



Havering
LONDON BOROUGH

**Strategic Planning
Committee
19 July 2018**

Pre-Application Reference: PE/01273/2017

Location: FREIGHTMASTER ESTATE,
COLDHARBOUR LANE, OFF FERRY
LANE, RAINHAM

Ward: RAINHAM AND WENNINGTON

Description: REDEVELOPMENT OF SITE TO
PROVIDE UP TO 11 LIGHT
INDUSTRIAL/INDUSTRIAL/STORAGE
UNITS

Case Officer: Jacob Lawrence

1 BACKGROUND

- 1.1 This proposed development is being presented to enable Members of the committee to view it before a planning application is submitted and to comment upon it. The development does not constitute an application for planning permission and any comments made upon it are provisional and subject to full consideration of any subsequent application and the comments received as a result of consultation, publicity and notification.
- 1.2 The proposed detailed planning application has been the subject of two pre-application meetings with Officers, on 1 February 2018, and 5 April 2018.
- 1.3 The scheme has continued to be developed following feedback from the pre-application meetings.

2 PROPOSAL AND LOCATION DETAILS

2.1 Proposal

- Redevelopment of site with demolition of all existing buildings and erection of up to 12 x new buildings, parking/loading areas and landscaping. The

buildings would be used for either light industrial (Class B1(c), industrial (Class B2) or storage and distribution (Class B8) use.

- The form of the proposed planning application has not been decided, although it is likely to be an outline application with all matters reserved except access.
- The total proposed floorspace would be up to 40,000 sq metres. Buildings would be of various sizes and heights, reflecting the intended industrial/storage uses proposed.
- Vehicle access would be from Coldharbour Lane and a further vehicle route to the current landfill jetty is indicated.
- Within the site would be mainly vehicle circulation space, parking and loading bays. To the edges of the site, particularly adjacent to the river, landscaped areas are proposed.

2.2 Site and Surroundings

- The site is located at the southernmost point of the Borough adjacent to Rainham Landfill and the River Thames. The site measures approximately 10.5 hectares in size.
- The site has poor access to public transport and other services, it is approximately 5 kilometres walk or cycle from Rainham railway station.
- Vehicular access is via Coldharbour Lane, a private road that runs along the edge of the landfill site and connects to Ferry Lane and the A13.
- Currently on the site are five large warehouse type buildings, providing around 28,000 sq metres of floor space, numerous smaller buildings and yard areas used for open storage. A fence separates the site from the riverside path.
- Further to the east and north of the site is the Inner Thames Marshes SSSI

Planning History

- 2.3 The site has been in longstanding industrial/storage use and there is no particular relevant planning history.

3 CONSULTATION

- 3.1 At this stage, it is intended that the following will be consulted regarding any subsequent planning application:

- Mayor of London
- London Fire Brigade
- Environment Agency
- Port of London Authority
- Natural England
- Historic England
- Thames Water
- Essex and Suffolk Water
- EDF Energy
- National Grid
- Transport for London

4 COMMUNITY ENGAGEMENT

- 4.1 In accordance with planning legislation, the developer will be engaging with key stakeholders, such as local Members and businesses, on these proposals as part of the pre-application process.

5 MATERIAL PLANNING CONSIDERATIONS

- 5.1 The main planning issues raised by the application that the committee must consider are:

- Principal of development
- Relationship with neighbouring landfill site/London Riverside Conservation Park
- Design quality, quantum and scale of development
- Traffic generation

5.2 Principal of Development

- Within the current policies in the Local Development Framework, the Freightmaster Estate site is included within a site specific policy (SSA17) covering the wider area including the Rainham Landfill site. Policy SSA17 seeks to incorporate the site into the London Riverside Conservation Park, once the landfill is complete and restored as public open space.
- The Council's submitted Local Plan is due to be examined in October with adoption in 2019. The Local Plan states as a key economic growth feature of the spatial strategy that the Freightmaster Estate would be protected as a Strategic Industrial Location for continued industrial use and Policy 19 of the Plan seeks such protection.

- There is therefore a conflict between existing and emerging policy as to the acceptable future land use of the site. However, taking account of the following factors, it may be possible to conclude that the proposed redevelopment for industrial/storage purposes would be acceptable in principle:
 - there are no in principle objections received in relation to the inclusion of Freightmaster Estate as a Strategic Industrial Location in the Local Plan (one objector considers the extent of the site should be widened)
 - the site is in current industrial/storage use and is privately owned. There is no current intervention planned in relation to this site or intention to incorporate the land into the future conservation park, so use for industrial/storage purposes would likely continue
 - a greater variety of jobs may be created than existing, particularly if the proposal were to include space suitable for high-tech industries and this may weigh in favour of the proposal when assessed against the existing policy position

5.3 Relationship with neighbouring landfill site/London Riverside Conservation Park

- The Rainham Landfill site is due to be completed by 2026 with the land being restored to public open space. The legal agreement in place in relation to the planning permission for the landfill obliges the landowners of the site to offer to the Council a pie crust lease of the site. In contrast to the current landfill operation with associated vehicle activity, stockpiling and earth moving, the area would be totally transformed and become a major recreational asset to the Borough and the wider area. It is therefore important that any redevelopment the Freightmaster site which sits between the southern part of the future conservation park and river takes account of this context, so that it complements the future open space.

5.4 Design quality, quantum and scale of development

- The proposal is for up to 40,000 square metres of floorspace, an increase of approximately 12,000 square metres compared to existing buildings on the site. The buildings currently on site are quite large and utilitarian in appearance as well as there being quite large areas of open storage. The redevelopment of the site provides an opportunity to improve its appearance and compliment both the river setting and future conservation park. A high quality design would be expected.

- The most important considerations for the development of this site, whatever the size of buildings proposed would be the quality of the design in terms of relationship to the river and the future conservation park. The design is evolving in this respect, but officers have expressed an expectation that the development should not be a standard industrial park development but needs to clearly demonstrate a higher quality reflecting its important location. The applicant has started to look at the relationship with the river, proposing a café and landscaping/recreation space and introducing glass to at least one building. The relationship with the future conservation park and wider nature conservation assets should also be considered.
- Given the isolated nature of the site in terms of surrounding occupiers, there may be scope to have reasonably large and tall buildings as part of any proposal, but it is important that any large buildings proposed have a greater quality of design and external finish so that they form important landmark buildings within the riverside setting.

5.5 Traffic generation

- Currently Coldharbour Lane has high levels of HGV traffic associated with the landfill site and to a lesser extent the existing Freightmaster Estate. Due to the increase in floorspace proposed, the proposal has potential to increase the amount of HGV traffic to the subject site, but post 2026 when the landfill is complete, the overall HGV levels on Coldharbour Lane should reduce.
- The proposal indicates a road link west of the site to the current jetty – such a link is encouraged and would allow transportation by river which has potential to reduce HGV traffic.
- Further information on traffic levels is required to assess whether there are any likely impacts on existing junctions. It would also be relevant to assess whether high HGV traffic levels would be detrimental to the character and functioning of the future recreational use of the conservation park and surrounding footpaths/cycleways.
- The proposal includes the provision of 502 parking spaces - it would be expected that this level of parking be justified together with suitable cycle parking and facilities for cyclists being provided.

5.6 Financial and Other Mitigation

- The proposal may attract the following section 106 contributions to mitigate the impact of the development:
 - Apprenticeship scheme for construction jobs
 - Job brokerage for new jobs created
 - Contributions to improved pedestrian/cycle access in vicinity of site
 - Any contributions requested by TfL

5.7 The proposal would attract the following Community Infrastructure Levy contributions to mitigate the impact of the development:

- £200,000 Mayoral CIL towards Crossrail, based on increase in floorspace

5.8 Other Planning Issues

- Archaeology
- Ecological Impact and Mitigation
- Sustainable design and construction measures
- Secured by Design

Conclusions

- 5.9** The proposed development has been considered at two pre-application meetings with officers, and the scheme has been developed as a result. There are some aspects that require further work as identified in this report and Members' guidance will be most helpful to incorporate as the various elements are brought together.