

**Town & Country Planning
Section 78 Appeal**

**Concrete Batching Plant
At Ferme Park Railway Sidings, Cranford Industrial Estate,
Hornsey, London Borough of Haringey**

Summary of Proof of Evidence



LONDON CONCRETE

**Derek Casey
London Concrete Ltd
London House
77 Boston Manor Rd
Brentford
Middlesex
TW8 9JQ**

Planning Inspectorate Reference: APP/Y542/A/05/1189822

Local Authority Reference: HGY/2005/0007

SUMMARY OF PROOF OF EVIDENCE

Ferme Park Railway Sidings Hornsey

- 1.1 London Concrete is committed to producing ready mixed concrete in a sustainable way. This is exemplified by the fact that inside the Greater London Area the company already operates 8 rail served and 1 quarry based plant, with a further rail served plant due to open in the summer of 2006. The appeal proposal is for a rail served plant which will maximise the use of the railhead at Ferme Park Railway Sidings, Hornsey.
- 1.2 The overall market for concrete in Greater London for the year 2004 was 2,327,000m³. During that year London concrete supplied 527,879 m³ inside this area which equates to a market share of just under 23%. This share of the market is expected to be maintained.
- 1.3 The plant proposed at Ferme Park Railway Sidings, and subject of this appeal, is proposed to serve the Hornsey and Haringey Market. As there are no concrete batching plants in the LB Haringey at present the demand in this area is served by older concrete plants which in the main have their aggregates supplied by road, and do not benefit from the modern environmental safeguards proposed by the appeal application. A refusal of planning permission for a concrete plant on this site will not reduce the demand for concrete in the Hornsey and Haringey market. It would, however, lead to the local market being supplied from concrete plants located elsewhere, which are not best placed to serve this market and creating far greater road traffic miles on London's already congested roads.
- 1.4 The appeal proposal comprises the installation of a fully enclosed bottom door rail discharge system, covered conveyors to an enclosed aggregate storage bin, fully enclosed concrete batching plant, with associated hoppers, conveyor and ancillary facilities, at the Ferme Park Railway Sidings. The plant will be a Lanton Park LP2000 which is one of the most modern plants available. It will be housed within a building which has been specifically selected as being unobtrusive and equipped with: noise suppression equipment, a dust extraction scheme, reverse jet filters on all the silos, covered conveyors and operated by a fully computerised batching system.
- 1.5 All London Concrete sites, and the same will apply at Ferme Park Sidings should planning permission be granted, are controlled by the Quality Scheme for Ready Mixed Concrete (QSRMC), which is the independent certification body for ready mixed concrete. QSRMC is Government approved and is a UK wide scheme for the approval of quality controlled ready mixed concrete and all the production operations. The scheme is

closely maintained by inspectors appointed by QSRMC who carry out regular inspections of approved depots to ensure that operators comply in full with their stringent requirements.

- 1.6 Evidence has been provided as to the way in which QSRMC assess and grade under categories relating to the Concrete Plant itself, Order Processing and Technical Records. Evidence has also been provided on the gradings received at each London Concrete sites for 2004. In each of the three disciplines, London Concrete have recorded gradings in the 'Excellent' category at each of the plants. Furthermore, in all three disciplines, London Concrete has scored significantly better gradings than the national benchmark.
- 1.7 One of the reasons that London Concrete are able to score so well in the QSRMC assessments is through the advantages that are inherent in terms of installing new and modern Plants. Over the past ten years technology has greatly improved the operation of concrete batching plants. Most of the concrete batching plants in London are over 25 years old and because of their open layout and design it would be impractical to retrofit the safeguard and environmental improvements which are now available.
- 1.8 All new and existing concrete batching processes are regulated by the Local Air Pollution Prevention and Control (LAPPC) permits issued by the local authority. Under this permit system London Concrete's batching plants, as will be the case at Ferme Park Sidings should planning permission be granted, are subject to at least one inspection per year by the local Environmental Health Officer. Copies have been attached to the main proof of evidence of London Concretes' current Authorisation and Permits together with copies of the latest inspection records. These documents confirm that London Concrete has achieved full compliance with the requirements of the permits and no improvement notices have been issued with respect to any of our plants.
- 1.9 The Environmental Protection Act and the new PPC provides the local authority with the power to refuse or withdraw an authorisation or PPC for failing to comply with the requirements.
- 1.10 With regard to the delivery of aggregates to the site, these will be delivered by rail by EW&S. The aggregates will be delivered in rail wagons and shunted into a siding. The train will then manoeuvre over the enclosed bottom discharge bins and when in position the load will be bottom discharged into the receiving bins and then transferred by covered conveyor into the enclosed overhead storage bins. There will be no open storage of materials on site. The aggregates for the concrete batching plant will be

transferred from the main aggregate storage bins when required by covered conveyor into the smaller fully enclosed bins inside the batching plant.

- 1.11 The operation of the aggregates depot will be governed by a dust management scheme, the scope of which has been recommended by London Concrete's airborne dust consultant, and whose recommendations have been accepted in full.
- 1.12 EW&S will supply by rail two or three trains per week of stone from Bardon Hill in Leicestershire and sand from Cliffe in Kent. Additionally, approximately 50 to 60 tonnes of cement will be supplied to the plant in road tankers, this equates to 2-3 deliveries per day. Within the next 12 months, however, the company is hoping to transfer all cement deliveries to rail, which will further reduce HGV movements, and maximise use of the railhead.

Conclusion

- 1.13 The appeal site has been identified by Network Rail and EW&S as a very important railhead which should be developed only for rail freight purposes. The proposed use is wholly in accordance with the stated aims of the Government and rail operators in terms of encouraging the movement of freight by rail, rather than by road, and has the support in strategic terms of TfL and the Mayor of London.
- 1.14 Furthermore, as is fully detailed in the main proof of evidence, the plant proposed is of the most modern design and standard in all respects. The operation of the site, as is the case at every other London Concrete Site, will be subject to control under the QSRMC and will be regulated by the LAPPC permits issued by the local authority.
- 1.15 For all these reasons it is concluded that there should be no objection to the appeal proposals for the Ferme Park Railways Sidings site and I respectfully request that the appeal is allowed.