

PLANNING APPLICATIONS COMMITTEE

Wednesday, 13th September, 2017

10.00 am

**Council Chamber, Sessions House, County Hall,
Maidstone**



AGENDA

PLANNING APPLICATIONS COMMITTEE

Wednesday, 13th September, 2017, at 10.00 am Ask for: **Andrew Tait**
Council Chamber, Sessions House, County Hall, Maidstone Telephone: **03000 416749**

Tea/Coffee will be available from 9:30 outside the meeting room

Membership (13)

Conservative (10): Mr R A Marsh (Chairman), Mr R A Pascoe (Vice-Chairman),
Mr A Booth, Mr P C Cooper, Miss E Dawson, Mr K Gregory,
Mr H Rayner, Mr C Simkins, Mrs P A V Stockell and Mr J Wright

Liberal Democrat (1): Mr I S Chittenden

Labour (1) Mr B H Lewis

Independents (1) Mr P M Harman

UNRESTRICTED ITEMS

(During these items the meeting is likely to be open to the public)

A. COMMITTEE BUSINESS

1. Substitutes
2. Declarations of Interests by Members in items on the Agenda for this meeting.
3. Minutes - 19 June 2017 (Pages 5 - 12)
4. Site Meetings and Other Meetings

B. GENERAL MATTERS

1. General Matters

C. MINERALS AND WASTE DISPOSAL APPLICATIONS

1. Application DA/17/762 (KCC/DA/0104/2017) - Application to vary Condition 1 of Permission DA/13/140 to allow continuation of restoration operations until 31 May 2020 at Stone Pit 1, Cotton Lane, Stone; Land Logical Dartford Ltd (Pages 13 - 28)
2. Application AS/17/243 (KCC/AS/0045/2017) - Application to extend the hours of operation under Permission AS/12/813 to allow for the transportation of waste to and from the site at the beginning and end of each day at Ashford Waste Transfer Station, Cobbs Wood Industrial Estate, Brunswick Road, Ashford; Biffa Waste Services (Pages 29 - 46)

3. Application AS/17/1054 (KCC/AS/0192/2017) - Installation of Ferric Dosing Kiosk at Ashford Wastewater Treatment Works and Sludge treatment Centre, Kinneys Lane, Canterbury Road, Ashford; Southern Water Services Ltd (Pages 47 - 60)
4. Application SE/17/179 (KCC/SE/0179/2017) - Section 73 application for the temporary relaxation of Condition 13 of Permission SE/90/1302 to allow the waste transfer station only to be extended to run from 0500 to 1800 hours on Mondays to Fridays during repairs to the Tunbridge Wells Waste Transfer Station at Dunbrik Waste Transfer Station, Main Road, Sundridge, Sevenoaks; KCC Waste Management (Pages 61 - 72)

D. DEVELOPMENTS TO BE CARRIED OUT BY THE COUNTY COUNCIL

1. Proposal TH/17/818 (KCC/TH/0137/2017) - Change of use from agricultural land to school sports field with associated pavilion building, storage and fencing, and the creation of a horticultural area with associated polytunnels at land adjacent to Forelands Fields School, Ramsgate; KCC Property and Infrastructure Support (Pages 73 - 90)

E. COUNTY MATTERS DEALT WITH UNDER DELEGATED POWERS

1. County matter applications (Pages 91 - 102)
2. County Council developments
3. Screening opinions under Town and Country Planning (Environmental Impact Assessment) Regulations 2017
4. Scoping opinions under Town and Country Planning (Environmental Impact Assessment) Regulations 2017

F. OTHER ITEMS WHICH THE CHAIRMAN DECIDES ARE URGENT

EXEMPT ITEMS

(At the time of preparing the agenda there were no exempt items. During any such items which may arise the meeting is likely NOT to be open to the public)

John Lynch
Head of Democratic Services
03000 410466

Tuesday, 5 September 2017

(Please note that the background documents referred to in the accompanying papers may be inspected by arrangement with the Departments responsible for preparing the report. Draft conditions concerning applications being recommended for permission, reported in sections C and D, are available to Members in the Members' Lounge.)

KENT COUNTY COUNCIL

PLANNING APPLICATIONS COMMITTEE

MINUTES of a meeting of the Planning Applications Committee held in the Council Chamber, Sessions House, County Hall, Maidstone on Monday, 19 June 2017.

PRESENT: Mr R A Marsh (Chairman), Mr A Booth, Mr P C Cooper, Miss E Dawson (Substitute for Mr R A Pascoe), Mr K Gregory, Mr P M Harman, Mr B H Lewis, Mr M D Payne (Substitute for Mr H Rayner), Mr C Simkins, Mrs P A V Stockell, Mr B J Sweetland and Mr J Wright

ALSO PRESENT: Mr D Farrell

IN ATTENDANCE: Mrs S Thompson (Head of Planning Applications Group), Mrs A Hopkins (Principal Planning Officer), Mr P Hopkins (Principal Planning Officer), Mrs S Bengé (Strategic Transport and Development Planning) and Mr A Tait (Democratic Services Officer)

UNRESTRICTED ITEMS

27. Election of Vice-Chairman
(Item A2)

Mr B J Sweetland moved, seconded by Mr C Simkins that Mr R A Pascoe be elected Vice-Chairman of the Committee.

