

Delegated Report		Analysis sheet		Expiry Date:		12/10/2011	
		N/A / attached		Consultation Expiry Date:		21/09/2011	
Officer				Application Number(s)			
Neil McDonald				2011/4133/P			
Application Address				Drawing Numbers			
Castle Cement Terminal Kings Cross Depot York Way London N1 0AU				014-DCB-1D000-00748-AB; 7529-0000- 001 Rev A, 003 rev A, 005 Rev A, 006 Rev A.			
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature				
Proposal(s)							
Installation of a new cement loading facility (as an extension to an existing cement loading facility) (Sui Generis).							
Recommendation(s):		Granted					
Application Type:		Full Planning Permission					
Conditions or Reasons for Refusal:		Refer to Draft Decision Notice					
Informatives:							
Consultations							
Adjoining Occupiers:		No. notified	00	No. of responses	01	No. of objections	00
				No. electronic	00		
Summary of consultation responses:		<p>Site notice displayed 31/08/2011 – 21/09/2011</p> <p>A letter of support was received from DB Schenker Rail (UK) Limited as landlord and train haulier. They see the additional cement silo as allowing capacity of the plant to increase to improve efficiency and viability of the depot. As a valuable rail served operation located in an appropriate location away from housing they feel the application should be supported.</p> <p>Network Rail – No objections but require conditions/informatives securing method statements for construction of the loading facility and its on-going maintenance given the close proximity of the development to the adjacent railway viaduct.</p>					
CAAC/Local groups* comments: <small>*Please Specify</small>		N/A					

Site Description

The site is a large cement loading plant (Castle Cement) operated by Hanson UK containing 3 silos and associated rail transshipment and office facilities. The Castle Cement plant lies immediately adjacent to the CTRL railway lines and related bridge structures leading north from St Pancras International. It is located within a triangular area of land at the north western edge of the Kings Cross Goods Yard entirely bound by railway tracks. Other concrete and aggregate facilities for Tarmac and Hanson Pre-mix are also located in this area being to the east of the CTRL viaduct. These and the application site are served by an access road leading from York Way to the east. This part of the Kings Cross railway lands is still highly industrial in character due to its relative isolation from the nearest existing residential areas 150m to the north and west. It is not within any conservation area or close to any listed buildings.

Relevant History

Planning permission for the existing plant comprising Castle Cement works was granted in 2000 under reference PEX0000195 (The erection of new cement silos within a metal enclosure and single storey accommodation buildings in connection with the production, storage and delivery of cement) GRANTED 17/08/2000

3 conditions were attached:

- No telecommunications equipment to be installed on the enclosure
- The structure shall be kept painted in a grey colour (HPS200 Merlin Grey)
- Standard noise condition 5dB(A) below background at 1 m outside nearest habitable room window.

Other nearby plants:

Permissions were granted in 2004 to Tarmac (2004/1304/P) and Hanson (2004/0843/P) for batching plants and aggregate storage facilities on adjacent land to the east. Variations of conditions to each of these were granted shortly after these permissions (ref nos. 2004/5361/P and 2004/5537/P).

Relevant policies

LDF Core Strategy and Development Policies

CS2 – growth areas, CS5 – managing impact of growth, CS8 – promoting a successful and inclusive economy, CS9 – achieving a successful Central London, CS11 – promoting sustainable and efficient travel, CS14 – promoting high quality places and conserving our heritage, CS16 – health and wellbeing, DP16 – transport implications of development, DP17 – walking, cycling and public transport, DP20 – movement of goods and materials, DP23 – water, DP24 – securing high quality design, DP26 – impacts on occupiers and neighbours, DP28 – noise and vibration, DP32 – air quality and Camden's clear zone.

Assessment

The proposal is for a new additional tanker loading facility in between the existing storage silo and the adjacent railway viaduct. The proposal represents a modest addition to the existing facilities, having a built footprint of 99.3sqm and height 7.9m tall compared with 324.1sqm floor area and 27.4sqm height of the existing adjacent silo.

It will further the existing functions of the plant engaged in the importation of cement by rail, its storage in silos and its loading for onward distribution in airtight road tankers. The applicant's intention is that the proposed additional facility will improve the efficiency of the tanker loading operations at peak times by bringing road output capacity in line with the rail input capacity; thus reducing queuing times for HGV tankers and potential congestion on the road network. It should be clarified that the proposal is not a storage facility and will not increase the cement silo capacity at the plant. Its function is to provide an additional facility to assist in the process of transfer of materials from train to silo to road haulier.

Design

The nature of the application site, the fact that the additional facility would be located in between the existing silo structure and the adjacent railway viaduct and its height being significantly lower than the existing silo and roughly the same as the viaduct, would mean that the development has little impact on either design or landscape considerations. Its cladding painted in HP200 'merlin grey' will match the existing structures adjacent.

Transport

The proposal will reduce vehicle queuing and will have a positive impact on vehicle emissions in this area. The relocation of the existing parking and retention of the disabled parking bay is acceptable. The tracking drawing clearly demonstrates the absolute maximum vehicle width and proposed vehicle paths and this is also acceptable.

A maximum speed limit of 5mph (private) is in place and is appropriate for the facility. The new silo will be set back and the larger facility will shield vehicle movements, however this could be satisfactorily addressed by an appropriate traffic operative managed by the site operator.

The proposals are acceptable in transport terms subject to conditions requiring necessary method statements to ensure the construction and operation of the loading facility does not prejudice the functioning of the adjacent railway infrastructure.

Amenity

Complaints have been received from occupiers on York Way about dust produced by passing cement carrying HGVs and causing health concerns and maintenance issues for street cleaning. York Way, whilst on the boundary with Islington is Camden's responsibility under the terms of a maintenance agreement.

Camden's Environmental Health Officers have confirmed that all cement batching plants are regulated by the local authority under the Environmental Permitting Regulations 2010 and dust control measures are stipulated within their environmental permit conditions.

This application site is known to have a good health and safety record.

The problems with dust on York Way/Freight Lane are associated with activities involving Tarmac and Hanson Pre-mix sites to the East of the application site. Those are the two sites responsible for the majority of dust emissions and deposits on the access road. Environmental Health have confirmed that Hanson Cement (the application site) is compliant with all conditions of their environmental permit in relation to dust control and the way the facility operates.

According to their permit conditions Hanson Cement have to notify the Council about any changes in the operation of the installation 14 days prior to that change. This they have already done in relation to their intended new loading facility which will be reflected in their environmental permit.

Environmental Health Officers are therefore satisfied that this planning application will not contribute to the existing dust problems and appropriate measures are in place under relevant legislation that would enable dust related problems to be addressed should they arise in future.

The Council's standard noise condition as was imposed on the existing plant by the 2000 permission should be carried over in any permission granted.

Recommendation: Approval

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