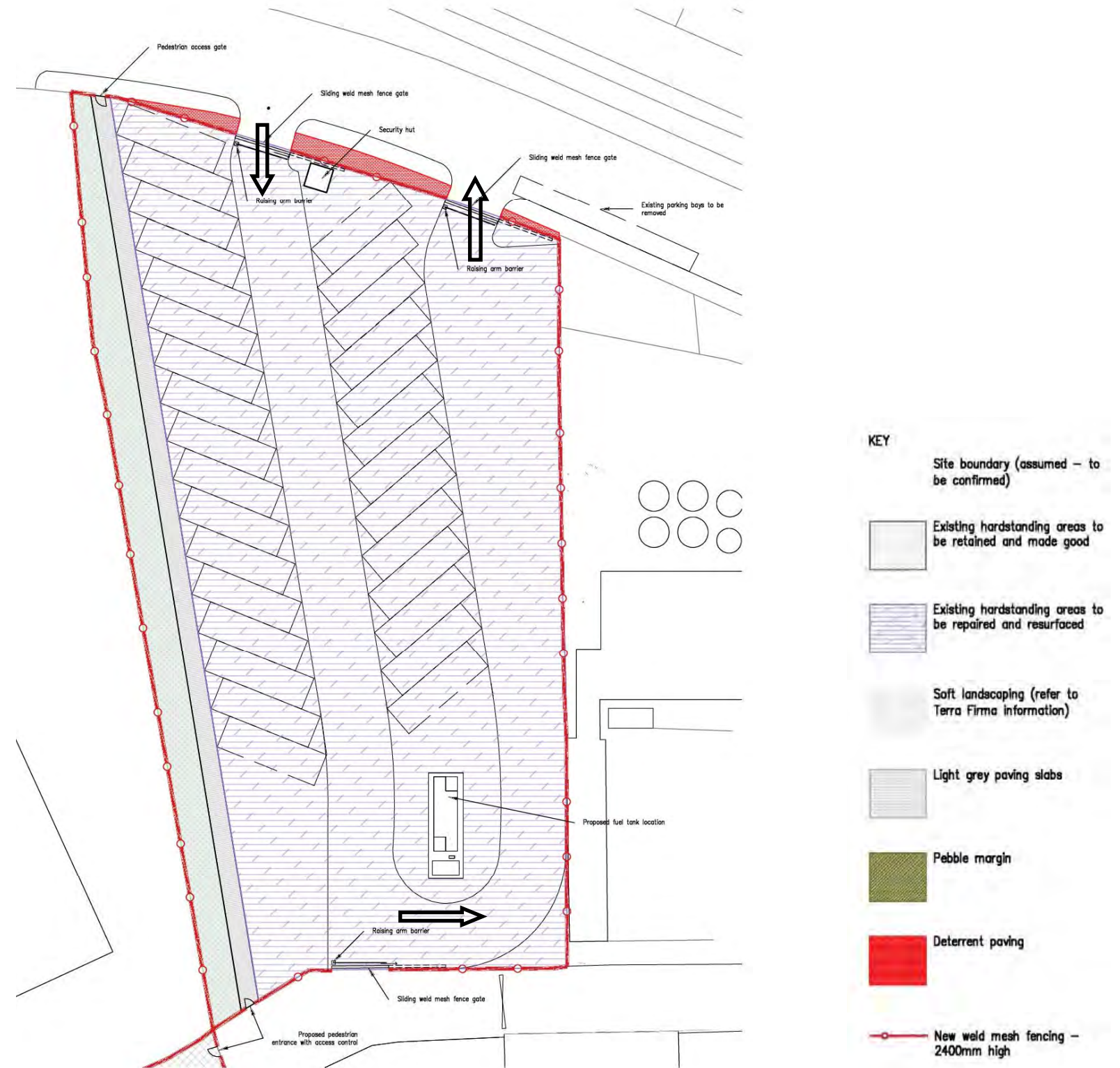
Parking Schedule:

Vehicle type key	Vehicle Description	Parking Dimensions	No EV charging (S)	Active EV charging (AEV)	Passive EV charging (PEV)	No. of Spaces
T1	26t Household RCV	11m x 3.5m	30	–	–	30
T2	Staff/Visitor parking Area	5m x 2.5m	–	7	3	10
T3	7.5t Caged Tipper	8m x 3.5m	–	4	–	4
T4	Graffiti Van/ Jet Wash Unit	8m x 3.5m	1	–	–	1
T5	12t Sweeper	11m x 3.5m	2	–	–	2
T6	Hia ab	11m x 3.5m	2	–	–	2
T7	Managers Vans	5m x 2.5m	2	–	3	5
						54

6.6.1 North Vehicle Park

The proposed changes to the north vehicle park comprise the following;

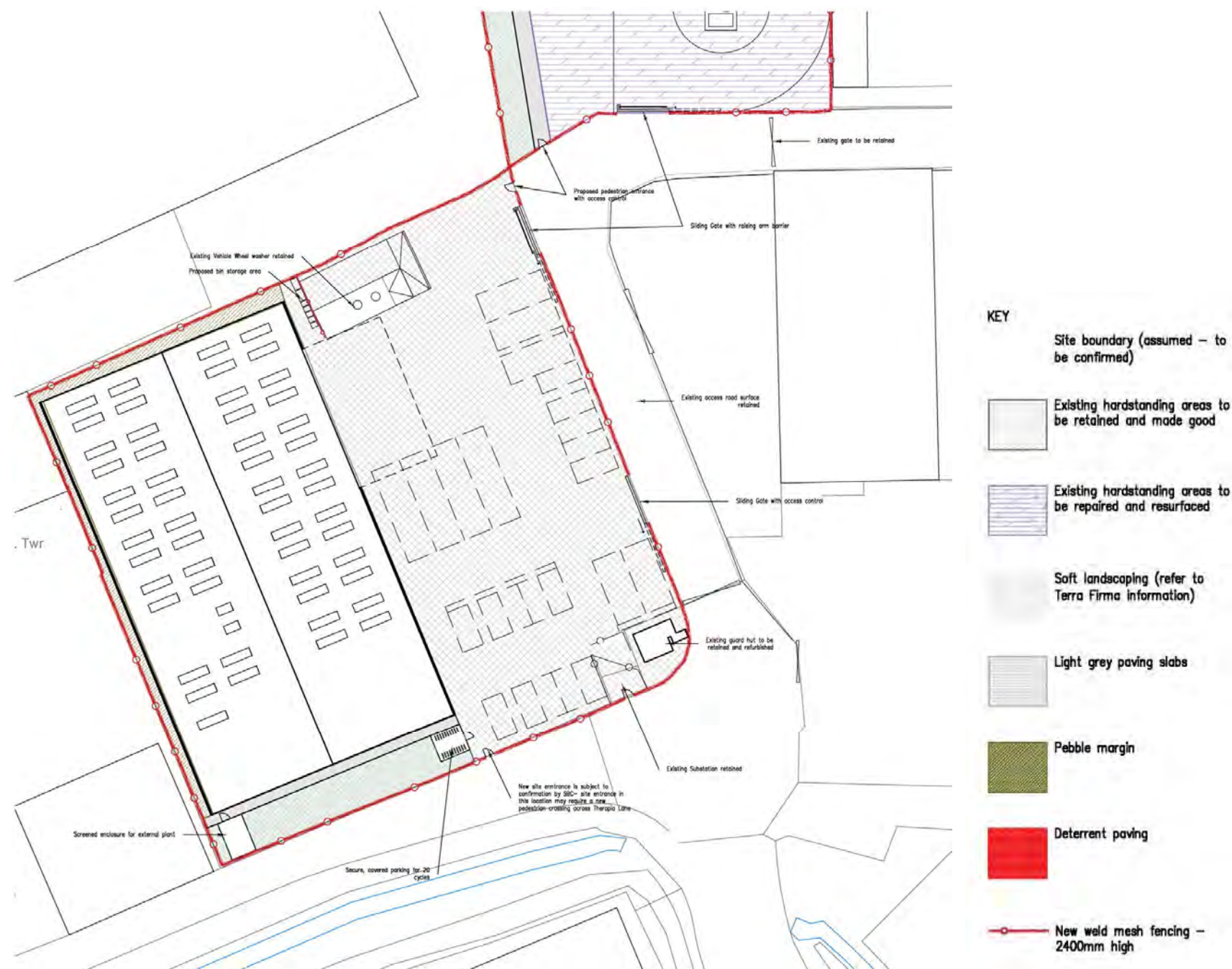
- A one-way system to be created in the northern part of the site for waste collection vehicles to enter, park and exit the site.
- The entry and exit points will be via two new vehicle crossings onto Coomber Way. The fence alignment is set back from existing to allow for visual splays at the new crossings. The surface between the new fence line and the back of pavement will be finished in deterrent paving.
- Reinstate and replace the existing fences where required. Fence heights will be increased where necessary to 2.4m high to make the site secure.
- New pedestrian route along western boundary for staff arriving from Coomber Way.
- Create new soft landscaped screening along the west boundary of the north vehicle park—refer to landscape proposal from Terra Firma.
- Access control to be provided at each vehicle entrance, including sliding gates to both north and south vehicle parks with raising arm barriers.
- The fuel tank and refueling station is to be relocated to the center of the north vehicle park to suit the new one way-system and parking arrangement.