Carried nem con.

28. Minutes - 19 April and 25 May 2017
(Item A4)

RESOLVED that the Minutes of the meeting held on 19 April 2017 and 25 May 2017 are correctly recorded and that they be signed by the Chairman.

29. Dates of future meetings
(Item A5)

(1) The Committee noted that its next meeting would be held on Wednesday, 12 July 2017.

(2) RESOLVED that the following future meeting dates be noted:-

Wednesday, 12 July 2017;
Wednesday, 9 August 2017 (provisional);
Wednesday, 13 September 2017;

Wednesday, 11 October 2017;
Wednesday, 8 November 2017;
Wednesday, 6 December 2017;
Wednesday, 17 January 2018;
Wednesday, 7 February 2018;
Wednesday, 14 March 2018;
Wednesday, 18 April 2018; and
Wednesday, 16 May 2017.

30. Site Meetings and Other Meetings
(Item A6)

The Committee noted that there was a strong possibility that the 12 July meeting would not need to be held. It was agreed that, in this eventuality, this date would be used for a training tour of permitted development sites.

31. Application KCC/SH/0070/2017 - Variation of Conditions A4 and C1 of Permission SH/99/1003/MR69 to retain the access to Kerton Road and delay reinstatement of the land until 31 December 2024, extend the date for completion of sand and gravel extraction until 31 December 2023 and remove all plant, machinery equipment and complete restoration of the site by 31 December 2024, together with amended plant and method of working pursuant to Conditions A9 and C2 of Permission SH/99/MR69 at Denge Quarry, Kerton Road, Lydd; Cemex UK Operations Ltd
(Item C1)

(1) Mr K Gregory informed Committee that he was acquainted with one of the objectors as a former work colleague. This did not constitute a close personal relationship and he was able to approach the determination of this application with a fresh mind.

(2) Mr M Payne informed the Committee that although he had recently been appointed as the Deputy Cabinet member for Environment and Transport, he had no personal knowledge of this application beyond what was in the report. He was therefore able to approach its determination with a fresh mind.

(3) The Head of Planning Applications Group informed the Committee that the proposed completion of extraction date set out in paragraph 82 of the report should read "31 December 2023."

(4) RESOLVED that subject to the prior completion of an amended unilateral undertaking as set out in paragraphs 55-56 of the report permission be granted to the application subject to conditions, including conditions covering the extraction being completed by 31 December 2023, with the removal of plant and equipment and site restoration being completed by 31 December 2024; access to the site being via Kerton Road only, with this access being removed and the land restored by 31 December 2024; the site being worked and restored

followed by aftercare in accordance with the approved drawings; the sheeting of vehicles; the hours of operation being 0700 to 1800 on Mondays to Fridays and 0700 to 1300 on Saturdays with no working on Sundays and Bank Holidays; no more than 4 pre-loaded HGVs leaving the site between 0600 and 0700 on Mondays to Fridays; vehicles, plant and machinery being fully maintained together with the use of effective silencers; the processing plant, buildings and weighbridge being permitted only as identified in the drawings, together with the removal of Permitted Development rights for any other built development, appropriate handling and storage of fuel, oil and lubricants; noise from operations being within specified limits; the retention of noise bunds; the dust risk assessment, monitoring and mitigation measures being as identified in Chapter 10.10 and Appendix 4 of the Environmental Statement; and maintenance of the concrete surface of the access road to keep it free of mud and debris.

32. Proposal AS/17/00236 (KCC/AS/0044/2017) - New 2 F.E. two-storey primary school with nursery facility within the existing Academy School site with associated soft and hard landscaping and access to form a 3 to 19 years through school at the John Wallis CE Academy, Millbank Road, Kingsnorth; KCC Education and Governors of John Wallis CE Academy
(Item D1)

(1) The Local Member, Mr D Farrell was present for this item pursuant to Committee Procedure Rule 2.27 and spoke.

(2) RESOLVED that the application be referred to the Secretary of State for Communities and Local Government and that subject to his decision:-

(a) permission be granted to the proposal subject to conditions, including conditions covering the standard 5 year time limit; the development being carried out in accordance with the permitted details; the submission and approval of details of all construction materials to be used externally; the submission of a native species landscape scheme further to the submitted landscape masterplan (drawing number LLD1046/L01 Rev 05), the requirement for it to be planted in the first planting season following completion of the development, details of a maintenance scheme for such landscaping, and details of a hard landscape scheme including fencing and gates; the replacement of the retained or new planting with plants of a similar size and species if any it should any of it be removed or become damaged or diseased within 5 years of planting; the submission of a revised School Travel Plan prior to occupation of the new school and its ongoing review via the 'Jambusters' system for 5 years, with the monitoring results being posted on the school's website; the submission of a Construction Management Plan, providing details of (amongst other matters) times of access to the site (to avoid school peak times), operative parking, wheel washing and delivery vehicle unloading and turning; the provision of the vehicle parking

