



Application Reference:	P0156.19
Location:	Veolia Rainham Landfill, Coldharbour Lane, Rainham
Ward:	Rainham & Wennington
Description:	Construction of new landfill site access; erection of weighbridges and weighbridge offices, wheel wash, storage containers, weighbridge car park; erection of additional landfill site offices and storage containers, and construction of new car park access.
Case Officer:	William Allwood
Reason for Report to Committee:	A Councillor call-in has been received which accords with the Committee Consideration Criteria.

1 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- 1.1 This proposal is brought before Members as it involves an application for Major development, where Officers are recommending approval. Further, the application is subject to a Ward Councillor call-in.
- 1.2 The main issues to be considered by Members in this case are the principle of development, visual impact, amenity, access considerations, and other considerations.

2 RECOMMENDATION

- 2.1 That the Assistant Director of Planning is to give delegated authority to **GRANT planning permission** and impose conditions and informatives to secure the following matters:

Conditions

- Time Limit for Implementation
- In accordance with the submitted plans
- Proposed structures/ buildings to be removed by end of December 2026
- Removal of existing infrastructure within 3 months of the completion of replacement scheme
- Prior to the commencement of works, Gas Protection Measures to be incorporated and Verification Report produced
- Prior to the commencement of works, Contamination Studies to be carried out and Verification Report produced

Informatives

- Essex and Suffolk Water comments regarding the location of private water supply
- Natural England Standing Advice concerning protected species and trees
- Environment Agency comments regarding the updated Environmental Permit

3 PROPOSAL AND LOCATION DETAILS

Proposal

- 3.1 The site is now moving into the final stages of landfilling and the area currently occupied by the existing weighbridge offices will need to be infilled with waste to bring it to final levels. To enable this, a new location for the weighbridge has been identified that has already been infilled to final levels. The proposed works subject to this planning application are therefore described thus:

- A new landfill site access from Coldharbour Lane
- Create an area for vehicle stacking to prevent vehicles queuing on Coldharbour Lane
- New weighbridges and 2no. weighbridge offices (each 10m x 3m)

- ISO type storage containers close to the new weighbridge (48 sq.m)
 - Replacement wheel wash facilities
 - Relocate 3no. of the existing landfill site offices (each 10m x 3m) and erect 3no. additional offices (each 10m x 3m)
 - New site entrance to the landfill office car park for car use only
- 3.2 The new buildings and infrastructure are located approximately 150m to the north of the existing, closer to Coldharbour Lane, and take up a similar area of land to the existing works.

Site and Surroundings

- 3.3 The application relates to a 177 hectare site located on the River Thames at the most south eastern part of the Borough. The site subject to this application is situated to the south west side of Coldharbour Lane Rainham and forms part of the wider Rainham Landfill and Recycling Centre; Coldharbour Lane is an un-adopted highway. The site is approximately 2 miles from the centre of Rainham, as the crow-flies. The Rainham Marshes RSPB Nature Reserve, which is designated as a *Site of Metropolitan Importance for Nature Conservation*, is situated to the north east of the application site.

Planning History

- 3.4 The site has a long planning history; the previous decisions of most relevance to this proposal concern the wider waste management facility:

The following key planning decisions are therefore relevant to the application:

- P1275.96 - Deposit of refuse materials through controlled landfill provision of material recovery facilities and creation of contoured landform and restoration scheme - Approved.
- 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 December 2024 and re-profiling of final contours, with restoration to be completed by December 2026 – Approved

4 CONSULTATION RESPONSE

4.1 The views of the Planning Service are expressed in the MATERIAL PLANNING CONSIDERATIONS section below.

4.2 The following were consulted regarding the application:

London Borough of Havering Principle Engineer Highways – No comment, as the site is a long way from the adopted highway network

London Borough of Havering Public Realm Project Officer – No comment

London Borough of Havering Public Protection Officer – No objections to the proposal from a noise perspective