6.6.2 South Vehicle Park

The proposed changes to the landscape comprise the following;

- Replace the existing fences around the site perimeter, heights will be increased to 2.4m high to make site secure.
- Make good the existing tarmac and apply new line markings for parking bays.
- Create a new soft landscaped frontage to the depot building—refer to landscape proposal from Terra Firma. Reinstall the existing vehicle washdown area.
- Install a new secure and covered cycle parking area.
- Install an external mechanical plant area, enclosed with screening.



6.7 Boundary Treatments / Fencing

The proposed new perimeter fencing is as follows:

- Galvanized steel, weldmesh LPS 1175 security rated (SR2) fencing
- 2400mm high
- Colour green



6.8 Planting Proposals



Image of honeysuckle (proposed as a fence climber)



Image of mixed native shrub planting

There are 2 planting beds; one 3-4m wide along the whole length of the north-western boundary, and the other 2-4.5m wide along the southern boundary.

The planting proposed for the Therapia Lane depot comprises mixed native shrubs and small trees, native ground-cover and native climbers to the boundary fences.

The new planting will provide visual screening and the use of native species will provide a linear habitat for wildlife and replace the naturalistic boundary planting previously found along the site boundaries.

This is shown in further detail in Terra Firma's soft landscaping plan that has been submitted with the application.



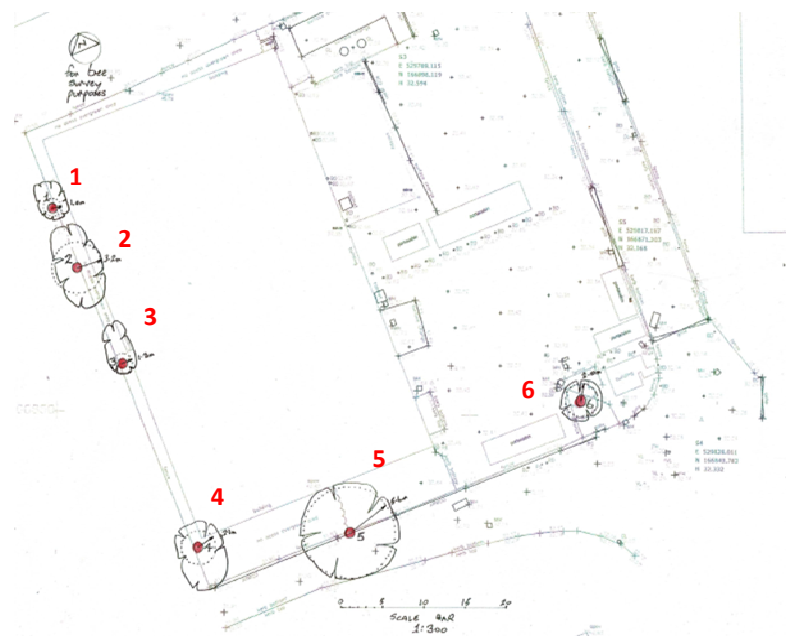
Image of native ivy used as ground cover

6.9 Trees

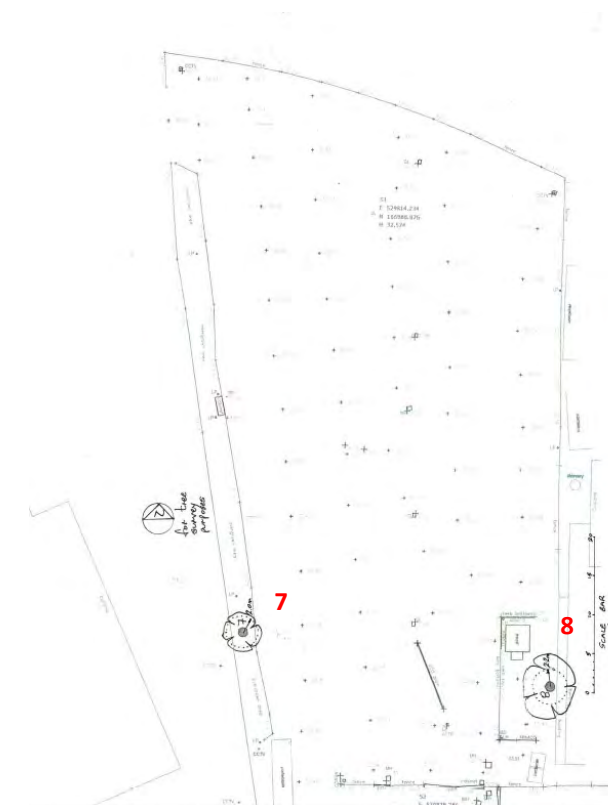
Refer to the Arboricultural Constraints Assessment dated November 2023.

The report recommends that 6 no. trees (numbered 1 to 6 on the adjacent plan) are removed and 2 no. trees (numbered 7 to 8 on the adjacent plan) are pruned or removed.

The tree protection measures recommended in the report will be put in place prior to commencement of the works.



South Vehicle Park—Tree Constraints Plan (Terra Firma)



North Vehicle Park—Tree Constraints Plan (Terra Firma)

Tree No.	Species	Ht m	Diam mm	Brch Sprd m	GC m	LS	Comments	Preliminary Management Recommendations	Rem Con yrs	Cat
1	Dogwood <i>Cornus sanguinea</i>	5	85	N 3 E 2 S 1 W 1	1	Y	Off site tree-growing through and embedded in the metal chain link boundary fencing-leans north-crown weighted north-branches are in direct contact with the outer cladding of the building-poor quality tree overall	Not under the clients control	<10	U
2	Elderberry <i>Sambucus nigra</i>	8	170 170 120	N 5 E 3 S 5 W 2.5	2	M	Off site tree-bifurcated at ground level-one trunk is embedded in the metal razor wire boundary fencing- branches are in direct contact with the outer cladding and roof of the building-poor quality tree overall	Not under the clients control	<10	U
3	Buddleia <i>Buddleia davidii</i>	4	80 70	N 5 E 1.5 S 1 W 1	1.5	Y	Bifurcated at ground level- growing through and embedded in the metal chain link boundary fencing-leans north-crown weighted north- branches are in direct contact with the outer cladding of the building-poor quality tree overall	Advise removal	<10	U
4	Sycamore <i>Acer pseudoplatanus</i>	8	150 90	N 3 E 3 S 5 W 2	1	SM	Bifurcated at ground level- growing between the breeze block wall and gate post and metal boundary fencing and embedded in all of them- branches are in direct contact with the outer cladding of the building-poor quality tree overall	Advise removal	<10	U
5	Sycamore <i>Acer pseudoplatanus</i>	10	300 250 250	N 6 E 6 S 6 W 6	1.5	SM	Multi stemmed at ground level- growing from underneath and then up through the safety barrier at the road edge-lifting the manhole cover for the water meter-low branching habit over the road-poor quality tree overall	Advise removal	<10	U
6	Sycamore <i>Acer pseudoplatanus</i>	6	75 x 5	N 2.5 E 2.5 S 2.5 W 2.5	0	Y	Multi stemmed at ground level-growing up through the Gas Board apparatus and in one instance forcing the panel off - low branching habit -poor quality tree overall	Not under the clients control	<10	U
7	Sycamore <i>Acer pseudoplatanus</i>	6	80 80 75 70 60	N 2.5 E 2.5 S 2.5 W 2.5	2	Y	Multi stemmed at ground level-recently crown lifted to 2m	Prune to clear from boundary fencing	>40	C1
8	Buddleia <i>Buddleia davidii</i>	4	150 75 60 40 40	N 4 E 3 S 4 W 3	0	SM	Multi stemmed at ground level-low branching habit scraping the roof of the adjacent off site building-poor quality tree overall	Crown lift to clear the roof of the adjacent building	10-20	C1

6.10 External Lighting

To help achieve BREEAM credit MAT06, the external lighting columns are to be retained where possible and the existing luminaires are to be replaced with efficient LED fittings.