spaces shown on the submitted site layout prior to occupation, and their permanent retention thereafter; the provision of the cycle shelter shown on the submitted site layout plan prior to occupation and their permanent retention thereafter; the drop off facility shown on drawing PL013 Rev 1 being available prior to the occupation of the new school, and being permanently retained for use by the primary school; the submission for approval in writing of a detailed sustainable surface water strategy prior to commencement of construction; the submission for approval in writing of a scheme of archaeological field evaluation work prior to commencement of development, together with the recording and reporting of any findings; the submission of details of roof plant and other equipment; and the external lighting scheme set out in Drawing WD/EC9008/008 Rev P2 (as part of the submitted External Lighting Assessment) being implemented as shown, with the lighting being controlled using a solar time clock and photocell arrangement, and timed to be switched off when the school is not in use; and

- (b) the applicants be advised by Informative that:-
- (i) the registration with Kent County Council of the School Travel Plan should be through the “Jambusters” website;
 - (ii) they should ensure that all necessary highway approvals and consents are obtained;
 - (iii) they should ensure that works to trees are carried out outside of the breeding bird season and, if this is not possible, an ecologist should examine the site prior to works commencing; and
 - (iv) the development should take account of the Bat Conservation Trust’s “Bats and Lighting in the UK” guidance.

33. Proposal 17/501720/County (KCC/SW/0083/2017) - Part two, part single storey building including new vehicle access, drop-off loop and parking to facilitate a 1FE expansion at Regis Manor Primary School, Middletune Avenue, Sittingbourne ; KCC Property (Item D2)

(1) The Head of Planning Applications Group informed the Committee of the views of the Local member, Mrs S Gent in support of the proposal.

(2) In agreeing the recommendations of the Head of Planning Applications Group, the Committee included an Informative encouraging the applicants to consider rainwater harvesting as part of their detailed sustainable surface water management strategy.

(3) RESOLVED that the application be referred to the Secretary of State for Communities and Local Government and that subject to his decision:-

(a) permission be granted to the proposal subject to conditions, including conditions covering the standard 5 year time limit; the development being carried out in accordance with the permitted details; the submission and approval of details of all construction materials to be used externally; the submission of a revised School Travel Plan prior to occupation of the new classroom building and its ongoing review via the 'Jambusters' system for 5 years, with the monitoring results being posted on the school's website; the submission of a Construction Management Plan, providing details of (amongst other matters) times of access to the site (to avoid school peak times), operative parking, wheel washing and delivery vehicle unloading and turning; measures to prevent the discharge of surface water onto the highway; the submission of a detailed sustainable surface water strategy for approval in writing prior to commencement of construction; the provision of the vehicle parking spaces, cycle parking facilities and the vehicle pick up and drop off facilities shown on the submitted site layout prior to occupation of the site, and their permanent retention thereafter; the completion and maintenance of the access shown on the submitted layout plan prior to the occupation of the new classroom block; the provision and maintenance of 2.4m x 43m x 43m visibility splays at the accesses with no obstruction above 1.05m above carriageway level, with the splays being provided prior to the occupation of the new classroom block; the advertisement of a Traffic Regulation Order to introduce parking restrictions to prevent residents parking in the new car park and drop off facility on North Street and, once confirmed, the works being implemented to the satisfaction of the County Planning Authority in association with Kent Highway Services; the submission of details prior to construction of the site of the protection measures for the hedge along the eastern boundary during the construction period; the submission of a native species landscape scheme, which should incorporate ecological enhancements for the site, the requirement for it to be planted in the first planting season following completion of development, and details of a maintenance scheme for such landscaping; the replacement of the retained or new planting with plants of a similar size and species if any it should any of it be removed or become damaged or diseased within 5 years of planting; the undertaking of an archaeological evaluation in accordance with the submitted Written Scheme of Investigation, and the subsequent submission for approval by the County Planning prior to the commencement of groundworks of any safeguarding measures to ensure preservation in situ of important archaeological remains and/or further archaeological investigation and recording, together with a specification and timetable; and the submission of a detailed external lighting scheme (including hours of operation) for approval in writing within 3 months of the commencement of development; and

(b) the applicants be advised by Informative that:-

(i) they should register the School Travel Plan with Kent County Council through the "Jambusters" website;

- (ii) they should ensure that all necessary highway approvals and consents are obtained;
- (iii) the development should take account of the Bat Conservation Trust's "Bats and Lighting in the UK" guidance;
- (iv) they should ensure that works to trees are carried out outside of the breeding bird season and, if this is not possible, an ecologist should examine the site prior to works commencing; and
- (v) they are encouraged to consider rainwater harvesting at this site as part of their detailed sustainable surface water management strategy.

34. Proposal DA/17/00648/CPO (KCC/DA/0091/2017) - Section 73 application to vary Condition 2 of Permission DA/16/1328 to allow an increase in the ridge and eaves height of the building to accommodate the steel frame modules, other minor alterations to the roofscape and elevations and the addition of air source heat pumps to the west elevation enclosed with timber fencing at Wentworth CP School, Wentworth Drive, Dartford; KCC Property
(Item D3)

(1) the Head of Planning Applications Group informed the Committee that the applicants had agreed that the external staircase would be constructed to provide a second route of escape. The proposal was therefore considered on that basis.

(2) In agreeing the recommendations of the Head of Planning Applications Group, the Committee included an additional Informative recommending the applicants to consider rainwater harvesting as part of their sustainable water management strategy.

(3) RESOLVED that:-

- (a) permission be granted to the proposal subject to conditions, including conditions covering the development being carried out in accordance with the permitted details; and all other conditions on Permission DA/16/1328 continuing to apply; and
- (b) the applicants be advised by Informative that:-
 - (i) they should comply with planning permission requirements;
 - (ii) they should comply with fire safety requirements and Building Regulations;
 - (iii) they should give further consideration to the use and purpose of the pedestrian access and associated road

markings to the south of James Road within the School Travel Plan review; and

- (i) they are encouraged to consider rainwater harvesting at this site as part of their sustainable surface water management strategy.

35. Matters dealt with under delegated powers
(Item E1)

RESOLVED to note matters dealt with under delegated powers since the last meeting relating to:-

- (a) County Council applications;
- (b) County Council developments;
- (c) Screening Opinions under the Town and Country Planning (Environmental Impact Assessment) Regulations 2011; and
- (d) Scoping Opinions under the Town and Country Planning (Environmental Impact Assessment) Regulations 2011.

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SECTION C
MINERALS AND WASTE DISPOSAL

Background Documents - the deposited documents; views and representations received as referred to in the reports and included in the development proposals dossier for each case; and also as might be additionally indicated.

Item C1

Application to vary Condition 1 of planning permission DA/13/140 to allow continuation of restoration operations until 31 May 2020 at Stone Pit 1, Cotton Lane, Stone, Dartford - DA/17/762 (KCC/DA/0104/2017)

A report by Head of Planning Applications Group to Planning Applications Committee on 13 September 2017.

Application by Land Logical Dartford Ltd to vary condition 1 of planning permission DA/13/140 to allow the continuation of restoration operations until 31 May 2020 at Stone Pit 1, Cotton Lane, Stone, Dartford, DA9 9ED – DA/17/762 (KCC/DA/0104/2017).

Recommendation: Permission be granted, subject to conditions.

Local Member: Mrs P. Cole

Classification: Unrestricted

Site

1. Stone Pit 1 is a historic quarry and landfill site which covers an area of 40.9ha within Stone, to the east of Dartford town centre and north-west of Bluewater. The application site forms the southern half of Stone Pit 1, which comprises an area of 18.7ha. Stone Pit 1 is bounded to the north by Cotton Lane, to the east by Stone Place Road and to the south by the A226 London Road. The western boundary of the site is bordered by a landfill gas management compound, beyond which lies open green space. The mainline railway passes to the north of Cotton Lane. The wider area is characterised by dense residential areas, with mixed industrial and commercial operations, interspersed with areas of green open space and former quarry sites. The nearest residential properties are located to the east opposite the site on Stone Place Road and south of the A226 London Road. Further residential properties are located to the north off Cotton Lane (see attached location plan).
2. The application site benefits from a recent planning permission (DA/13/140), which allows for the importation of inert waste materials to remediate a large area of the former landfill that has suffered from differential settlement as a result of material within the landfill biodegrading. The differential settlement has left an undulating landform with steep slopes that are out of keeping with the surrounding landscape and the final landform approved in connection with the former landfill. The approved restoration scheme was to provide a domed landform over the waste to protect the gas collection system and ensure surface water drains off the landfill area into the existing surface water drainage arrangements.