Natural England – No comments, subject to the adherence of Standing Advice on protected species, and ancient and veteran trees

Essex and Suffolk Water – Advise that their records show that there is a private water supply located in the proposed development

Environment Agency – No objections, subject to advice relating to the operators environmental permit

(Officer Comment- the applicant has been advised of the consultee comments, and any consultee advice will be included within the Decision Notice as Informatives)

5 LOCAL REPRESENTATION

5.1 A total of 22 neighbouring properties and commercial premises were notified about the application and invited to comment. The application has been publicised by way of one or more site notices displayed in the vicinity of the application site. The application has also been publicised in the local press.

5.2 The following Councillor made representations:

5.3 Councillor David Durant made representations to the application by way of calling in the proposal to the Strategic Planning Committee. In this regard, the Councillor made the following comments:

- I wish to call in P0156.19 to ascertain the impact of this application on future plans of the area

- There are ambitions for this area to be part of a Conservation Park and plans to redevelop the Freightmaster Estate. The future of the landfill site impacts on this, including road access, and I would like to know how Veolia plans for a new entrance impacts on this.
- I wish to know why the new entrance is being proposed and its impact on the Veolia timelines and not detrimental to surrounding area which is subject to a number of ambitions and proposals and if necessary refuse or attach appropriate conditions.

6 MATERIAL PLANNING CONSIDERATIONS

6.1 The main planning issues raised by the application that the Committee must consider are:

- The Principle of Development
- Visual Impact
- Amenity
- Access
- Other Considerations

The Principle of Development

- 6.2 The London Borough of Havering's LDF 2008 Policy Site Specific Allocations DPD Policy SSA17 and London Plan 2016 Policy 2.14 identify and support Regional and Metropolitan Park opportunities and promote this site for restoration into the London Riverside Conservation Park (Wildspace). Policy SSA17 acknowledges the extant planning permission which allows the land raising of the site through the importation of non-hazardous waste for restoration proposals to public open space and amenity in line with Wildspace objectives. Further commentary on the restoration proposals of this site will be provided within the *Other Considerations* section of this Report.
- 6.3 Policy CP11 - Sustainable Waste Management - of the Havering LDF Core Strategy and Development Control Policies DPD 2008 states that the Council is committed to increasing recycling and reducing the amount of waste being sent to landfill. Policy W1 of the Joint Waste DPD states that the East London Waste Authorities (ELWA) will encourage the reuse and recycling of materials, and the recovery of resources.
- 6.4 The proposal has been considered in relation to the criteria detailed in Policy W5 of the Waste DPD and is considered to be acceptable.

- 6.5 The site is located at the southern end of the London Riverside Conservation Park, which is designated in the Site Specific Allocations DPD. The restoration of the site under consideration, alongside the surrounding land, all of which is being used for the management of waste, would support the objectives of Policy SSA17.
- 6.6 The proposed development is considered to be acceptable in principle for the duration of landfilling and restoration and that they will be conditioned to be removed from the site and site restored by end of December 2026.

Visual Impact

- 6.7 Policy DC61 of the LDF states that planning permission will only be granted for development which maintains, enhances or improves the character and appearance of the local area.
- 6.8 As advised in paragraph 3.1 of this Report, the application proposes removing the existing weighbridge, associated offices and wheel wash facility with replacement facilities closer to Coldharbour Lane, together with new site entrances and office/ storage facilities.
- 6.9 In terms of the proposal's siting, scale, and design; considering that it concerns an historic landfill, which can only be dealt with where it occurs; and the identified need for the proposed changes to what was previously approved, the visual impact is considered to be acceptable and in accordance with Policy DC61 of the Havering LDF Core Strategy and Development Control Policies DPD 2008.