The current condition and feasibility of retaining the existing columns will need to be verified by a specialist. In addition to the existing lighting, supplementary lighting may be required to help achieve the specified lighting performance.

The exact numbers and locations of additional columns and luminaires required will be dependent on the outcome of a detailed lighting calculation. This will be carried out at the next design stage.

6.11 Cycle Store

Secure cycle storage will be provided in line with the policy requirements set out in the Sutton Local Plan, there will be 20 secure and covered cycle parking spaces provided.

This equates to 1 per 10 of the 177 building users, with an additional 10% included to meet BREEAM credit Tra 01.

Secure cycle store for 20 bikes



7.0 Access

The proposal will be designed to achieve compliance with Approved Document M, Volume 2, 2015 Edition incorporating 2020 amendments:

- Ground and first floor offices are to be accessible to wheelchair users and a new platform lift is to be installed to accommodate this.
- New Disabled WCs are to be provided at ground and first floor level
- All external door thresholds to be adjusted to provide level thresholds.

8.0 Transport Assessment

The development does not represent a change of use of the site; the scale of the building and area of hardstanding for operational and staff parking are unchanged. The refurbished site will generate a similar overall quantum of vehicular traffic to current levels.

A new pedestrian access will be created onto Coomber Way to increase local accessibility to the site. New vehicular access will be created onto Coomber Way to reduce demand on Therapia Lane and Greenland Way. Displaced demand can be accommodated locally on Coomber Way without wider implications. The internal layout of the site will be changed in response to the new access arrangements.

Considerations have been made to the future use of the site with regards to future EV charging needs, as well as being inline with current policy provision requirements. (20% active and 10% passive). This is described further in DTA's Transport Assessment that has been submitted with the application.

9.0 Fire Safety Strategy

A Planning Fire Safety Strategy in accordance with Policy D12(A) of the London Plan has been prepared by the Fire Engineer (Osborn Associates) and is included separately to this report.

The proposals will achieve compliance with Approved Document B, Volume 2, 2019 Edition incorporating 2020 and 2022 amendments:

- The workshop, deliveries and accommodation areas are to be split into separate compartments. The first floor will also be separated from the ground floor via a compartment floor.
- The existing steelwork supporting the first floor structure is to be protected to provide the required fire resistance.
- All Store Rooms, Cleaner's Cupboards, IT Server Room, Plan Rooms are to be treated as hazard rooms
- Single direction of travel is limited to 18m generally and 9m from hazard rooms. The maximum travel distance where there is more than one direction is 45m maximum.
- The external walls are to achieve a fire resistance of 60/15 (integrity/insulation) from inside only.
- As building is industrial, is less than 18m high and is more than 1m from boundary, there is no provision for the reaction to fire performance of the external wall surfaces.
- The roof cladding is to achieve BRoof(t4).

10.0 Site Wide Energy Strategy

The proposed energy strategy for the development will follow the energy hierarchy detailed within the Van Zyl & de Villers LTD Consulting Engineers Energy Statement that has been submitted with the application.

This energy strategy aims to achieve compliance with Approved Document L2A (2021) and with London Borough of Sutton's Policy 31: Carbon and Energy.

11.0 BREEAM Statement

The BREEAM 2014 UK Refurbishment and Fit Out scheme is being used for this project as a Part 4 only assessment.

The BREEAM Assessment aims to achieve a Very Good rating with a score of at least 55%. To ensure that this target is achieved, additional credits are being targeted during design development, to provide a buffer of security at roughly 60%. This is described further in Sustainable Construction Services BREEAM Statement that has been submitted with the application.

12.0 Noise Survey

The closest noise sensitive premises to the site are the terrace of houses on Therapia Lane. A baseline noise survey has been carried out to assess the noise impacts of the plant and traffic from the site.

The results of the noise survey are set out in the BAP Noise Assessment Report dated 25th November 2023, which has been submitted as part of this application.

According to the Noise Assessment report, a BS 4142:2014+A1:2019 assessment of noise demonstrates a low potential for impact on the nearby neighbours from both operational traffic flows and the proposed mechanical plant installation that will serve the project.

13.0 Air Quality Assessment

The proposed development will utilise an all-electric energy strategy via renewable technologies (which may include air source heat pumps (ASHPs) and solar photovoltaic (PV) panels); as such, there will be no point sources of emissions within the proposed development.

It will result in changes to traffic flows on the local road network; however, the assessment has shown that this will not result in a significant effect upon local air quality.

The proposed development has also been shown to meet the London Plan's requirement that new developments are at least 'air quality neutral'. This is described further in Air Quality Consultants' Air Quality Assessment that has been submitted with the application.

14.0 Summary

The proposal provides the London Borough of Sutton with a new depot for their fleet of waste collection and street cleansing vehicles.

The proposal is a 'minor development' as set out in the The Town and Country Planning (Development Management Procedure) (England) Order 2010.

The current use of the site as a depot for the storage and parking of vehicles is not materially changed by the proposed development.

The Depot Building

The work comprises the refurbishment of the existing industrial building by installing a new cladding system on the existing superstructure.

It is proposed that the building's roof and external walls are clad with corrugated metal cladding systems with a similar visual appearance to the buildings surrounding the site.

There is no change to the footprint of the building and it is not proposed to increase the current floor area. Furthermore there are minimal changes to the massing of the existing depot. Consequently there will be no change to the privacy, outlook, daylight or sunlight of the adjoining occupiers.

The new external envelope is to comply with the fire safety and thermal requirements of the Building Regulations.

The External Areas

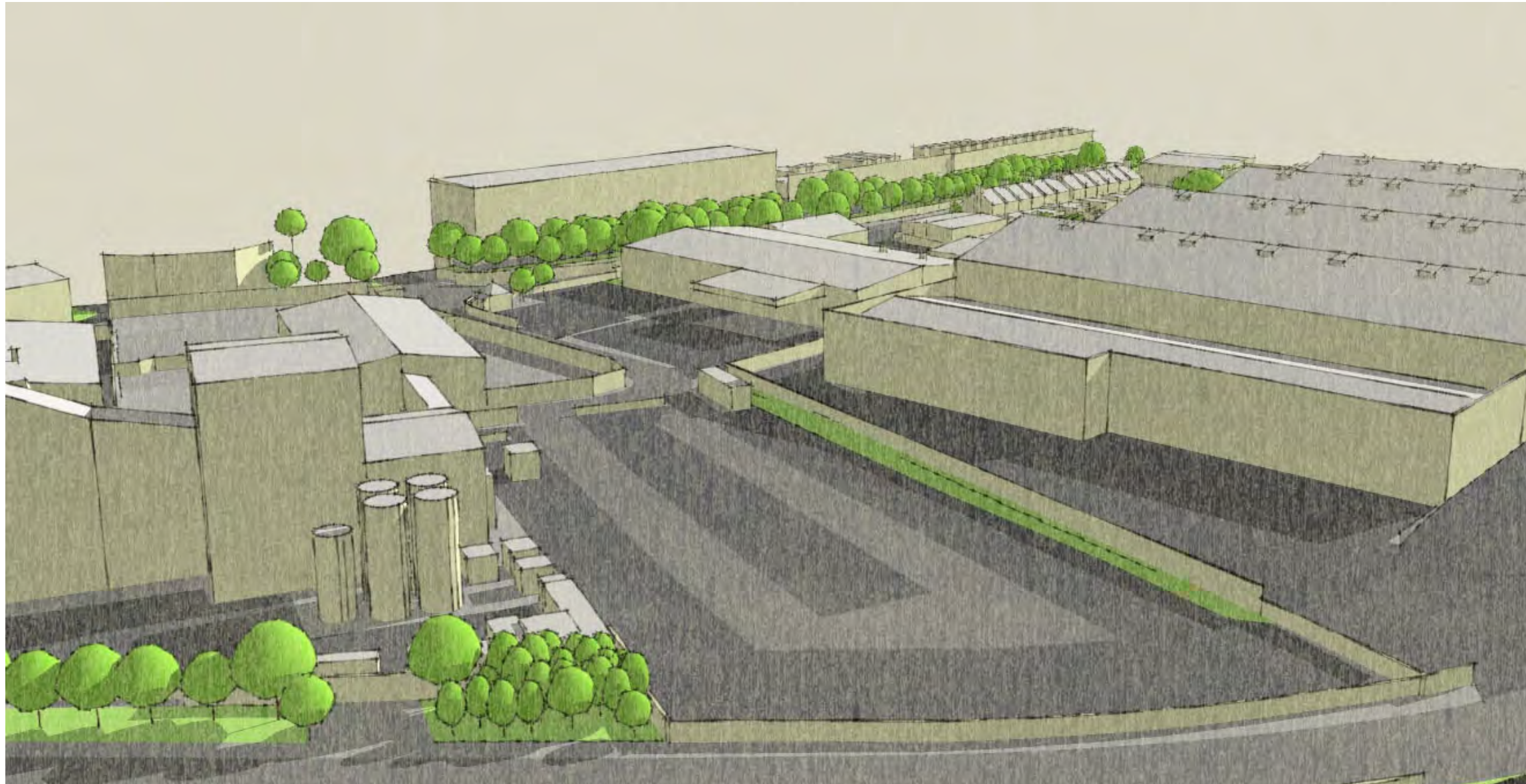
New vehicle access points are proposed from Coomber Way to improve vehicle circulation and parking around the site and reduce the impact on Greenland Way and Therapia Lane.

New EV charging stations are also proposed in line with Part S of The Building Regulations.

New boundary fencing and vehicle access control is proposed to create a secure compound.

Appendix

- A Public Consultation—Invitation Letter
- B Public Consultation—Presentation Boards



Appendix A Public Consultation Invitation Letter



The Resident/Homeowner
Therapia Lane
Beddington
Sutton
CR0 3DH

Jennifer Sibley
Assistant Director of
Environment and Community Safety
London Borough of Sutton
Civic Offices, St Nicholas Way,
Sutton SM1 1EA
Tel: 020 8770 5000
Date: 13 November 2023

Following submission of the planning application, the submitted documents will be visible on the Council's planning application page - <https://www.sutton.gov.uk/w/planning-and-building-control-application-search>

We have put together some questions and answers on the following page, which will hopefully answer some of the questions you may have at this point.

Yours sincerely

Jennifer Sibley
Assistant Director of Environment and Community Safety

Dear Resident,

Refurbishment of Council Depot and Coomber Way access

I am writing to inform you about some proposed changes to the Council-owned waste depot at Therapia Lane, Beddington.

The proposed plans include:

1. **Reducing the number of vehicles using Therapia Lane from the depot:** By creating a new access route for vehicles from the existing depot car park onto Coomber Way.
2. **Refurbishing the existing building, internal office, workshop and external areas.**
3. **Improving the environment sustainability of the site:** The site will benefit from electric vehicle charging points and solar panels, as well as rainwater harvesting to reduce mains water usage. In addition as part of the Council's new waste contract we are looking to switch from diesel to cleaner fuels, to power the waste collection and street cleaning vehicles.

The reason for the proposed changes are due to the fact that the Council's current waste and street cleansing service uses a shared vehicle depot outside of Sutton but this arrangement will end in 2025 when the contract comes to an end.

Therefore from April 2025, the Council will require its own depot to assist with the delivery of waste and street cleansing services.

The proposals for the depot are due to be submitted to the Council's planning department in December 2023. Before this, we would like to discuss these proposals with Therapia Lane residents, and we are inviting you to a drop-in session on **Wednesday 29 November any time between 4pm and 7pm, at St Mary's Church, Church Road, Beddington, SM6 7NH.**

Members of the Council's project management team will be on hand to show you outline plans, answer your questions, hear your views and discuss the scheme.

Appendix B Public Consultation Presentation Boards

Refurbishment of Council Depot and Coomber Way Access


Community Drop-in Session


Introduction

The Therapia Lane site ('the site') has been operated as a vehicle maintenance and operations depot since 2007. Sutton Council is seeking to apply for planning permission for proposed works to enhance the existing depot for its fleet and waste recycling vehicles. The works seek to modernise the buildings and facilities, and improve the access arrangements to support the site's ongoing use and future while minimising impacts to neighbours.

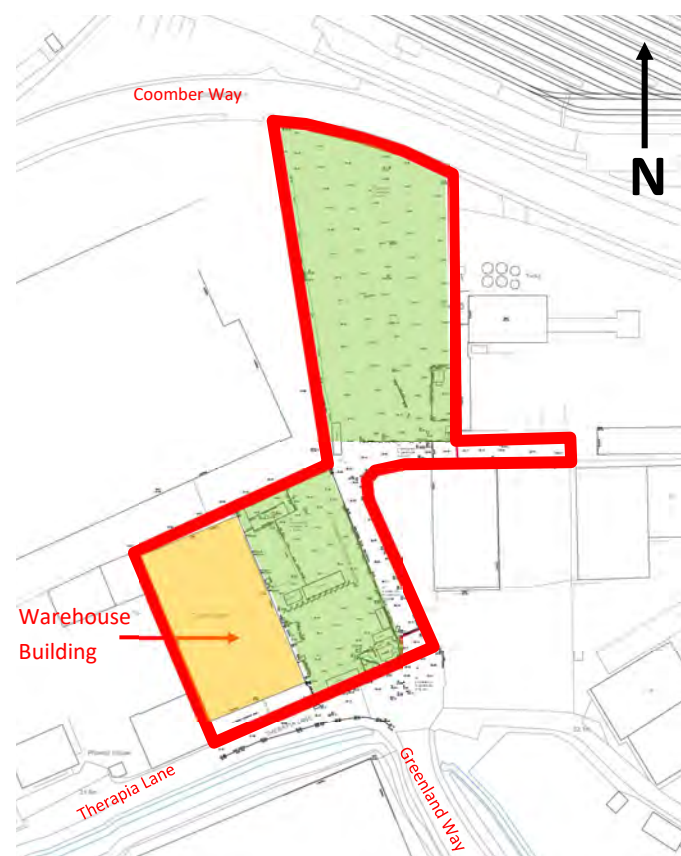
The following pages provide information on the proposals for the site, the transport and parking arrangements

KEY: and the air quality and noise assessments that are being

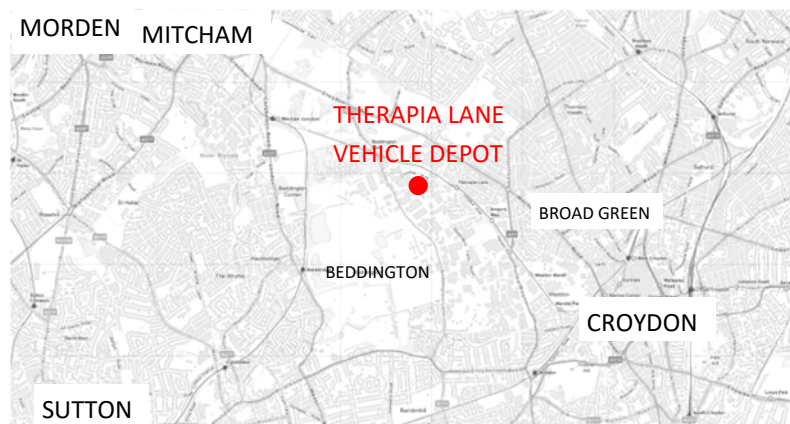
 The Site

 The warehouse

 The hardstanding 'tarmacked area'



Site Plan



Site Location

The reason for the proposed changes are due to the Council's current waste and street cleansing service contract using a shared vehicle depot outside of Sutton and contractual arrangement ending in 2025.

Therefore from April 2025, the Council will require its own depot to assist with the delivery of waste and street cleansing services.



Aerial View

The council owned site is located in an area located approximately 2.5 km from Croydon town centre. There is a terrace of 12 houses along Therapia Lane to the west of the site.

The site is split into two parts; a north area extending to Coomber Way and an area to the south-west, bounded by Therapia Lane.

The southern part of the site is occupied by an industrial unit comprising a ground floor vehicle maintenance workshop and two floors of office accommodation. The building is clad in profiled metal panels to the walls and roof and is currently unoccupied.

The hardstanding 'tarmacked area' in front of the existing building and to the northern part of the site is used for commercial vehicle parking.

Refurbishment of Council Depot and Coomber Way Access

Community Drop-in Session

Design Approach for the Warehouse Building



V1: View from the east (Greenland Way)



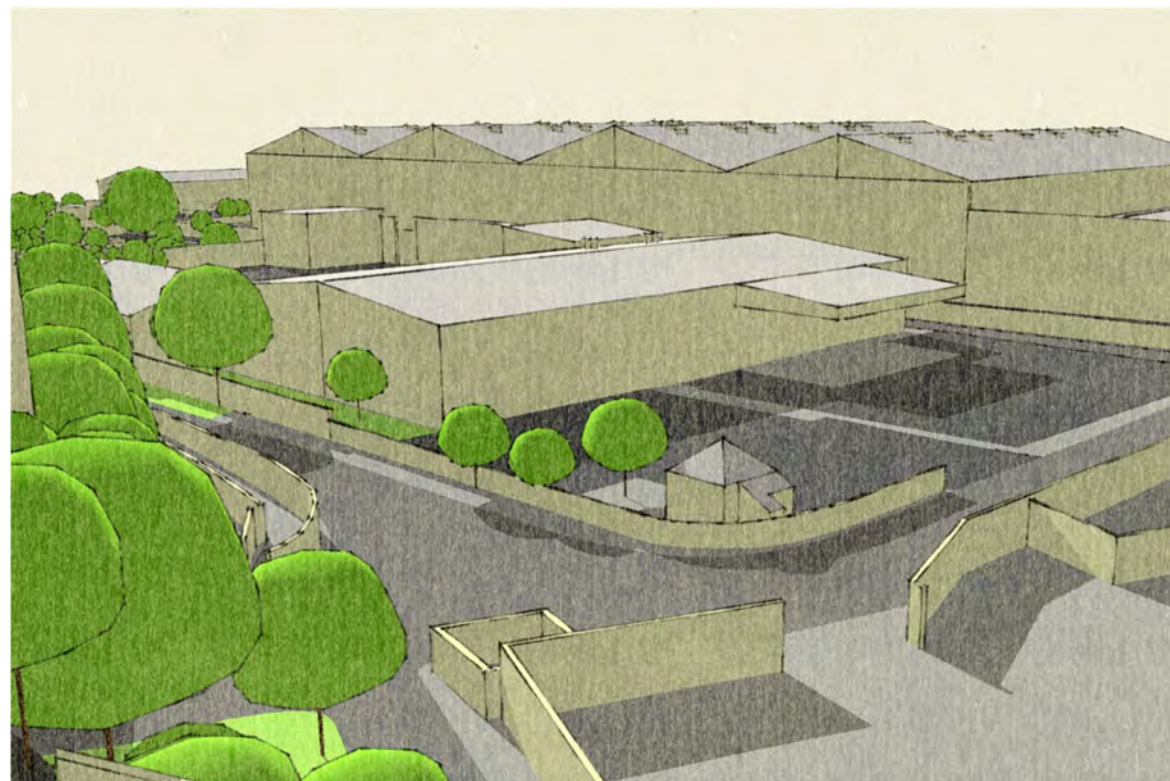
The existing building was originally developed as a MOT Testing Station and the existing profiled metal cladding is at the end of its functional life. The following changes to the exterior of the warehouse are proposed;

- Retain the existing steel frame and ground floor slab and replace the existing wall and roof cladding with new metal cladding
- Add a new roller shutter adjacent to the existing roller shutter to improve access to

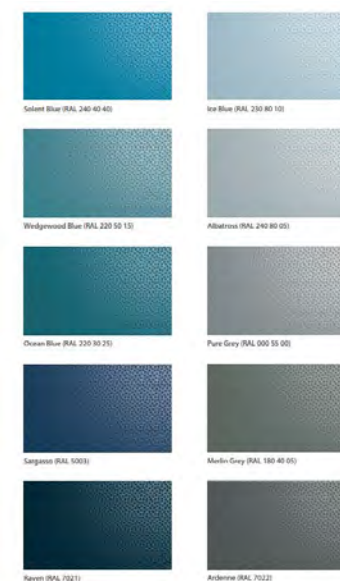
Proposed Cladding Materials

The replacement cladding system to the walls and roof will be a similar profiled metal cladding system with a vertical orientation to the walls. The proposed massing is to largely match the existing, there will be a projecting eaves detail incorporating a cantilevered box gutter at the wall and roof junction, (as shown in image below).

The cladding colours will be chosen from a range of blue, white or grey colours, blue to



V2: CGI view of the proposal showing no change to the footprint or massing of the existing building



Potential colours of cladding



Precedent image of a profiled metal cladding

Refurbishment of Council Depot and Coomber Way Access

November 2023

Community Drop-in Session

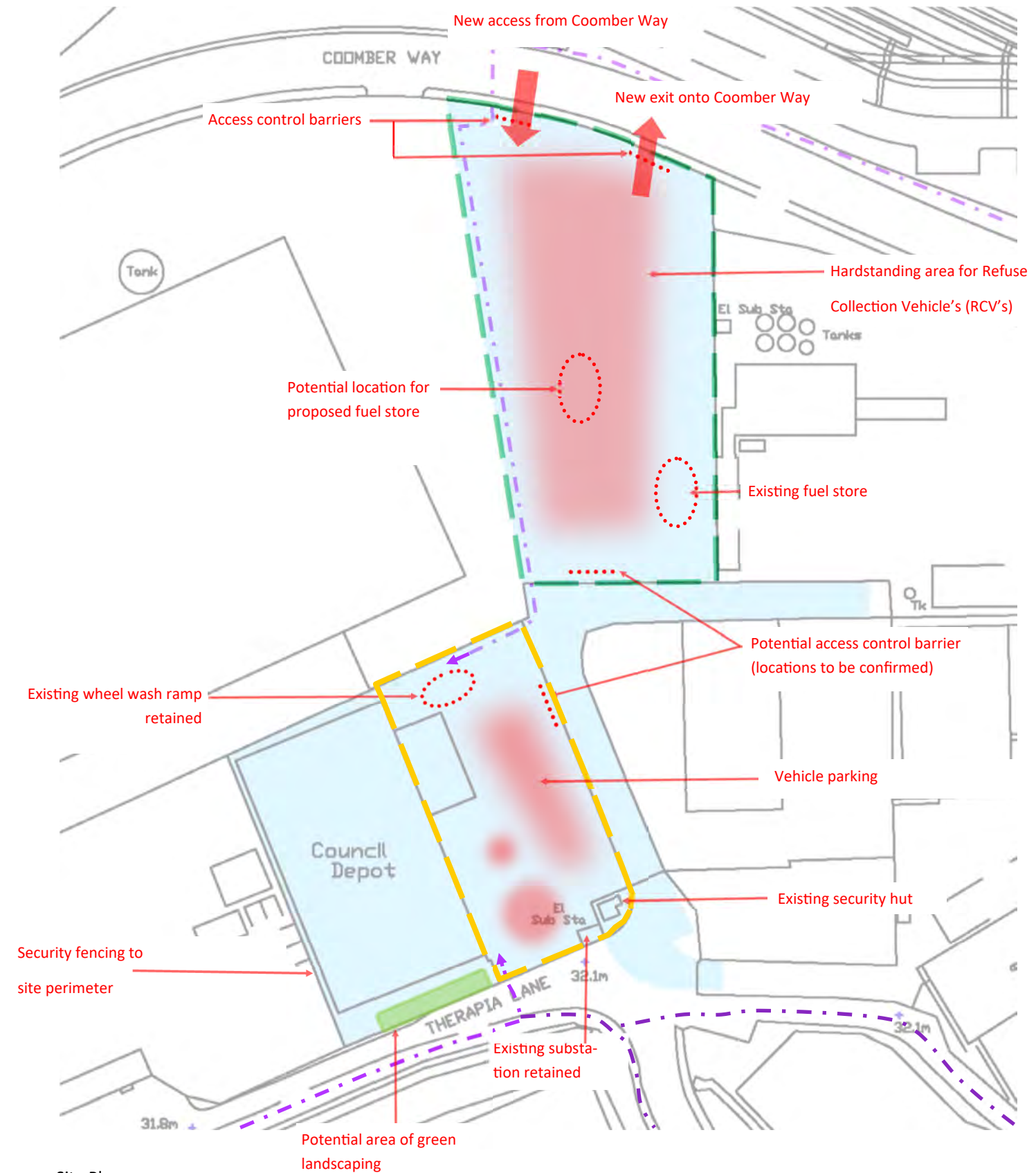
Design Approach for the External Areas

The changes to the external areas of the site can be summarised as follows;

- Clear and repair/re-surface the tarmacked areas and provide infrastructure for electric vehicle charging points.
- Reinststate and replace the existing fences where required. Fence heights will be increased where necessary to 2.4m high to make site secure.
- Create a new vehicle access off Coomber Way (to the north), to reduce vehicle movements to/from Greenland Way and Therapia Lane (to the south).
- Relocate the fuel tank and refuelling station to suit the new layout to the north site.
- Access control to be provided at each car park entrance including sliding gates to both north and south car parks with an additional raising arm barrier to the Coomber Way entrance.

KEY:

- — — — — Extent of North Site
- — — — — Extent of South Car Park
- - - - - Existing and Potential Pedestrian Access



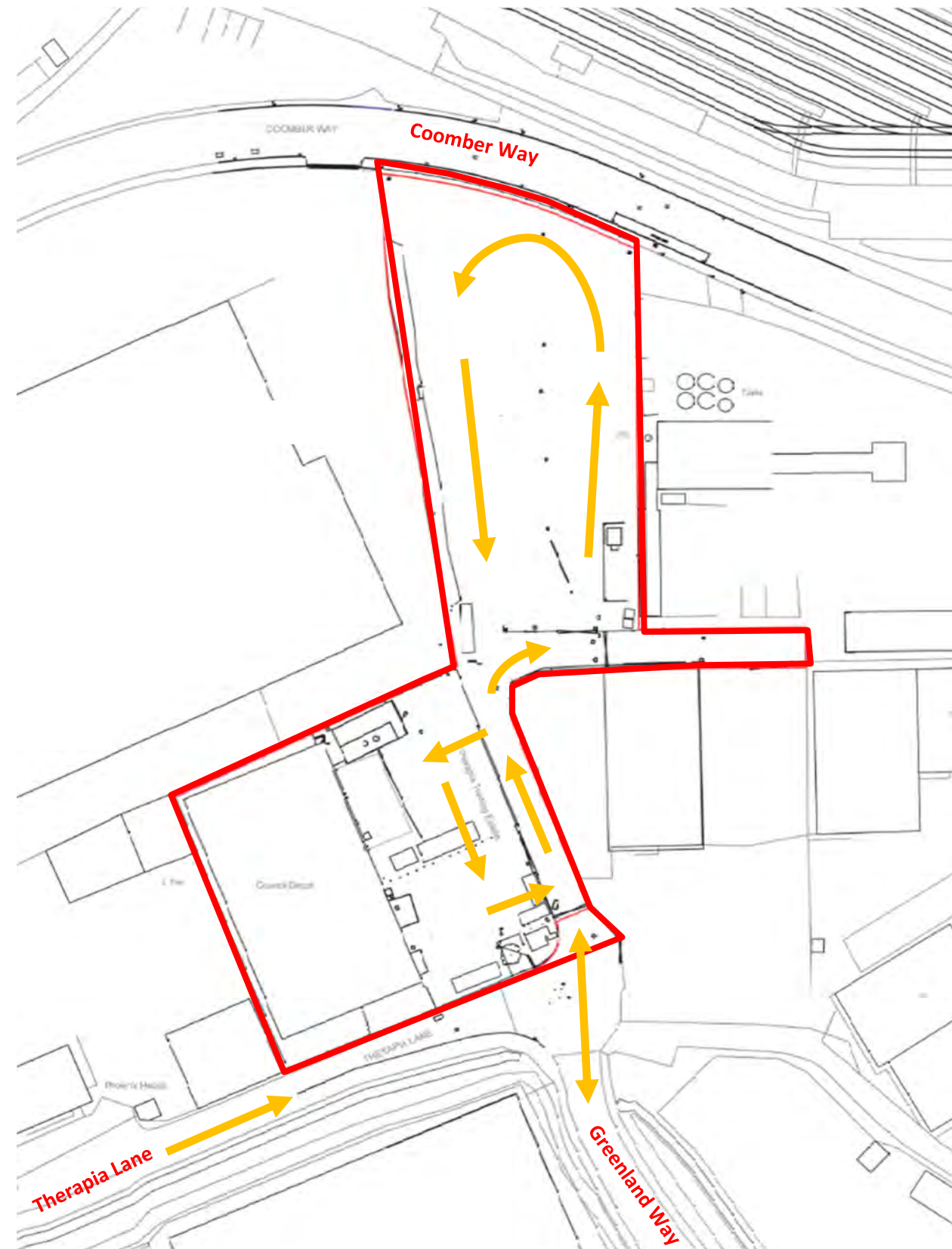
Site Plan

Refurbishment of Council Depot and Coomber Way Access

Community Drop-in Session

Transport and Parking (Existing)

- London Hire have been using the depot and external hardstanding areas for vehicle storage.
- Current access to the depot is from Therapia Lane (which also provides access to residential properties and commercial premises) and Greenland Way (where on-street parking reduces space on the road).
- Currently no vehicle access to the site from Coomber Way. All vehicles access the site from the south via Greenland Way and Therapia Lane.
- No clarity on where vehicles should turn around within the site.



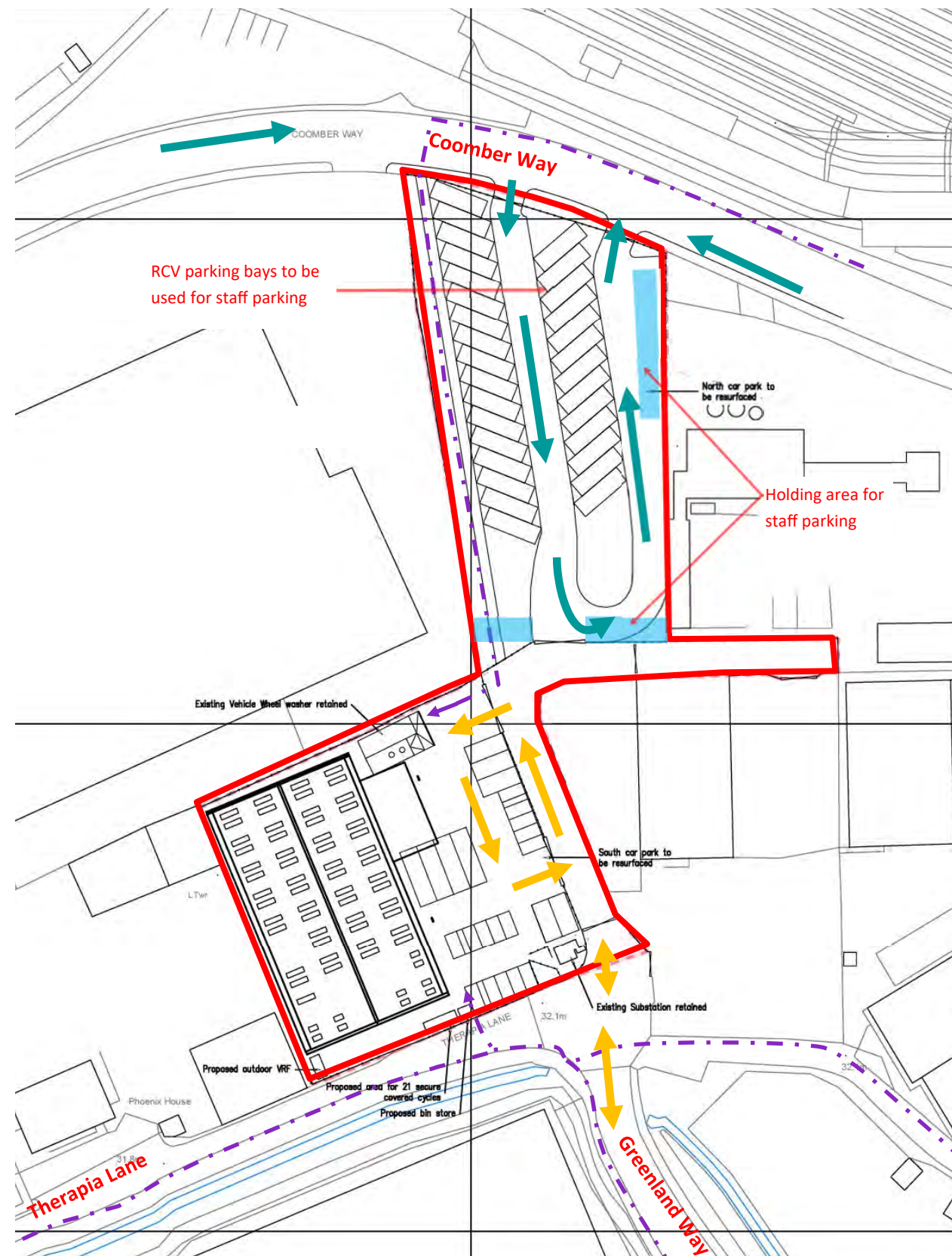
Existing site plan showing all vehicle access from Greenland Way and Therapia Lane

Refurbishment of Council Depot and Coomber Way Access

Community Drop-in Session

Transport and Parking (Proposed)

- London Hire would be relocating to alternate premises in early 2024. The Council's refuse collection vehicles (RCV's) and Street Cleansing vehicles would be located at the Therapia Lane site.
- The proposal seeks to improve the access arrangements of the depot. Traffic and parking surveys are being undertaken to inform the proposed parking provision. The overall number of vehicle movements would remain similar to the current situation.
- All refuse collection vehicles would access/exit the site via Coomber Way (to the north). This would reduce the amount of vehicle movements along Therapia Lane and Greenland Way.
- Street Cleansing Vehicles (smaller commercial vehicles) would use the Greenland Way access/egress.
- One-way system to be created in northern part of the site for waste collection vehicles to enter, park and exit the site.
- Employees would be encouraged to travel to the site via walking/cycling/public transport. Pedestrian routes within the site would be created to improve safety.
- Electric Vehicle charging points would be provided (the numbers of EV charging parking bays would be in accordance with planning policy requirements, subject to an assessment of the electrical load capacity of the existing on site substation).
- The staff parking proposals are based on a survey of staff car use by the current operator which found that 40% of staff travel to work by car. Staff cars would be parked within the site while the waste collection vehicles are being used, to reduce parking levels on nearby streets.



KEY:

- Site boundary
- One way system for vehicles entering and leaving via Greenland Way
- One way system for vehicles entering and leaving via Coomber Way
- - - Existing and potential pedestrian routes

Site plan showing new vehicle access to north site from Coomber Way and reduction in vehicle movements to and from south site

Proposed Site Plan

Refurbishment of Council Depot and Coomber Way Access

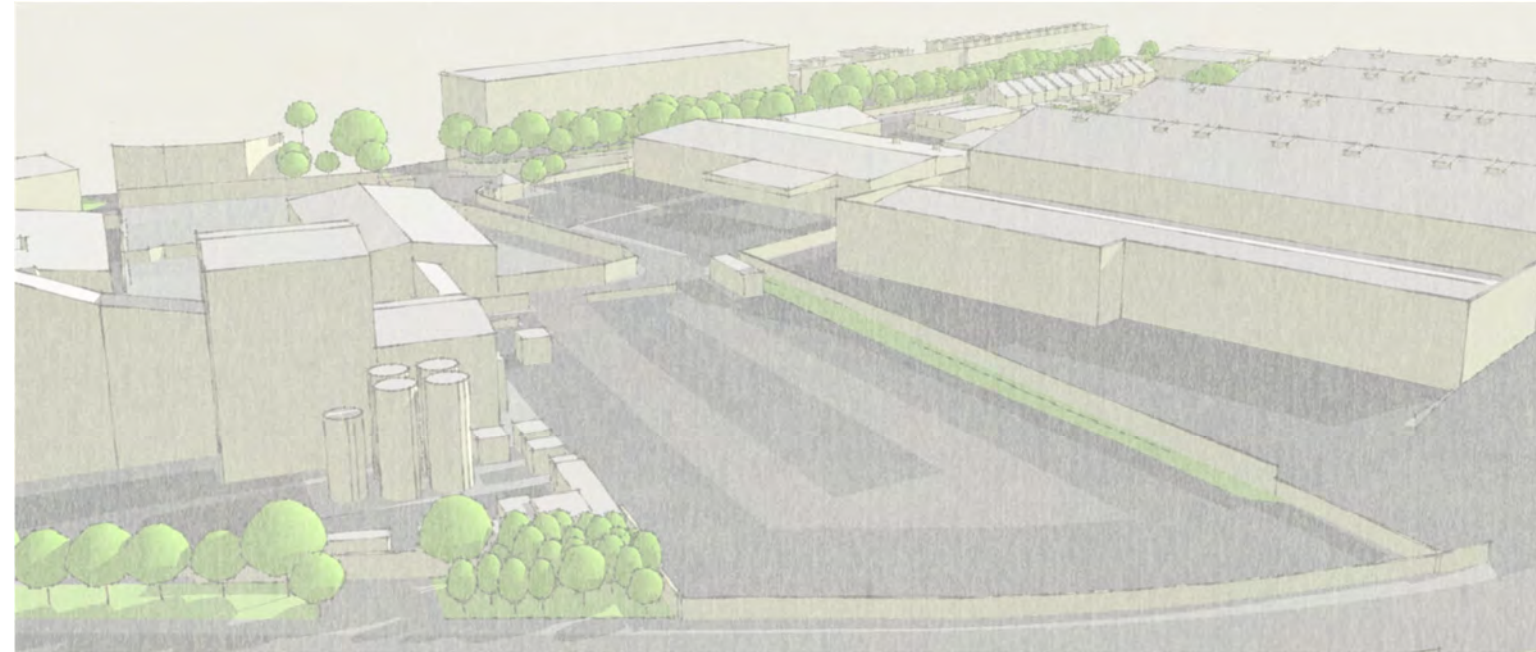
November 2023

Community Drop-in Session

Air Quality and Acoustics

Sustainability

- The proposal would look to achieve a high sustainability industry standard (BREEAM Very Good).
- Electric Vehicle (EV) charging provision would be delivered as part of the planning application scheme.
- Planting/landscaping improvements would be made, with a landscaping area proposed south of the warehouse next to Therapia Lane.



Precedent image of an electric vehicle charging point



Precedent image of roof mounted photovoltaic panels

Air Quality Assessment

An Air Quality Assessment has been carried out and will be prepared and submitted with the planning application.

It will consider the changes to traffic flows arising from the development, and the possible effects to local air quality.

Noise Survey

A noise survey has been carried out on the site to measure existing noise levels within the site and at the nearby houses along Therapia Lane.

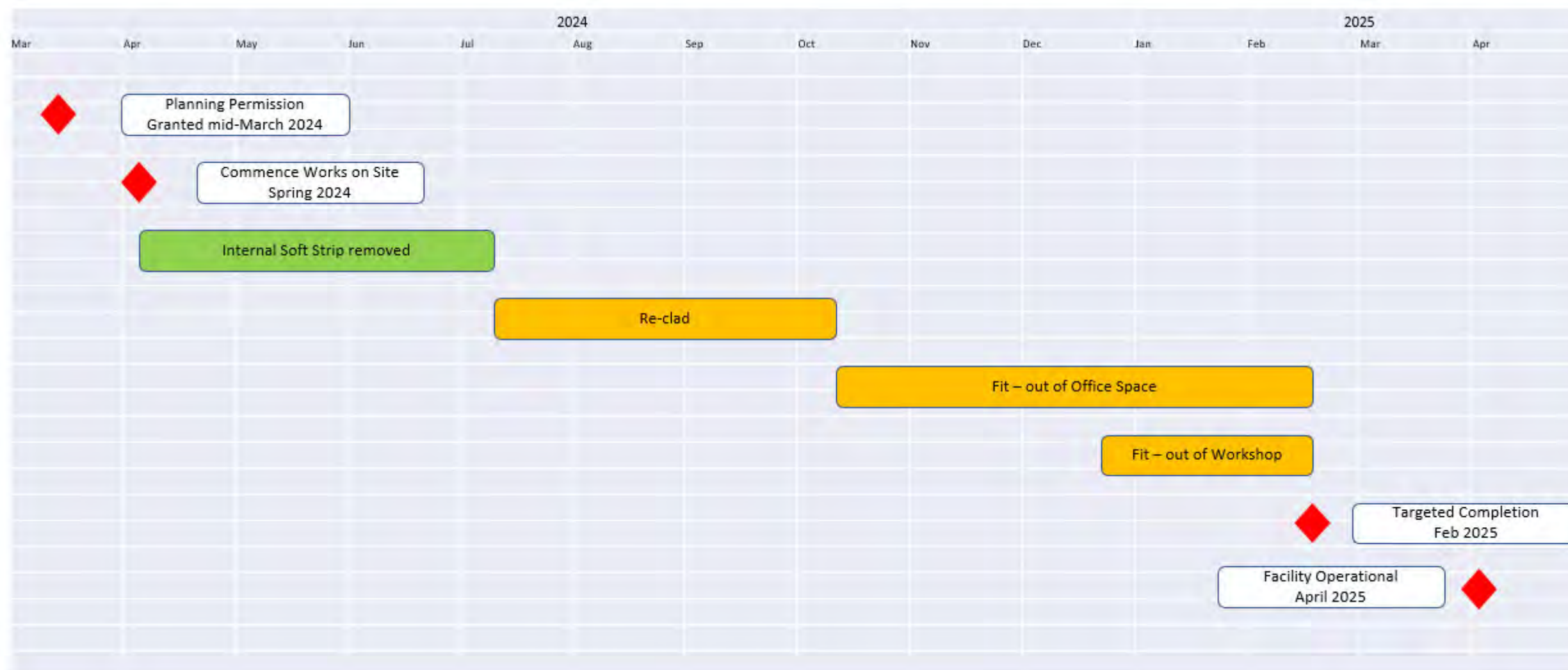
Once the proposed traffic movements have been calculated, an assessment will be carried out to determine whether there will be any change to the noise levels as a result of the development.

Refurbishment of Council Depot and Coomber Way Access

Community Drop-in Session

Construction Programme

- Construction activities are forecast to start in Spring 2024.
- Construction work is expected to last 10 months with the facility becoming operational in April 2025.



Refurbishment of Council Depot and Coomber Way Access

Community Drop-in Session




Construction Phase—Vehicle Access Routes



- Vehicles to access site entrances via Greenland Way.
- Plans are being developed to ensure the opening of the proposed Coomber Way entrance and exit would be started as soon as possible. This would allow the construction vehicles to use the new entrance and divert vehicles away from the Greenland Way as early as possible.
- Construction vehicle routes via A232 to access B272 then onto Greenland way

Towards A23

KEY:

-  Two way roads used to access site during construction
-  Roads **not** used to access site during construction
-  Site boundary

Towards A232

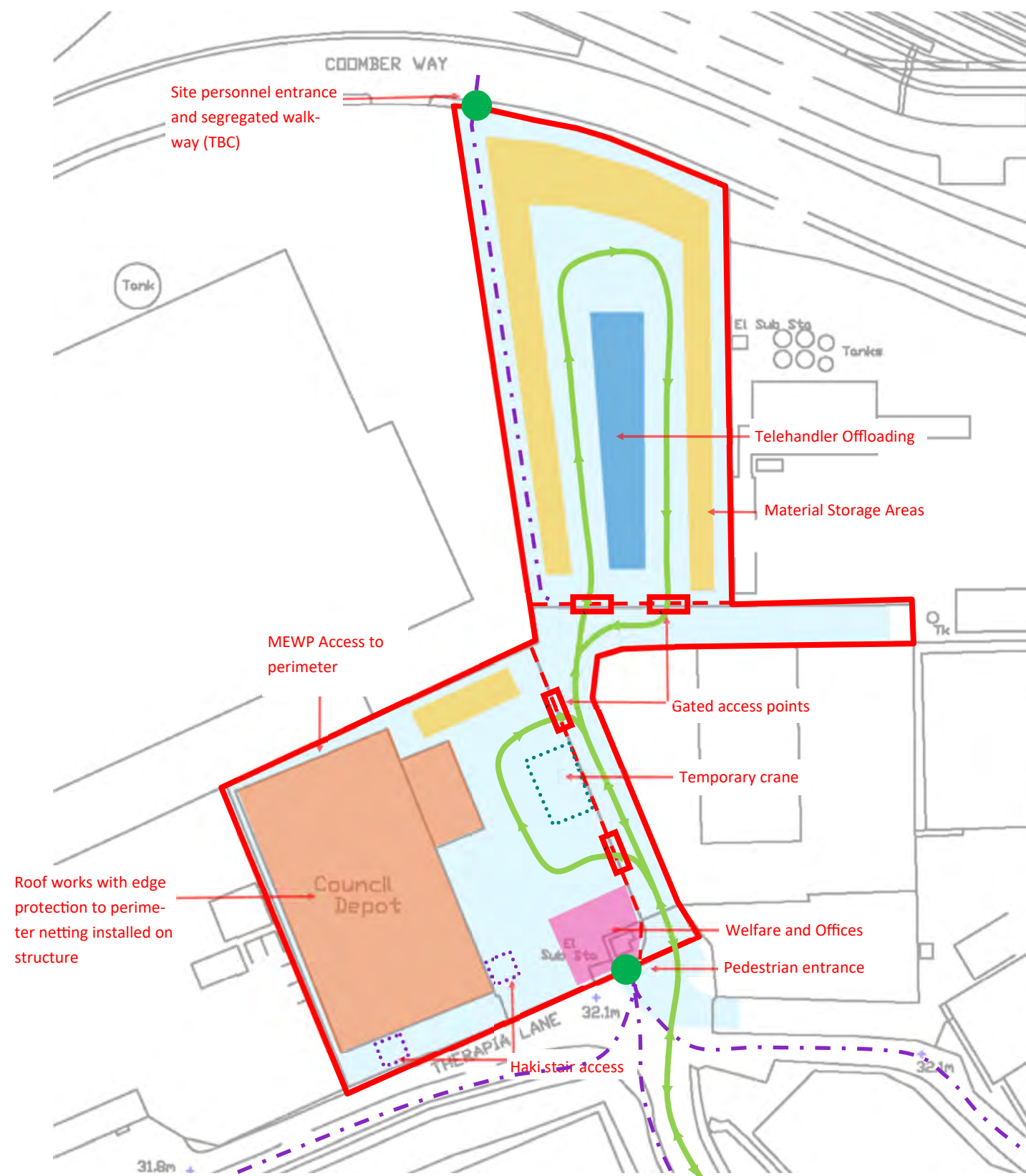
Refurbishment of Council Depot and Coomber Way Access

November 2023

Community Drop-in Session

Site Logistics During Construction

- Access to the external façade and roof via cherry picker/ MEWP's/ scaffold and staircases
- During roof installation nets will be installed to the underside of the roof and edge protection at the perimeter. Access would be via two separate staircases. A mobile crane will be used to aid the installation
- Welfare and office space would be located at the main building site
- All work would be carried out in accordance with the Control of Noise at Work Regulations 2005 and only between the working hours of 08:00—18:00 Monday to Friday and 08:00—13:00 Saturdays
- Construction noise would be monitored and mitigation measures instated as required such as vehicles turned off whilst waiting or not in use, timber site hoarding, acoustic barriers/ screens and off site manufacture of materials where possible
- All activities that create dust would be strictly controlled via suitable extraction attached to tools to a sealed container, segregation of operations and restriction of access to the areas, dust suppression via water jetting and vehicle speed limits would be in place
- The Considerate Constructors Scheme would be adopted for this project. This scheme promotes high standards and accountability within the construction industry. It is a voluntary scheme, meaning that Scheme-registered contractors and organisations are actively trying to improve the way they work,



Site Logistics Plan