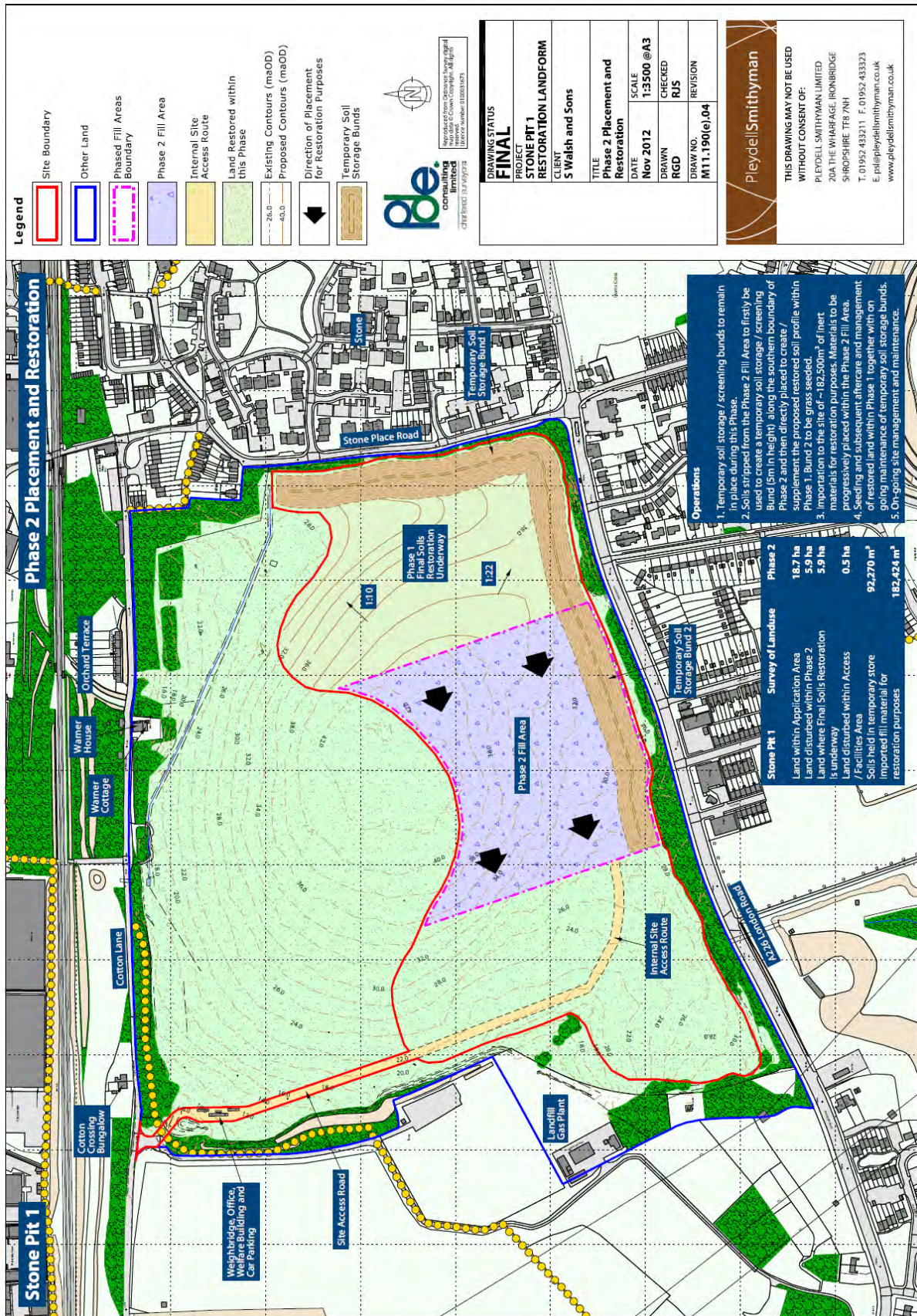
Application to vary DA/13/140 to allow continuation of restoration operations until 31 May 2020 at Stone Pit 1, Cotton Lane, Stone - DA/17/762 (KCC/DA/0104/2017)

General Location Plan



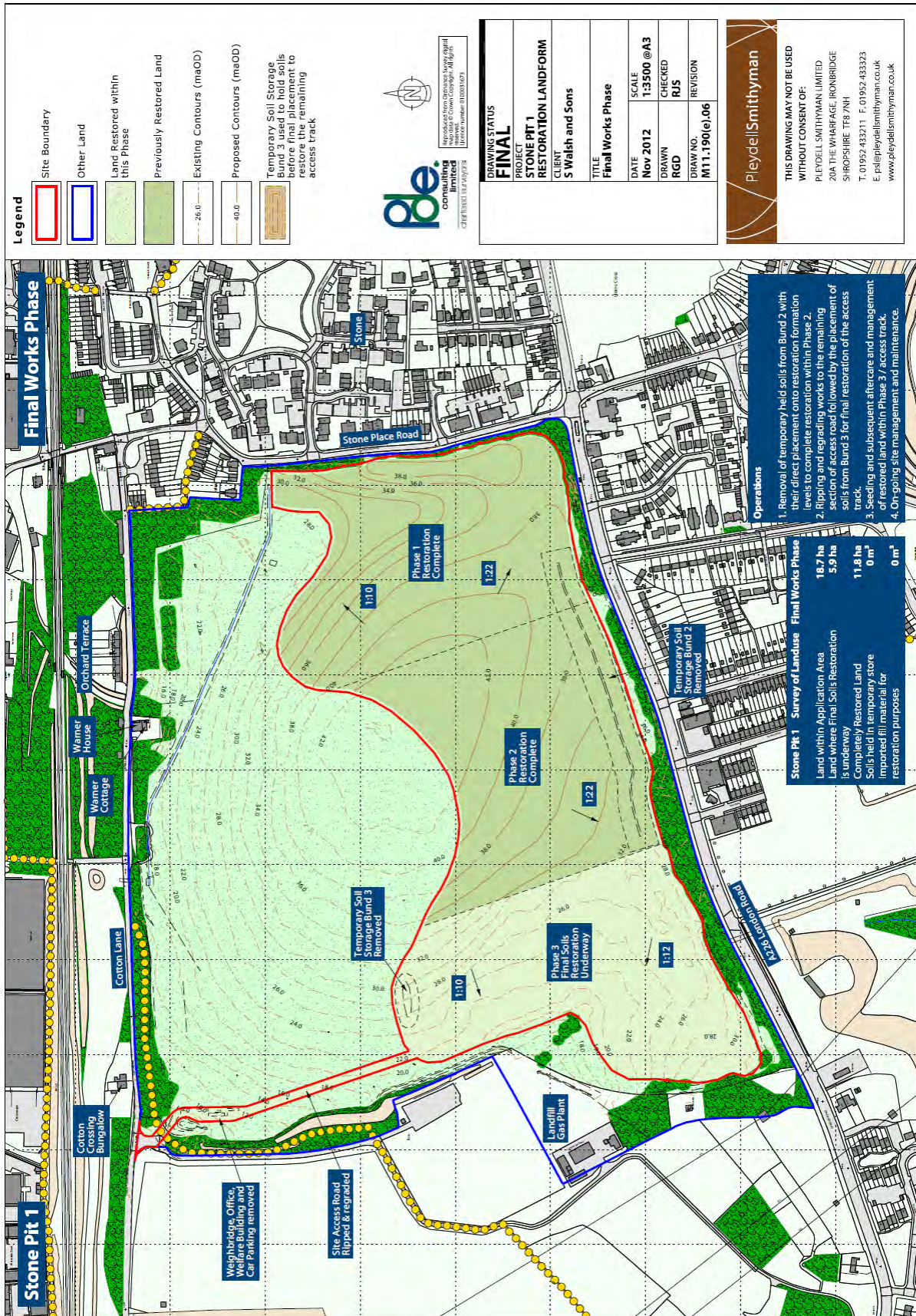
Application to vary DA/13/140 to allow continuation of restoration operations until 31 May 2020 at Stone Pit 1, Cotton Lane, Stone - DA/17/762 (KCC/DA/0104/2017)