Amenity

- 6.10 Policy DC61 states that planning permission will not be granted for proposals that would significantly diminish local and residential amenity.
- 6.11 Given the siting of the proposal in relation to residential properties, it is considered that it would not result in any significant adverse impacts on the amenities of residential occupiers, in terms of their outlook, privacy, and access to light. The lower sensitivity of other neighbouring uses, which are primarily of an industrial nature, is such that the proposal would not result in significant harm to other neighbouring land uses in terms of their privacy, outlook, and access to light.
- 6.12 The Council's Environmental Health Officers have been consulted and raise no objections to the proposals.

- 6.13 The amenity impact is considered to be acceptable and in accordance with Policy DC61 of the Havering LDF Core Strategy and Development Control Policies DPD 2008.

Access

- 6.14 Policies CP9 and CP10 of the Havering LDF Core Strategy and Development Control Policies DPD 2008 seeks to encourage sustainable transport choices, together with designing safe development in highways terms.
- 6.15 Coldharbour Lane at this location does not form part of the public highway network, and is therefore a private road in planning terms. The landfill is imported to the site by road. The continued vehicular access arrangements from Coldharbour Lane as indicated within this application are considered to be sufficient to accommodate the anticipated number of vehicle movements over the course of the development to 2024. Indeed, it is anticipated that the number of heavy vehicle movements during each day will not be increased, and will continue to reduce as the site nears completion.
- 6.16 The proposals subject to the application would allow the “stacking” of vehicles off Coldharbour Lane, particularly in the early morning periods. These arrangements would improve the free-flow of vehicles along the Lane during peak periods.
- 6.17 The highway and access impact is considered to be acceptable and in accordance with Policy DC61 of the Havering LDF Core Strategy and Development Control Policies DPD 2008.

Other Considerations

- 6.18 The planning permission secured under reference P1566.12 via a s106 legal agreement sought that the landfill site would be restored by 2026; it is anticipated that the restored landfill will be open in stages for public use, which would include the following:
- Provision and maintenance of footpaths and cycle paths over the landform, including viewpoints;
 - Maintenance of the existing Rainham to Purfleet path;
 - Access to and provision of serviced sites for a new car park, and potentially for recreational facilities and a visitor centre;
 - Increased access to the Thames and to existing walking and cycle routes;
 - Creation of new habitat and active management of these that would achieve a large amount of London's targets for biodiversity for flora and fauna.
- 6.19 Officers of the Council have been in preliminary discussions with various

Stakeholders, including the RSPB, the Environment Agency, and Natural England, with regards to the landscape and restoration concepts for the landfill site; such discussions will continue with a view that a full restoration scheme be submitted as required by the legal agreement.

- 6.20 Finally, and in support of the application, the applicant has advised the following:

The proposed new access and weighbridges will have no impact on the wider objectives for the restoration of the site to Wildspace/Conservation Park. They will only be required during the landfilling and restoration and will be removed on completion of these activities in accordance with the restoration requirements of the landfill planning permission.

The new access is likely to improve the flow of other traffic on Coldharbour Lane as it includes improved vehicle stacking provisions. Consequently there would be no change to the accessibility of the Freight master Estate nor would there be any impact on proposals for the redevelopment of that site.

Removing the existing weighbridges and other infrastructure will release a void space for landfill of approximately 1 million cubic metres. The total remaining void space for the whole site is approximately 1.8 million cubic metres. At current input rates waste inputs, other than restoration soils, will be complete within 4/5 years. The site is due to be fully restored by December 2026.

It should be acknowledged that when the current landfill planning application (approved in 2016) was submitted in 2012 it was confirmed that the existing weighbridges would need to be relocated to enable the final void space to be infilled. Relocating the weighbridges at this time is now necessary to maintain continued landfilling activities in accordance with the approved timeline for the completion and restoration of the site. Any significant delay in the relocation of the weighbridges would impact on the timeline for the completion of the site.

Financial and Other Mitigation

- 7.1 The proposed development would not give rise to a contribution under the Mayoral CIL Regulations.

Conclusions

- 8.1 All other relevant policies and considerations have been taken into account. Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION.