

OFFICER REPORT FOR DECISION UNDER DELEGATED AUTHORITY

APPLICATION NO: P0951.24

WARD: Rainham & Wennington

Date Received: 5th July 2024

ADDRESS: Veolia ES (UK) Ltd, Coldharbour Lane Landfill Site
Rainham
London

PROPOSAL: Variation of conditions 2 (approved plans), 4 (stockpile height), 5 (operation hours), 7 (tonnage limit), 8 (Importation and Exportation of Materials) of planning permission ref: P0925.17 dated 22/09/2017 to allow for relocation and continuation of site works (Relocation of soil recovery centre)

DRAWING NO(S):

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

BACKGROUND

This Section 73 application, submitted by Veolia ES Cleanaway (UK) Ltd, seeks to vary planning conditions 2, 4, 5, 7, and 8 attached to existing planning permission P0925.17, granted on 22 September 2017 for the Soil Recovery Centre (SRC) located within the Rainham landfill site, Coldharbour Lane, Rainham.

The variation aims to allow for additional operational activities related to road sweepings treatment, currently conducted separately at the southern part of the Rainham facility under a separate permission (P0711.15), to occur within the SRC area. This involves changes to approved documentation, increased stockpile heights, operational hours, annual tonnage limits, and material exportation flexibility.

The road sweepings facility (RSF) processes materials collected from highway maintenance operations, including road grit, debris, leaves, and sediment from gully cleaning. Material delivered to the facility undergoes initial screening and mechanical separation processes, including washing, gravity separation, and filtration, to recover reusable aggregates and soils suitable for restoration. Process water generated by these operations is carefully managed within dedicated drainage infrastructure to ensure contaminants such as hydrocarbons and suspended solids are effectively removed prior to discharge into the site's existing drainage network.

The Soil Recovery Centre (SRC), into which the road sweeping operations are to be integrated, is designed specifically to treat contaminated and previously developed soils (brownfield site material), preparing them for safe reuse in landfill restoration. Processed soils from the SRC, alongside recovered aggregates and soils from road sweeping operations are used directly to cap and restore

sections of the adjacent landfill site. The applicant submits that the integration of both operations within a single site footprint would allow a more streamlined resource recovery and operational efficiencies.

SITE DESCRIPTION

The application site occupies an irregularly shaped parcel of land measuring approximately 300 metres by 300 metres, located in the north-western corner of the wider Veolia Rainham facility off Coldharbour Lane, Rainham. The site currently operates as the Soil Recovery Centre (SRC), dedicated to processing and recovering soils, predominantly from previously developed (brownfield) land within Greater London and the surrounding regions. The facility includes a purpose-built impermeable concrete slab extending approximately 16,000m² (1.6 hectares), featuring a 200mm upstand along its perimeter for surface water containment.

Adjacent to the site's northern and western boundaries are established industrial and commercial developments, including Easter Park and Beam Reach 8 Industrial Estate. To the immediate east runs Coldharbour Lane, beyond which lies the Rainham Silt Lagoons. The closest industrial neighbour is the Tilda Rice site, situated just to the north-east. The nearest residential receptors are located approximately 870 metres to the south-east in Erith, separated by the River Thames, limiting direct residential amenity impacts.

The wider Veolia facility encompasses extensive landfill operations, waste recycling facilities, and associated operational infrastructure. The area further to the north and west includes sensitive ecological receptors such as the Inner Thames Marshes Site of Special Scientific Interest (SSSI) and Rainham Marshes Local Nature Reserve, managed in part by the RSPB. The site's industrial character, combined with its effective physical and visual containment provided by existing boundary treatments and topography, ensures minimal visual prominence or adverse impacts on surrounding ecological and human receptors.

The site is not located within a Conservation Area, does not comprise nor fall within the setting of any listed buildings and falls within flood zone 2 - 3a.

DESCRIPTION OF PROPOSAL

This variation does not constitute the creation of a new waste management facility but rather integrates established road sweeping operations into the existing SRC, thereby consolidating and enhancing operational efficiencies.