Phase 2 Layout Plan



Application to vary DA/13/140 to allow continuation of restoration operations until 31 May 2020 at Stone Pit 1, Cotton Lane, Stone - DA/17/762 (KCC/DA/0104/2017)

Final Restoration Plan



Application to vary DA/13/140 to allow continuation of restoration operations until 31 May 2020 at Stone Pit 1, Cotton Lane, Stone - DA/17/762 (KCC/DA/0104/2017)

3. Access to the site is via an existing site entrance on Cotton Lane to the north-west corner of Stone Pit 1. An internal haul road, made up of hardcore, extends broadly parallel with the western boundary, connecting the access with the application site and other ancillary development. The site benefits from easy access to the Strategic Road Network via a 400m section of Cotton Lane to the west onto the B3228, which leads directly to junction 1a of the M25 (A282). Ancillary development on site includes welfare facilities, a weighbridge, weighbridge office, wheel-wash and parking close to the site entrance.
4. The application site is partially restored with large areas stripped of topsoil and subject to ongoing remediation work. Phase 1 of the remediation operations permitted under DA/13/140 is mostly complete with large areas returned to agreed levels and seeded. The part of the landfill to the north, which falls outside the application site, has been restored to open grassland and scrub, punctuated with the landfill gas infrastructure. A network of underground pipes and gas management infrastructure spreads across the site as part of the landfill gas collection system. This system connects to a gas utilisation compound and workshop building that seeks to ensure the long-term and safe management of the landfill. This compound remains in use to control the landfill gas generated and includes turbines that convert the gas into electricity to be fed into the local grid network. Land to the north of the application site has not suffered from the degree of settlement experienced in the southern part and as such has not required additional remediation work.
5. Dartford Borough Core Strategy (2011) Policy CS 4 identifies the site as part of a network of multifunctional green spaces within the Ebbsfleet to Stone Priority Area. The Dartford Proposals Map (2017) further identifies the site as a Biodiversity Opportunity Area under Policies CS14 of the Core Strategy and DP25 of the Dartford Development Policies Plan (July 2017). The entire site overlies a Major Aquifer and the south-east corner falls within a Groundwater Source Protection Zone 3 for potable water supplies. A Public Right of Way passes around the north-west corner of the site.
6. There are no other significant site-specific designations, although more general development plan policies are set out in the Planning Policy section below.

Background

7. Stone Pit 1 originally formed part of the Kent Portland Cement Works known as Stone Court Chalk Works. In the 1920's it became part of the Associated Portland Cement Manufacturers (APCM) supplying chalk for the cement industry. APCM later became Blue Circle Industries.
8. In 1981, with the chalk reserves at the site exhausted, infilling of the site commenced with a mix of inert, semi inert and putrescible waste, this continued until 1991. At the time the Waste Management Licence required a porous layer to be created at the base of the landfill in order to allow the landfill to operate under 'dilute and disperse' principles. This approach allowed emissions to the environment provided sufficient dilution occurred, including in terms of leachate generation and/or the build-up of landfill gas. It is now accepted practice for a modern landfill to be developed and operated on an engineered "containment" basis, to isolate the wastes and to prevent any adverse impact on the surrounding environment.

Application to vary DA/13/140 to allow continuation of restoration operations until 31 May 2020 at Stone Pit 1, Cotton Lane, Stone - DA/17/762 (KCC/DA/0104/2017)

9. The applicant (Land Logical Dartford Ltd (LLD)) considers that this 'dilute and disperse' method of operation may have been a key contributor to the differential settlement evidenced on site today. Waste disposal operations were followed by progressive restoration completed in 1993. This was undertaken under separate permissions granted by Dartford Borough Council in 1983, which were aimed at counteracting the settlement of waste by over-tipping above the adjoining land levels and required restoration to a domed platform that was capable of effectively managing landfill gas and shedding surface waters. However, it was recognised at that time that little was known about the settlement rates of the waste being used in the restoration. It was proposed that the final landform be complimented by restoration to agricultural fields, interspersed with small woodland blocks. In the later stages of restoration a gas extraction system was installed. The gas extracted is used to generate electricity to supply the National Grid.

Recent Planning History

10. Planning permission (DA/13/140) was granted by the Planning Applications Committee at its meeting on 11 September 2013 for the importation and recovery of some 490,000m³ of inert engineering materials and soils in order to remediate historic problems associated with differential settlement, with the final outcome being to achieve a long term sustainable landform.
11. The approved landform is broadly in accordance with the restoration scheme originally approved for the site. Final restoration contours range from 42m AOD at the peak of the site to a low point in the north western corner of 8m AOD. The proposed gradients would ensure that surface waters can effectively shed into drainage ditches on the north and east boundaries and into existing soakaways. The landform would also enable the effective management of the landfill gas collection system and provide a visually appropriate landform enabling the land to be used as a green amenity space with biodiversity benefits. See copies of the approved phasing plans included above.
12. The progressive infill of the site was approved over a 5 year period in 3 sequential phases; commencing with phase 1 to the east and moving west parallel with the London Road. Operations in each phase commence with the stripping and separate storage of topsoils and subsoils along the eastern and southern boundaries, prior to the importation and spreading of suitable inert engineering materials. The storage bunds also help serve as a visual and acoustic screen to neighbouring properties. Upon the completion of each phase of infilling, subsoils and topsoils are spread across the area, prior to being sown with a seed mix aimed at creating a low maintenance species rich meadow grassland.
13. Planning permission DA/13/140 includes 20 conditions. The key controls / limitations imposed by condition include:
 - The development to be completed within 5 years of the date of the permission (19 September 2018);
 - Landfilling operations being restricted to between 07.30 and 17.00 hours Monday to Friday and between 07.30 and 13.00 hours on Saturdays; no operations to take place on Sundays and Public Holidays;
 - A maximum of 158 HGV movements per day (79 in / 79 out);
 - Pollution prevention control measures;

Application to vary DA/13/140 to allow continuation of restoration operations until 31 May 2020 at Stone Pit 1, Cotton Lane, Stone - DA/17/762 (KCC/DA/0104/2017)

- An ecological mitigation strategy;
 - Delivery of a surface water management scheme;
 - Maintenance and continued operation of the landfill gas monitoring and collection system;
 - Noise controls at sensitive properties; and
 - Submission of a final management plan (not yet received).
14. The Planning Authority has subsequently approved details pursuant to conditions 4 (Access Improvements), 5 (Wheel washing and dust mitigation), 11 (Ecological mitigation), 13 (Risk assessment covering leachate discharge), 15 (Surface water storage) and 20 (Vehicle routing).

Proposal

15. The application proposes to vary condition (1) of planning permission DA/13/140 to extend the period of time allowed to complete the restoration of the former landfill site from 19 September 2018 until 31 May 2020.
16. With the exception of the additional time period, no other changes are proposed to the permitted operations or existing controls. The phasing arrangements, permitted waste types and volumes, hours of operation, number of vehicle movements, ancillary development and the restoration landform, treatment and after use would all remain the same as currently permitted.
17. Planning permission DA/13/140 allowed 5 years to complete the remediation and restoration work to the former landfill. The restoration would secure the long term protection of the landfill by creating a more sustainable landform through the importation and placement of inert materials. The permitted approach would return the land to domed shape, similar to that original permitted. This would ensure surface water flows off landfill into existing drainage arrangements on site. The restoration work would also secure the restoration and long term protection of the gas collection system.
18. The 5 year period was granted from the date of the planning permission requiring development to commence immediately. However, in addition to planning consent, the proposed waste operation also required an Environmental Permit (EP) issued and monitored by the Environment Agency (EA). A Permit seeks to ensure that operations do not damage the environment and comply with certain environmental targets. An EP for the site was not issued by the EA until May 2015, delaying commencement of restoration until after this date.
19. Following commencement in May 2015, restoration work has made good progress and Land Logical Dartford is on target to complete the work within the proposed 5 years. However, due to the delays the company states it is not in a position to complete the satisfactory restoration (in a safe and appropriate manner) before September 2018 and is applying for additional time to replace that lost securing the EP.

