

OFFICER REPORT FOR DECISION UNDER DELEGATED AUTHORITY

APPLICATION NO: P0610.24

WARD: Rainham & Wennington **Date Received:** 1st May 2024

ADDRESS: Land at Freightmaster, Coldharbour Lane
Rainham

PROPOSAL: Use of the land for concrete batching, offices, weighbridges, wheel wash, aggregate storage and parking, with boundary treatment.

DRAWING NO(S): RMS CHL LAND 01
RMS CHL EX 01
RMS CHL ELE 01
RMS CHL PRO 01
RMS CHL ELE 02 REV A

RECOMMENDATION: It is recommended that **planning permission be GRANTED** subject to the condition(s) given at the end of the report

SITE DESCRIPTION

The application site occupies approximately 0.7ha of land and currently forms part of the wider Rainham landfill complex, which extends to some 177ha. The 'complex' forms a rough triangular parcel of land, on the northern bank of the River Thames, and is the subject of a site specific allocation within the local plan (policy SSA17). This seeks to ensure that this area, in the future, becomes a riverside conservation park and a 'wildspace for a world city'.

With regard to this, the supporting text to the policy states that the conservation park includes the Inner Thames Marshes SSSI (Rainham, Wennington and Aveley Marshes) which is north of Coldharbour Lane with the waste and employment uses, including the landfill, to the south. It is stated that the Coldharbour Lane area was de-designed, having previously been designated as a commercial area, for this reason.

The specific application site forms part of the Freightmaster Estate which is located directed adjacent to the banks of the River Thames. The area to which this application relates is to the north of the Estate, to the west of the existing gas compound and the leachate plant. The main material recovery (and composting) facility is located to the south, on the opposite side of Coldharbour Lane.

The nearest residential property to the application site is on the opposite bank of the River Thames at Erith, approximately 1km from the site as the crow flies.

The site is currently used for operation of a plant for the processing of road sweepings and gully waste to recover material suitable for use in the restoration of Rainham landfill. The plant meant to

be operational until 2024, when the importation of waste is scheduled to cease at the adjacent landfill. In order to operate the facility, a concrete hardstanding has been formed, covering the entire surface of the site.

The current operation of the site is linked to the adjoining landfill site. The landfill site meant to be terminated in 2024, however, this is currently under review.

DESCRIPTION OF PROPOSAL

The proposal is to use the site for a concrete batching operation. This would include a small welfare office / accommodation, weighbridges, wheel wash, aggregate storage and parking, with boundary treatment.

The proposal will include Silos, a new building which will be 10m x 5m and 7m high. In addition, there will be a two-storey office accommodation with 36sqm footprint. This will comprise of two portable cabins.

The building will house the concrete batching unit which will be bespoke technology. There will be 4 aggregate hoppers. These will be computer controlled to release certain volumes into the mixer unit. From here they will be transferred by conveyor to an elevated position into order to load directly into the mixer lorry, with the cement. Water will be added at this stage and the mixing process continues in the truck. The release of cement into the process will also be controlled by computer.

The loading hoppers will be located outside with the conveyor rising inside the building. Vehicles will reverse into the building and will attach to the exit conveyor for loading.

The concrete batching plan will typically operate between the hours of 6am to 5pm Monday to Saturday; 6am - 1 pm on Saturday with no operations on Sunday or Public Holidays.

The revised scheme incorporate landscaping / trees to the north of the site.

It should be noted that the applicant currently owns and operate a batching plant to the north of the area - within the existing industrial part of the site, just south of the A13. And the proposal is in effect result in the relocation of the operation to the site.

RELEVANT HISTORY

The most relevant planning permission Ref; P0711.15, was granted for the "Construction and operation of a plant for processing of road sweepings and gully waste to recover material suitable for use in landfill restoration and associated development", on 18-12-15 subject to the following conditions;

1. 3 year time period to commence development
2. According to plan
3. Temporary period till 31st December 2024 or on cessation of importation of material to Rainham landfill, whichever is earlier. After this date the use shall be discontinued and the site reinstated to its former condition and use, to the satisfaction of the Local Planning Authority.

Reason:-

To enable the Local Planning Authority to retain control of the site use in context of policy SSA17 of the Site Specific Allocations Development Plan Document.

4. The throughput of materials imported to the site shall not exceed 50,000 tonnes per annum.
5. No materials shall be stockpiled or stored at a height greater than 4 metres when measured from adjacent ground level
6. No material imported, processed and suitable to be used within the restoration of Rainham landfill shall be exported from the site for any other reason, unless otherwise agreed in writing by the local planning authority.
7. Cycle parking

CONSULTATIONS/REPRESENTATIONS

12 properties were directly notified of this application. The application was also advertised in the local press and by site notice. The council has received an objection from London Riverside BID, concern with dust and associated activities from the proposed use. Also, seeking contribution for sweeping roads and any associated damage to the roadway.

Anglian Water - No comments received.

London Borough of Havering Environmental Health - No objection subject to the submission of a construction management plan; the submission of a full air quality impact assessment; noise impact assessment; and Phase I (desktop study) report, prior to any development occurring, documenting the history of the site, the surrounding area and the likelihood of contamination. Subject to the conclusions of the Phase I, a Phase II (site investigation) and Phase III (remediation strategy) may also be required.

RSPB - No objection.

Transport for London - No objection although it is recommended that provision should be made for on-site cycle parking facilities. Furthermore it is recommended that a delivery and servicing plan should be secured by condition and this should seek to ensure, where possible, that vehicle trips are made outside peak hours and provides the opportunity to ensure vehicles accessing the site are registered with a best practice scheme such as the Freight Operator Recognition Scheme.

RELEVANT POLICIES

Local Plan 2021

Policy 12 Healthy communities
Policy 16 Social infrastructure

Policy 23 Transport connections
Policy 26 Urban design
Policy 27 Landscaping
Policy 29 Green infrastructure
Policy 30 Biodiversity and geodiversity
Policy 31 'Rivers and river corridors'
Policy 32 Flood management
Policy 33 Air quality
Policy 34 Managing pollution
Policy 36 Low carbon design and renewable energy

Site Specific Allocations Development Plan Document 2008. Of relevance is Policy SSA17 'London Riverside Conservation Area'. This shows the allocation of the London Riverside Conservation Area covering the entire landfill site,

London Plan 2021
GG5 (Growing a Good Economy)
G6 (Increasing Efficiency and Resilience)
S12 (minimising Greenhouse Gas Emissions)
S13 (Energy Infrastructure)
Policies S17, S18 and S19 of the London Plan which relate to landfill proposals are comprehensively addressed in the separate Landfill and Circular Economy Statement,

NPPF - National Planning Policy Framework 2024

MAYORAL CIL IMPLICATIONS

Minor development, with a gross internal area of less than 100m², is generally exempt from CIL. The only internal floorspace which would be created by this development would be that of the office welfare building. This is smaller than 80m² and it is therefore considered that the proposal, overall, is exempt from CIL contribution. Associated internal floorspace in the form of other structures would not be buildings or areas which people would normally go and would only go to perform maintenance or inspection.

STAFF COMMENTS

It is considered that the key issues for consideration in the determination of this application are the suitability of the site for the proposed use and any potential implications for the long term aspirations for the area; the potential impacts on amenity; and any potential implication to the highway network.

PRINCIPLE OF DEVELOPMENT

The proposal would replace an industrial type operation with another type, hence in terms of employment policies, the proposal would not have a significant impact in terms of the adopted policies. The proposed use of the site is for a ready mix concrete facility, would be considered as industrial which would comply with policies seeking promotion of industrial uses in this designated industrial site.

The proposal Ready Mix Specialist Limited would meet the demand for concrete to support the regeneration projects taking place in London.

The current planning permission was granted for a temporary period. The temporary consent for the road sweepings was provided as the use was related to the restoration of the landfill. It is noted from the decision notice that the reason provided was to allow Havering to retain control of the use in context of policy SSA17 of the Site Specific Allocations Development Plan Document.

The Site Specific Allocation Document was adopted in 2008. Since that time, the Havering Employment Land Review carried out in 2015 recommended the designation of the Freightmaster Estate as a Strategic Industrial Location. This has been adopted in the 2021 Local Plan and therefore, in the officer's opinion, this has greater planning weight. As the application site is within the Freightmaster Strategic Industrial Location, it is considered a suitable use for that location and therefore, there would be no further requirement for a permission on a temporary base. It is understood (the applicant's advice) that the road sweeping operation currently undertaken by Veolia are seeking to relocate from the site.

Sustainable development

Environmental

The current site is already covered in hard surface with little landscaping, and low ecological value. The proposed use would be using as much of the current infrastructure as possible. This is a sustainable use of materials and minimises the requirement to use primary materials for new construction.

Air Quality

The entire borough was designated an Air Quality Management Area in 2006 due to levels of nitrogen dioxide and particulate matter. Policy 33 and 34 of the Havering Local Plan refer to Air Quality and Managing Pollution respectively. Policy 33 requires development to be:

- At least air quality neutral.

- Optimises the use of green infrastructure to reduce pollution concentrations and exposure.

- Meets targets for carbon reduction.

- Minimise emissions from construction.

And Policy 34 requires proposals to:

- Not unduly impact upon amenity, human health and safety and the natural environment by noise, dust, odour and light pollution, vibration and land contamination.

- Not pose an unacceptable risk to the quality of the water catchment, groundwater or surface water.

- Optimise the design, layout and orientation of buildings and the use of green infrastructure to minimise exposure of pollutants.

The existing operation would appear has resulted in a degree of discomfort, in particular with respect to dust particles. Unlike the existing operation, the with respect to dust is not expected to be a major issue. In any event dust would be controlled separately through Environmental legislation

and therefore no need for conditions in this case.

The Environmental Health protection team has recommended conditions to ensure the proposal in terms of air quality and contamination would be mitigated.

There is no sensitive noise uses within the vicinity of the site. However, the proposed use would not generate any excessive noise in comparison with the existing use.

Hence, in terms of environmental impact the proposal subject to conditions is considered to have an acceptable impact upon the nature conservation, the amenity and ecology of the site and the surroundings.

DESIGN/IMPACT ON STREET/GARDEN SCENE

The proposed operation / and structures would have a industrial appearance, which within the existing context, in terms of visual amenity is considered acceptable. The main building for the concrete batching plant will be clad and Grey in colour. The silos and offices will also be grey in colour.

The area immediately to the north of the site, will eventually be used as a public park, once the landfill operation terminates and land restored. Therefore, the revised proposed landscaping would incorporate landscaping including trees to somewhat conceal the structures from the public vantage views points in the future.

IMPACT ON AMENITY

Given the distance to the residential dwellings the proposal would not impact upon amenities of any residential occupiers. The site located within industrial uses with the degree of background noise. The proposal would not be generating any degree of significant noise over and above the existing our other industrial uses nearby.

There is a concern that the proposed use would increase in the traffic. In particular that the materials would be deposited on the road. It has been requested that a condition to be imposed with respect to contribution to road cleaning by the future occupiers. However, given the small size of the site and the proposal, it is considered that the risk of significant mud or other depositing on the road is limited. However, appropriate conditions (wheel washing facilities) are recommended to ensure vehicle leaving the site would not carry any debris from the site.

HIGHWAY/PARKING

Policy 23 relates to Transport for London note that the site/area has a PTAL of 0. It should be noted that the proposal would replace an existing operation (Salamon's Way) within the area. The TFL has explained that given that the proposal is for a replacement facility, the proposal would not have any significant impact upon A13 and hence would have no objection. The only difference will be the distance vehicles travel to and from the A 13, when compared to Salamon's Way.

The application site has an existing use which involves the delivery of street sweepings and road

gully waste and transfer off site for separated materials. The proposed operation seeks permission to relocate the concrete batching facility from Salamons Way.

The single access to the site would be retained. The site has been designed so that all mixer vehicles will remain within the northern part of the site. The eastern part of the site will be used for aggregate storage. This minimises the likelihood of vehicles tracking any debris from this part of the site.

The yard will have restricted pedestrian access as it contains vehicles, plant and machinery. Only trained staff, or escorted visitors will be allowed access to the site. However, any such access would enable disabled access.

Parking.

The London Plan provides standards for parking in respect of the amount of the built floor space. However, this is a bespoke use and the parking provision would be based on the number of staff using the site. The information provided suggests there will be six staff based at the site, and 10 drivers. The drivers will park and collect their vehicle from the same area. When the drivers return at the end of the day, they will park their vehicle and collect the car. The applicant will explore the opportunity of providing a minibuss service to transport drivers to and from the site. The applicant has as a site office in Ferry Lane South, which can be used for car parking. The staff can then transfer to the Freightmaster Site using a minibuss. This will be assessed during the first 12 months of operation. If there are delays on the local road network, the timings for each arriving vehicle will be sporadic.

17 car parking spaces including one disabled bay would be provided which would be sufficient for the proposed operation. There one disabled parking bay, and two electric points. A secure bike stand would also be provided with the capacity to accommodate six bikes.

Overall, there will be no additional HGV movements on the local road network.

OTHER ISSUES

Flood Risk

Policy 32 relates to flood management.

The site will utilise the existing infrastructure on site. There will be no new concrete surfaces. The existing sump on site will be used for water storage. The water is reused in the process and for dust suppression. A Flood Warning and Evacuation Plan is submitted.

This Flood Warning and Evacuation Plan will be kept in the Site Office and Mess Facilities.

The operator will register with the Environment Agency to receive flood warnings. Responsibility for implementing this plan lies with the Site Manager, or nominated person. All staff will be trained in this procedure. A record of the training will be maintained with the staff records (see Annex A).

In the event that a flood warning is received, the Site Manager will implement the following actions. The Site Manager will notify all site staff that a flood warning has been issued. A staff contact list will be maintained securely in the site office with contact names and telephone numbers.

A list of utility suppliers will be maintained and contacted to notify of the flood warning.

Arrangements will be made to switch off utility services (electricity and water), No further materials will be accepted at the site. No materials will be loaded from the site. If possible, the Site Manager will arrange for all machinery and plant to be removed from the site. If this is not possible, and time permits, any fuel will be removed from vehicles and from the site. The Site Manager will instruct plant operatives to undertake this procedure. If possible, the Office Manager will remove valuable office items, such as computers, important paper records and staff personnel files. The operator will assist the emergency services and the Environment Agency as directed. This may include helping in the distribution of sand bags or providing sand and use of machinery to create temporary bunds. It is the Site Manager's responsibility to ensure that all staff have left the site and a record of notification has been made to ensure that staff do not return to the site until instructed by the Site Manager. The site has two storey offices and in the event of an emergency, the second storey office can be used for emergency refuge purposes.

KEY ISSUES/CONCLUSIONS

Given its location the proposal is considered acceptable in terms of its use. Further, given its location away from the residential area the proposal would not be detrimental to the amenities of any residents. The general concern with respect to amenity and environment would be acceptable subject to imposition of relevant condition or general environmental regulations.

RECOMMENDATION:

It is recommended that **planning permission be GRANTED** subject to the following condition(s)

1 SC4 (Time limit) 3yrs

The development to which this permission relates must be commenced not later than three years from the date of this permission.

Reason:-

To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2 SC32 (Accordance with plans)

The development hereby permitted shall not be carried out otherwise than in complete accordance with the approved plans (as set out on page one of this decision notice).

Reason:-

The local planning authority consider it essential that the whole of the development is carried out and that no departure whatsoever is made from the details approved, since the development would not necessarily be acceptable if partly carried out or carried out differently in any degree from the details submitted.

3 SC26 (Storage height) ENTER DETAILS

No materials shall be stockpiled or stored at a height greater than 4 metres when measured from adjacent ground level.

Reason:-

In the interest of visual amenity.

4 Gas protection

Prior to the hereby permitted development commences, details shall be submitted to and agreed in writing by the Local Planning Authority setting out suitable gas protection measures to be employed on the site. This could include, but not necessarily limited to, the installation of a suitable gas resistant membrane, in compliance with BS 8485:2015+A1:2019, alternative gas protection measures, or suitable monitoring agreed in writing with the local planning authority, to demonstrate that the risk from landfill gas is adequately controlled. Any gas protection measures shall be carried out in strict accordance with the agreed details.

Upon completion of installation of any gas protection measures, a 'Verification Report' must be submitted demonstrating that the works have been carried out.

Reason: Insufficient information has been supplied with the application to judge the risk arising from landfill gases (methane, VOCs and carbon dioxide). Submission of an assessment prior to commencement will protect people on or close to the site from the risks associated with migrating landfill gas, and will ensure that the development accords with the Havering Local Plan.

5 Contamination

1) Prior to the commencement of any works pursuant to this permission the developer shall submit for the written approval of the Local Planning Authority;

a) A Phase I (Desktop Study) Report documenting the history of the site, its surrounding area and the likelihood of contaminant/s, their type and extent incorporating a Site Conceptual Model.

b) A Phase II (Site Investigation) Report if the Phase I Report confirms the possibility of a significant risk to any sensitive receptors. This is an intrusive site investigation including factors such as chemical testing, quantitative risk assessment and a description of the sites ground conditions. An updated Site Conceptual Model should be included showing all the potential pollutant linkages and an assessment of risk to identified receptors.

c) A Phase III (Remediation Strategy) Report if the Phase II Report confirms the presence of a significant pollutant linkage requiring remediation. A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to all receptors must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works, site management procedures and procedure for dealing with previously unidentified any contamination. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

d) Following completion of measures identified in the approved remediation scheme mentioned in 1(c) above, a "Verification Report" that demonstrates the effectiveness of the remediation carried out, any requirement for longer-term monitoring of contaminant linkages, maintenance and arrangements for contingency action, must be produced, and is subject to the approval in writing of the Local Planning Authority.

Reason: To protect those engaged in construction and occupation of the development from potential contamination

6 contamination 2

a) If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until a remediation strategy detailing how this unsuspected contamination shall be dealt with has been submitted to and approved in writing by the local planning authority. The remediation strategy shall be implemented as approved.

b) Following completion of the remediation works as mentioned in (a) above, a 'Verification Report' must be submitted demonstrating that the works have been carried out satisfactorily and remediation targets have been achieved.

Reason: To ensure that any previously unidentified contamination found at the site is investigated and satisfactorily addressed in order to protect those engaged in construction and occupation of the development from potential contamination

7 SC59 (Cycle Storage)

No beneficial occupation of the development hereby permitted shall take place until cycle parking provision hereby approved is provided and the cycle storage shall thereafter be retained and maintained for the duration of the development hereby permitted.

Reason:-

In the interest of sustainable mode of transport.

8 service / delivery plan

No beneficial occupation of the development hereby permitted shall take place until a Delivery and Servicing Plan detailing the proposed hours of deliveries to the site, together with the suggested routing of vehicles and procedures to ensure vehicles accessing the site are registered with a best practice scheme such as the Freight Operator Recognition Scheme has been submitted to and approved in writing by the local planning authority. The plan shall furthermore identify the arrangements for:

- a) monitoring of the approved arrangements;
- b) ensuring that all drivers of vehicles under the control of the applicant are made aware of the approved arrangements, and;
- c) the disciplinary steps that will be exercised in the event of default.

The approved plan shall be implemented for the duration of the development hereby permitted.

Reason:-

In the interest of highways safety.

9 SC11 (Landscaping) (Pre Commencement Condition)

The landscaping scheme hereby approved shall be implemented within the following planting season following completion of the development and shall be maintained as such thereafter. And any trees or plants which within a period of 5 years from completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless otherwise agreed in writing by the local Planning Authority.

Reason:-

To ensure that the development achieves a satisfactory level of landscape quality.

10 SC57 Wheel washing (Pre Commencement)

Before the development hereby permitted is first commenced, vehicle cleansing facilities to prevent mud being deposited onto the public highway during and post construction works shall be provided on site in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be retained thereafter and used at relevant entrances to the site throughout the duration and post construction works. If mud or other debris originating from the site is deposited in the public highway, all on-site operations shall cease until it has been removed.

The submission will provide;

- a) A plan showing where vehicles will be parked within the site to be inspected for mud and debris and cleaned if required. The plan should show where construction traffic will access and exit the site from the public highway.
- b) A description of how the parking area will be surfaced, drained and cleaned to prevent mud, debris and muddy water being tracked onto the public highway;
- c) A description of how vehicles will be checked before leaving the site - this applies to the vehicle wheels, the underside of vehicles, mud flaps and wheel arches.
- d) A description of how vehicles will be cleaned.
- e) A description of how dirty/ muddy water be dealt with after being washing off the vehicles.
- f) A description of any contingency plan to be used in the event of a break-down of the wheel washing arrangements.

Reason:-

Insufficient information has been supplied with the application in relation to wheel washing facilities. Submission of details prior to commencement will ensure that the facilities provided prevent materials from the site being deposited on the adjoining public highway, in the interests

of highway safety and the amenity of the surrounding area.

11 Air quality

1) Prior to the commencement of the development hereby approved, an Air Quality Neutral Assessment shall be submitted to and agreed by the Local Planning Authority. The assessment shall detail;

- Calculations of the predicted building emissions and comparison against the Building Emission Benchmarks;

- Calculations of the predicted transport emissions and comparison against the Transport Emission Benchmarks;

- Mitigation (if required) or contribution to off-setting the development's emissions, taking into account the most up to date Defra's damage costs and relevant guidance on offsetting payments.

2) The use hereby permitted shall not commence until all measures identified in the Air Quality Neutral Assessment have been shown to be implemented to the satisfaction of the Local Planning Authority in writing.

Reason: To ensure that the development will not lead to further deterioration of existing poor air quality within the designated Air Quality Management Area and to comply with Policy SI 1 of the London Plan and relevant guidance, as subsequently amended

12 Non standard condition 90

Prior to the occupation of the development hereby permitted, a Travel Plan which reflects the coming and going of the employees shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include measures to reduce vehicular trips and proposals for monitoring and reporting progress to the Local Planning Authority and include a timetable for its implementation and review. The approved Travel Plan shall remain in force permanently and implemented in accordance with the agreed details.

Reason: To improve the sustainable mode of transport.

INFORMATIVES

1 Approval following revision ENTER DETAILS

Statement Required by Article 35 (2) of the Town and Country Planning (Development Management Procedure) (England) Order 2015: In accordance with paragraph 38 of the National Planning Policy Framework, improvements required to make the proposal acceptable were negotiated with the applicant's agent. The revision included the improvement to landscaping to protect views from public vantage points.

2 Flood Resilience INFORMATIVE

For any development where a flood risk is identified, the Council as the Lead Local Flood Authority want to see developers consider and implement flood resilience/resistance measures into the buildings themselves. This is not to stop development but to ensure the protection for

future residents is maintained and enhanced.

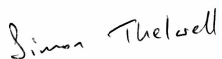
The following measures are strongly recommended, although this list is not exhaustive:-

- Raising the level of the building by at least 300mm above local levels;
- Waterproof membrane in the ground floor;
- Waterproof plaster and waterproofing to ground floor;
- Electrics from the upstairs down and sockets high up off the ground floor;
- Non return valves on the sewerage pipes;
- Emergency escape plan for each individual property;
- Air brick covers; and
- Movable flood barriers for entrances

3 Electric Cables

Please note there are HV underground cables on the site running within close proximity to the proposed development. Prior to commencement of work accurate records should be obtained from our Plan Provision Department at UK Power Networks, Fore Hamlet, Ipswich, IP3 8AA. All works should be undertaken with due regard to Health & Safety Guidance notes HS(G)47 (Avoiding Danger from Underground services). This document is available from local HSE office. Should any diversion works be necessary as a result of the development then enquiries should be made to our Customer Connections department. The address is UK Power Networks, Metropolitan house, Darkes Lane, Potters Bar, Herts, EN6 1AG. You can also find support and application forms on our website [Moving electricity supplies or equipment | UK Power Networks](#)

Authorising Officer:



Simon Thelwell

10th January 2025