The proposal comprises variations of the following conditions:

Condition 2: Amend approved drawings to reflect the proposed additional operations at the SRC.

Condition 4: Increase stockpile storage height limit from 3m to 4m.

Condition 5: Removal of restricted operating hours to allow operational flexibility consistent with the existing RS Facility permission.

Condition 7: Increase annual tonnage limit from 46,000 tonnes to 49,950 tonnes.

Condition 8: Allow exportation of materials unsuitable for landfill restoration.

RELEVANT HISTORY

P1633.24 - Extension to the operational life of the landfill and composting facilities until the 31st of December 2029 and restoration of the land by 31st December 2031 (Amended description) - PENDING (Committee resolution to grant on 10th June 2025)

P0718.23 - Retention and continued operation of the compound area consisting of existing gas engines, and leachate treatment plant beyond the end of 2024. The compound area serves to manage the gas and leachate from the adjacent landfill - PENDING (Committee resolution to grant on 10th June 2025)

P0925.17 - Creation of a soil recovery centre - Approved with conditions - 22/09/2017

P0711.15 - 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 - Approved with conditions - 18/12/2015

P1566.12 - Planning application for the continuation of waste inputs and operation of other waste management facilities (materials recycling facility, waste transfer station, open air composting site and associated soil plant, gas engines, leachate treatment plant, and incinerator bottom ash processing) until 2024 and re-profiling of final contours - APPROVED with conditions on the 22nd September 2016.

P1275.96 - Deposit of refuse materials through controlled landfill provision of material recovery facilities and creation of contoured landform and restoration scheme - Approved with conditions 14th February 1997.

CONSULTATIONS/REPRESENTATIONS

As part of the formal consultation process, 40 letters were sent including 17 internal and external consultees and 23 neighbouring residential and commercial properties the 8th July 2024.

No objections to the proposals have been received.

External / Internal consultee responses

Historic England (GLAAS) - No objection

LB Havering Env. Health - No objection

LB Havering Pollution - No objection subject to planning conditions

LB Havering Highways - No objection

LB Havering Waste & Recycling - No objection

Brentwood Council - No response

Thurrock Council - No response

Essex & Suffolk Water - No objection

Greater London Authority - No response

Ministry of Defence Safeguarding - No response

Natural England - No objection

Port of London Authority - No objection

RSPB - No response

Thames Water - No objection

Transport for London - No objection

Essex Wildlife - No objection

RELEVANT POLICIES

The following planning policies are material considerations for assessment of the application:

National Planning Policy Framework (2024)

The National Planning Policy Framework (NPPF) sets out Government planning policies for England and how these should be applied and places a presumption in favour of sustainable development.

Relevant themes:

- Achieving sustainable development:
- Plan-making
- Decision-making
- Building a strong, competitive economy
- Promoting healthy and safe communities
- Promoting sustainable transport
- Making effective use of land
- Achieving well-designed places
- Meeting the challenge of climate change, flooding, and coastal change
- Conserving and enhancing the natural environment

London Plan 2021

- GG2 Making the best use of land
- GG3 Creating a healthy city
- D4 Delivering good design
- D11 Safety, security and resilience to emergency
- D12 Fire safety
- SI5 Water infrastructure
- T5 Cycling
- T6 Car parking
- SI8 Waste Capacity and Net Waste Self-Sufficiency
- SI7 Reducing Waste and Supporting the Circular Economy

Local Plan (2021)

The following policies should inform design of the proposed development:

- 24 - Parking provision and design
- 26 - Urban design
- 27 - Landscaping
- 29 - Green infrastructure
- 30 - Biodiversity & Geodiversity
- 32 - Flood Management
- 35 - Waste management
- 36 - Low carbon design, decentralised energy and renewable energy

Havering Supplementary Planning Documents (SPDs)

Aspects of the following documents apply to the proposed development though need to be read in combination with newer mayoral guidance:

Joint Waste Development Plan 2012

MAYORAL CIL IMPLICATIONS

None

STAFF COMMENTS

MAIN CONSIDERATIONS

- 1)Principle of the Development
- 2)Detailed Design
- 3)Neighbouring Amenity
- 4)Traffic, Parking, Access, Servicing and Sustainable Transport
- 5)Environmental Issues (Noise and Air Quality)
- 6)Archaeology, Ecology and Biodiversity
- 7)Flood Risk, Drainage

PART 1: Variation of Condition 2 (Approved Plans)

PRINCIPLE OF THE DEVELOPMENT

The National Planning Policy Framework 2024 states that planning applications should be considered in the context of the presumption in favour of sustainable development.

The principle of soil and road sweeping treatment operations has already been established at the Rainham facility through existing permissions P0925.17 (SRC) and P0711.15 (RS facility). The proposal to include road sweeping treatment activities within the SRC aligns positively with the NPPF (2024) paragraphs 7-14 (sustainable development) and paragraphs 124-130 (effective land use), as well as London Plan Policies SI7, SI8, and SI9, and Havering Local Plan Policy 35, by enhancing operational efficiencies and resource recovery within established waste management facilities.

The proposal is therefore acceptable in principle, subject to consideration of detailed variations below.

The proposal is therefore acceptable in principle subject to satisfying other policies of the Havering development plan.

STANDARD OF DESIGN AND LAYOUT

Detailed Design

London Plan Policy D4 'Delivering good design' and policy 26 'Urban design' seek to deliver high quality design that contributes to the creation of successful places in Havering.

The proposals do not involve the construction of any large buildings and only some ancillary structures for storage and water treatment as well as associated plant would be installed. The relocated plant machinery height (~6m) is consistent with surrounding industrial operations and not visually intrusive. This aligns with Havering Local Plan Policy 27 (Landscaping), given negligible visual impact.

The proposal is considered to be acceptable in design terms.

NEIGHBOURING AMENITY

Amenities of Neighbouring Residential Properties

LB Havering policy 7 'Residential design and amenity' states that residential development should be of a high design quality that is inclusive and provides an attractive, safe and accessible living environment for new residents whilst ensuring that the amenity and quality of life of existing and future residents is not adversely impacted. To protect the amenity of existing and future residents the Council will support developments that do not result in: i. Unacceptable overlooking or loss of privacy or outlook; ii. Unacceptable loss of daylight and sunlight; and iii. Unacceptable levels of

noise, vibration and disturbance.

Due to the highly isolated location of the site, there are no nearby residential receptors which might be affected by the proposals. The Environmental Impacts are considered further below

The proposal is considered to be acceptable in terms of residential amenity.

TRAFFIC, PARKING, ACCESS, SERVICING AND SUSTAINABLE TRANSPORT

London Plan policy T4 states that 'when required in accordance with national or local guidance, transport assessments/statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed.

Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance'. Policies T2 and T5 relate to healthy streets, the provision of cycle and pedestrian friendly environments, whilst policy T6 relates to parking standards. London Plan policy T4 aims to contribute to modal shift through the application of parking standards and implementation of a Travel Plan. These aims are also reflected in Policies 23 and 24 of the adopted Havering Local Plan.

Vehicle movements associated with the RS operations (approximately 10 deliveries/day) remain unchanged, and therefore, no significant traffic impacts are anticipated. This complies with London Plan Policy T4 (Assessing and mitigating transport impacts). The proposal is considered acceptable in transport and highways terms.

ENVIRONMENTAL CONSIDERATIONS

Noise

Given the site's location in a predominantly industrial setting, and the greater separation from sensitive receptors compared to current RS operations, noise impacts are considered minimal. The proposal complies with London Plan Policy D14 (Noise).

Air Quality and Dust

Dust emissions will remain minimal due to the wet processing nature of road sweepings. This aligns with Havering Local Plan Policy 33 (Air Quality) ensuring adequate environmental protection.

The proposals are in compliance with the National Planning Policy for Waste (NPPW, 2014) in relation to noise, air quality and operational management.

