

Concrete Batching Plant Kirtling Wharf, Cringle Street, Battersea, SW8 Planning Application

Consultation to Date
CEMEX has discussed these plans with Wandsworth Council Officers and the Greater London Authority. CEMEX is now consulting all key stakeholders in the area including local developers, the Environment Agency and the Port of London Authority.

CEMEX intend to submit a full planning application to Wandsworth Council for the proposals in June 2013. The application will include an Environmental Impact Assessment (EIA) assessing the potential impacts of the scheme and proposing mitigation where necessary.

You will also have an opportunity to formally comment on the proposals when Wandsworth Council consults with stakeholders, local residents and businesses after receiving the planning application.

Plans and Images

Key plans and images for the evolving proposals are available at:
www.cemexcommunities.co.uk

Contact Us

If you have any questions or comments with respect to these proposals, please contact us by Friday 21st June 2013 at:

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or

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Thank you for taking the time to read this leaflet.

CEMEX will shortly be submitting a planning application for a new concrete batching plant on part of their existing site at Kirtling Wharf. The remainder of the existing site is to be used by Thames Water in connection with the proposed Thames Tideway Tunnel.

CEMEX

CEMEX is a leading producer of ready-mix concrete and operates a number of wharves along the River Thames for the import of marine dredged aggregates.

CEMEX's Cringle Street site is a sustainable concrete plant because it takes imports of aggregates via the river, and is located within one of the largest regeneration areas in Europe and is therefore an important element in promoting economic growth. The plant supplies ready-mix concrete to local construction sites within approximately one-and-

a-half hours 'drive-time', which is the 'life' of fresh concrete.

Thames Tideway Tunnel

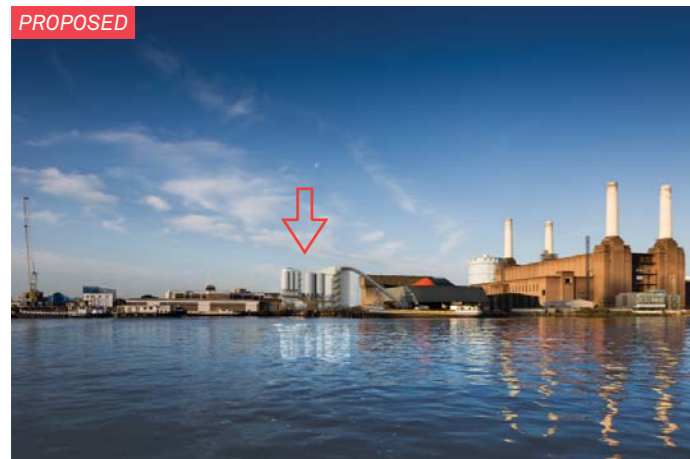
The Thames Tideway Tunnel (TTT) is identified in the National Policy Statement for Waste Water as a nationally significant infrastructure project. It is also identified by Government as a vital piece of infrastructure in the Top 40 Priority Infrastructure Projects within the National Infrastructure Plan (2012).

Thames Water propose to use the northern third (river end) of the

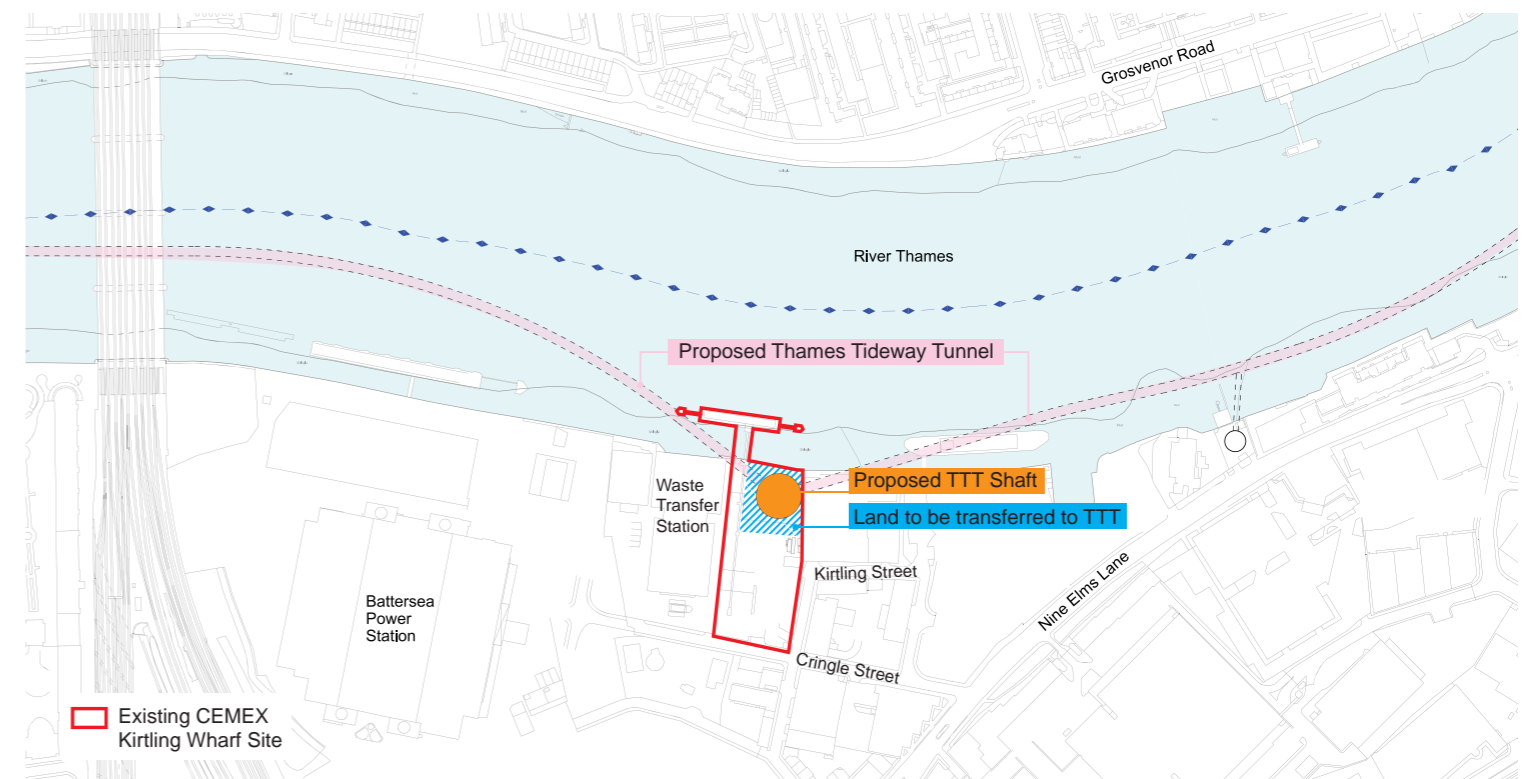
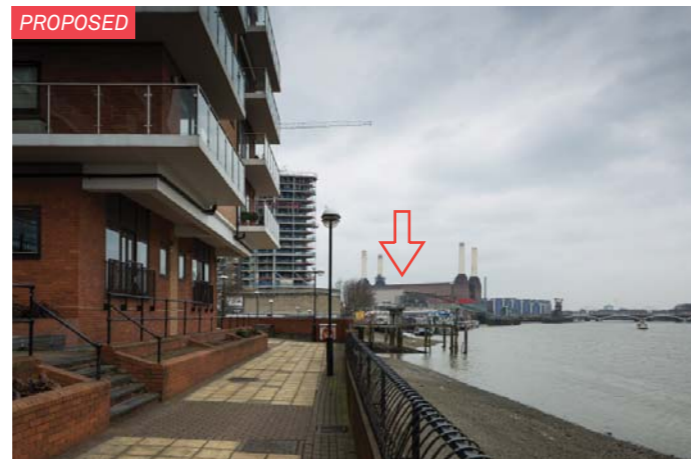
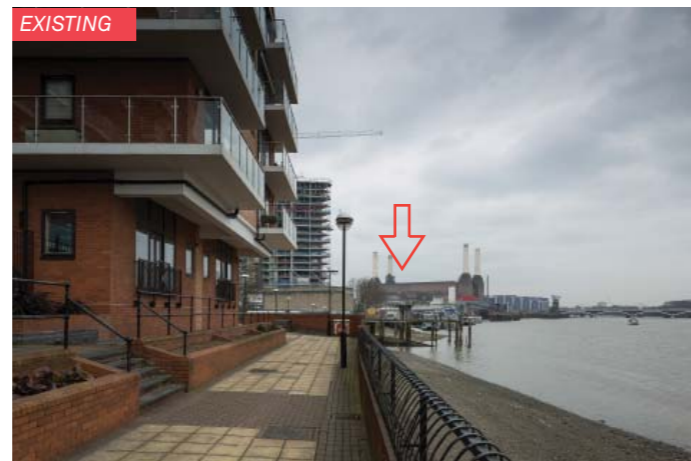
Cringle Street site for the construction and continued operation of the TTT. The land will be included in a site known as Kirtling Street, one of 24 sites along the Thames required for construction of the tunnel.

Thames Water's development consent application for the tunnel, accepted for examination by the Planning Inspectorate on 27 March 2013, includes a provision for a new concrete plant for CEMEX on the remainder of the site they currently occupy. This will allow continued CEMEX operation at Cringle Street.

View from Grosvenor Road looking across the River



View approaching the site along the Thames Path



Why a Separate Application?

To ensure continuity of CEMEX's existing business in Battersea it is important that this new plant is operational before the end of 2014. This may not be achieved within the expected timetable for determination of Thames Water's development consent application.

Therefore, CEMEX will shortly submit a separate full planning application to Wandsworth Council for the new concrete plant. If approved, work could commence in early 2014, with the plant ready for operation six-to-eight months later.

The Existing Plant

There has been a concrete plant at Cringle Street for almost 50 years. In June 2012, Wandsworth Council granted planning permission (ref: 2012/0764) for an additional temporary concrete batching plant on the southern part of the site. This southern end of the site would be used for the provision of the proposed plant.

The existing and recently permitted plants currently produce approximately 90,000 cubic metres of concrete a year and sales of 100,000 tonnes of processed aggregates, with approximately 43,000 heavy goods vehicle movements to and from the site.

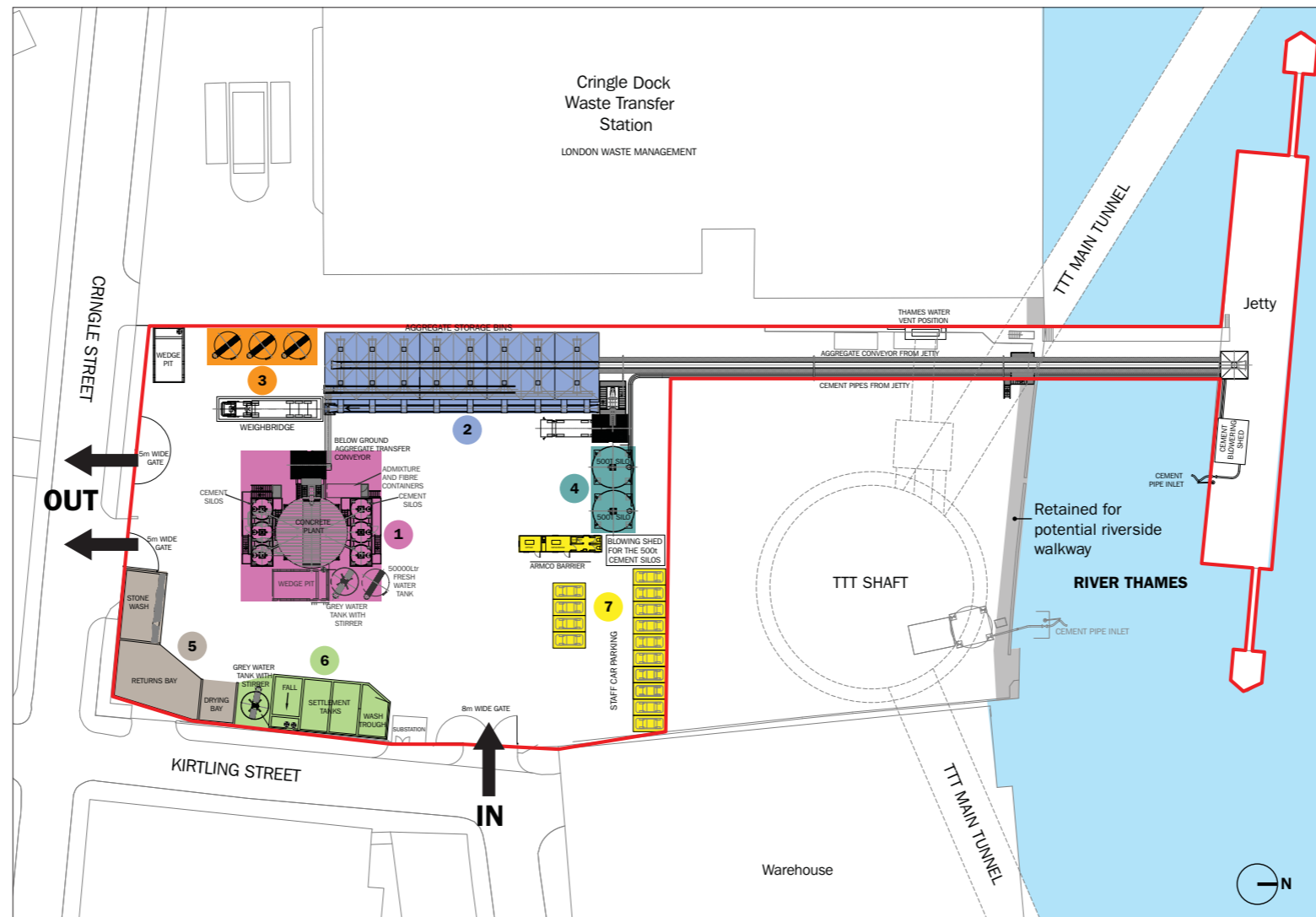
Approved Site Redevelopment

In September 2010, Wandsworth Council's Planning Applications Committee resolved to grant permission for the total redevelopment of the Cringle Street site, with a new plant located towards its southern end. This scheme was not taken forward due to Thames Water's proposals.

New Proposals

A single, modern concrete batching plant is proposed for the southern part of the site. In line with the current operation, the plant is intended to have the ability to operate 24 hours a day, seven days a week to meet market demands and facilitate deliveries of materials via the river, which are constrained by the tides. The plant will have the same capacity as the current two combined plants.

The CEMEX proposals are being carefully designed to reduce local environmental impacts in comparison to the existing site, particularly in terms of dust and air quality. For example, all aggregate storage will be enclosed (compared to the existing



Plan showing new concrete plant and key elements

Key elements of the new batching plant are:

- 1 Ready-mix concrete plant approximately 28.5m high and 10m diameter with six 100-tonne cement silos
- 2 16 aggregate storage bins within a structure approximately 28.5m high, 40m long and 12m wide
- 3 Three 50,000 litre water tanks approximately 8m high and 4m diameter
- 4 Two 500-tonne cement silos
- 5 Stone washing, returns and drying bays
- 6 Grey water tank, settlement tanks and vehicle washing
- 7 Offices and mess room within two storey building with a 14-space staff car park and 8-space cycle storage

open bins), and conveyors transferring aggregates from barges and around the site will be enclosed (they are currently open).

In order to accommodate the aggregates required on the smaller site, the storage bins will increase in height. Overall, the tallest structures (currently proposed at 28.5m high) will be approximately 1.5m higher than the tallest structures Wandsworth Council resolved to approve in 2010.

CEMEX believe the plant will play a key part in the future regeneration of the surrounding area.

The scheme allows for approximately 50,000 heavy goods vehicle journeys to and from the site per annum. This is an additional 26 journeys (or 13 heavy goods vehicles) per day, based on an average 271 working days per year. The current daily peak of 270 movements (plus an additional 40 at night time between 11pm and 6am) is unlikely to increase.

A Transport Assessment, to be submitted with the planning application, will consider the potential impacts that traffic could have on the road network.

A strip of land will be retained adjacent to the

river for the purpose of providing a public riverside walk, should one be delivered on the TTT and Waste Transfer Station sites adjacent.

Planning Policies

CEMEX's proposals are in accordance with national, London Plan and Wandsworth Council planning policy priorities to support the reliable supply of essential construction materials needed to support growth and regeneration, and safeguard existing Thames wharves for river-borne trade.

Recently, permitted residential development in the area, at Battersea Power Station and Riverlight, were required by Wandsworth Council's planning policies and separate planning conditions in permissions to be designed to take into account the operation of the plant both at the CEMEX site and the adjacent Waste Transfer Station.

The proposed new concrete-batching plant and aggregate processing facilities will adopt best practices in terms of noise mitigation and dust and particle suppression. For mitigation, the overall aim is for no material increase in the previously assessed levels.