ARCHAEOLOGY, ECOLOGY AND BIODIVERSITY

Policy 30 Biodiversity & Geodiversity of the Havering Local Plan seek to safeguard ecological interests and wherever possible, provide for their enhancement.

The scheme does not involve any additional floorspace, excavation or material change to the existing landscaping and as such no further ecology or archaeology information is required.

Given existing impermeable surfaces and industrial usage, no ecological impacts are anticipated, aligning with Havering Local Plan Policy 30 (Biodiversity and Geodiversity).

FLOOD RISK

No additional flood risk is anticipated due to continued operation on existing impermeable surfaces, supported by existing drainage arrangements. The site is located within flood zones 2 and 3a and the proposal aligns with London Plan Policy SI12 (Flood risk management) and Havering Local Plan Policy 32 (Flood Management).

PART 2: Variation of Conditions 4 (stockpile height), 5 (operation hours), 7 (tonnage limit), 8 (Importation and Exportation of Materials)

Condition 4 - Stockpile Height Storage Restriction

The current permitted storage height limit is 3m. This application proposes an increase to 4m, aligning with the existing permission for the RS facility (P0711.15). Given the site's industrial nature, the marginal increase of 1m would not significantly alter visual impact or operational intensity. It is acceptable under Havering Local Plan Policy 34 (Managing Pollution), as potential environmental impacts remain adequately controlled and negligible.

The variation to Condition 4 is acceptable.

Condition 5 - Operational Hours

The current restriction limits operations between 07:00-18:00 (Mon-Fri) and 07:00-13:00 (Sat). The applicant proposes removing this condition to match the unrestricted hours currently approved at the existing RS Facility. Given the site's isolated and industrial setting, removing restricted hours will not materially impact nearby receptors or increase environmental harm. The Council's Pollution Team requested a full noise assessment which was submitted by the applicant. The Pollution Team have concluded that the proposals would not cause undue impacts to neighbouring amenity and are acceptable.

This change is considered acceptable under Havering Local Plan Policy 34 (Managing Pollution), as no sensitive receptors are affected and existing pollution controls remain effective.

The removal of Condition 5 is acceptable.

Condition 7 - Tonnage Limit

The proposal seeks an increase from 46,000 to 49,950 tonnes per annum. This modest increase (+8.6%) reflects existing throughput permitted under RS Facility permission P0711.15. Given the site's strategic role in waste management, this slight increase will have negligible environmental or traffic impact and complies with London Plan Policy SI8, encouraging sufficient waste management capacity. The Council's Highways Team have raised no objection given there would be no material increase in additional vehicle movements.

The variation to Condition 7 is acceptable.

Condition 8 - Importation and Exportation of Materials

The current wording restricts exportation of treated materials from the SRC, limiting use exclusively for landfill restoration. The proposed amendment allows materials unsuitable for landfill restoration to be exported off-site for alternative management. This is consistent with existing permission P0711.15, which includes similar exportation allowances.

This amendment is supported by London Plan Policy SI7 (reducing waste and supporting the circular economy), enabling maximised resource recovery and flexibility in waste processing.

The variation to Condition 8 is acceptable.

SECTION 106

No section 106 or DoV required

KEY ISSUES/CONCLUSIONS

This Section 73 application seeks permission to vary conditions 2, 4, 5, 7, and 8 of planning permission P0925.17 (approved 22 September 2017), allowing road sweeping treatment operations to be accommodated within the existing Soil Recovery Centre (SRC) at Rainham landfill site. The proposal involves minor amendments to approved plans, increasing stockpile heights from 3m to 4m, removing restrictive operational hours, slightly increasing annual throughput tonnage from 46,000 to 49,950 tonnes, and allowing limited material exportation. Comprehensive assessments have confirmed negligible impacts concerning visual amenity, noise, air quality, flood risk, traffic, and ecological sensitivity.

The proposed variations remain consistent with the NPPF 2024, London Plan (2021), Havering Local Plan (2021), and the National Planning Policy for Waste (2014). No material adverse impacts have been identified, and consultation responses raise no objections. The variations are therefore considered acceptable, subject to recommended conditions, ensuring ongoing compliance with all relevant policies and environmental standards.

RECOMMENDATION:

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

1 Approved Plans

The development hereby permitted shall be carried out in complete accordance with the following approved drawings and documents:

- Context Plan - VES_TD_SOILREP_200_048 (Rev C)
- Elevations - VES_TD_SOILREP_300_012

- Proposed Drainage Layout - VES_TD_SOILREP_300_016 dated 2024
- Existing Drainage Layout - VES_TD_SOILREP_300_017
- Site Location Plan - VES_TD_SOILREP_100_045 (Rev D)
- Proposed Site Layout - VES_TD_SOILREP_300_011 dated 2024
- Process Flow Diagram (approved under permission P0711.15)
- Input Bay Sump Retaining Walls - 39897/015 (Rev A)

Reason:

To ensure development is undertaken in strict accordance with approved plans and documents, complying with Havering Local Plan Policies 27, 30, 32, 34, 35, and Joint Waste Plan Policies W1, W2, and W5.

2 Temporary Permission & Restoration

This permission shall expire on 31st December 2031. The use hereby permitted shall cease by this date. All development and plant shall be removed by 31st December 2032, and the site restored in accordance with the approved restoration plan (Condition 8).

Reason:

To ensure timely restoration of the site in line with Havering Local Plan Policies 27, 30, 35, Joint Waste Plan Policies W1, W4, and Site Allocation SSA17.

3 Stockpile Height

No materials shall be stored on the site above a height of 4 metres.

Reason:

In the interest of visual amenity and operational safety, complying with Havering Local Plan Policies 27, 34, and Joint Waste Plan Policy W5.

4 Tonnage Limit

No more than 49,950 tonnes of material shall be imported to the site per annum.

Reason:

To ensure environmental and operational impacts remain within assessed parameters, complying with Havering Local Plan Policies 33, 34, 35, and Joint Waste Plan Policies W1, W2, W4, and W5.

5 Importation & Exportation of Materials

No material imported, processed and suitable to be used within the restoration of the adjacent Rainham landfill shall be exported from the site for any other reason, unless agreed otherwise in writing by the local planning authority

Reason:

To ensure efficient resource use and support sustainable waste management, complying with London Plan Policy SI7 and Havering Local Plan Policy 35.

6 Drainage Lagoon

The drainage lagoon shall be retained and maintained in strict accordance with details approved by the Local Planning Authority under the previously submitted Flood Risk

Assessment (dated July 2017). Any future alterations must first be approved in writing by the Local Planning Authority.

Reason:

To ensure effective surface water management and reduce flooding risk, complying with Havering Local Plan Policies 32, 34, and Joint Waste Plan Policy W5.

7 Site Access

All road access to the site shall be exclusively via the existing site access from Coldharbour Lane, as shown on approved drawing 'Site Location Plan' VES_TD_SOILREP_100_045 (Rev D).

Reason:

To maintain highway safety and operational control, complying with Havering Local Plan Policies 23, 24, 35, and Joint Waste Plan Policy W5.

8 Restoration & Aftercare Scheme

The approved restoration and aftercare scheme submitted pursuant to this permission shall be implemented fully in accordance with details approved by the Local Planning Authority. Any proposed variation to the approved restoration and aftercare scheme must first be submitted and approved in writing by the Local Planning Authority.

Reason:

To ensure proper restoration and beneficial after-use of the site, complying with Havering Local Plan Policies 27, 29, 30, 35, Joint Waste Plan Policies W1, W4, W5, and site allocation SSA17.

9 NRMM

All non-road mobile machinery (NRMM) used on-site must comply with Stage IIIB of EU Directive 97/68/EC and be entered onto the NRMM register throughout the duration of the use hereby permitted.

Reason:

To minimise environmental impacts from construction machinery emissions, complying with London Plan Policy SI1 and Havering Local Plan Policy 33.

Authorising Officer:



Neil Goate

17th July 2025