Planning Policy

20. The Government and Development Plan Policies summarised below are most relevant to the consideration of this application:

Application to vary DA/13/140 to allow continuation of restoration operations until 31 May 2020 at Stone Pit 1, Cotton Lane, Stone - DA/17/762 (KCC/DA/0104/2017)

21. **National Planning Policies** – the most relevant National Planning Policies are set out in the National Planning Policy Framework (NPPF) (March 2012), the associated Planning Practice Guidance (PPG) and National Planning Policy for Waste (NPPW). National Planning Policy and Guidance are material planning considerations.
22. **Kent Minerals and Waste Local Plan (2016) (Kent MWLP)** Policies: CSW 1 (Sustainable Development), CSW 2 (Waste Hierarchy), CSW 10 (Development at Closed Landfill Sites), CSW 11 (Permanent Deposit of Inert Waste), DM 1 (Sustainable Design), DM 2 (Environmental and Landscape Sites of International, National and Local Importance), DM 10 (Water Environment), DM 11 (Health and Amenity), DM 12 (Cumulative Impact), DM 13 (Transportation of Minerals and Waste), DM 14 (Public Rights of Way) and DM 19 (Restoration, Aftercare and After-use).
23. **Dartford Borough Council Core Strategy (2011) (Dartford CS)** Policies: CS1 (Spatial Pattern of Development), CS4 (Ebbsfleet to Stone Priority Area), CS14 (Green Space) and CS25 (Water Management).
24. **Dartford Development Policies Plan (July 2017) (Dartford DPP)** Policies: DP1 (Dartford's Presumption in Favour of Sustainable Development), DP2 (Good Design in Dartford), DP3 (Transport Impacts of Development), DP5 (Environmental and Amenity Protection), DP23 (Protected Local Green Space) and DP25 (Nature Conservation and Enhancement).

Consultations

25. **Dartford Borough Council:** raise no objections to the proposal, subject to condition(s) securing the full restoration of the land. The Borough Council's Environmental Health Department confirm no complaints have been received concerning noise, dust or other disturbance in connection with the site.
26. **Stone Parish Council:** no comments received.
27. **Environment Agency:** raise no objections to the application.
28. **Health and Safety Executive (Quarry):** offers no comment on the basis that the proposal is concerned with restoration rather than continuing quarry operations.
29. **National Grid:** draws attention to the proximity of the development to National Grid assets and encourages the applicant to make contact with its Asset Protection Team at the earliest opportunity.
30. **UK Power Networks:** raise no objections to the proposed development
31. **Southern Gas Networks:** raise no objections. Southern Gas Network indicates that separate from the planning process the applicant must comply with The Construction (Design Management) Regulations 2015 (in respect of Health and Safety) at the appropriate stage of the development.

Application to vary DA/13/140 to allow continuation of restoration operations until 31 May 2020 at Stone Pit 1, Cotton Lane, Stone - DA/17/762 (KCC/DA/0104/2017)

32. **Highways England:** raise no objections on the basis that it is satisfied that the proposals would not materially affect the safety, reliability and/or operation of the Strategic Road Network.
33. **Kent County Council, Highways and Transportation:** raise no objections to the development in highway terms.
34. **Kent County Council, Public Rights of Way:** raise no objections to the application.
35. **Kent County Council, Ecological Advice Service:** raise no objections, subject to the reptile mitigation strategy previously approved under DA/13/140/R11 being implemented as approved.

Local Member

36. The local County Member for Dartford East, Mrs Penny Cole was notified of the application on 24 April 2017.

Publicity

37. The application was publicised by the posting of a site notice(s), an advertisement in a local newspaper, and the individual notification of 35 nearby properties.

Representations

38. In response to the publicity, 2 letters of representation have been received. The key concerns / objections raised can be summarised as follows:
 - Concerns about the noise from site, especially during the summer months. Considers the noise from lorries and bulldozers to be both obtrusive and disruptive.
 - Objects to the clouds of dust generated that have an impact both inside and outside local houses.
 - Considers that dust issues have contributed to problems selling houses in the area.
 - Indicates that the locality has had three years of this type of disruption and does not want a further three.
 - Asks why the development was delayed and has not been completed within the time allowed.
 - Considers that it is important that the land is retained as a nature park and open amenity space.
39. The following concerns were raised in response to the application; however they are not material to the determination of the development proposed.
 - Concern over the number of houses being built in the area.
 - Concern that future development (like housing) on the site would generate additional congestion, particularly given the extent of new development taking place within Dartford more generally.

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Discussion

40. Application DA/17/762 is being reported to the Planning Applications Committee as a result of two letters of objection received from nearby residential properties. No other objections have been raised in response to the statutory consultations and publicity carried out in connection with the application.
41. Section 38(6) of the Planning and Compulsory Purchase Act (2004) states that applications must be determined in accordance with the Development Plan, unless material considerations indicate otherwise. The proposals therefore need to be considered in the context of the Development Plan Policies, Government Policy and Guidance and other material planning considerations including those arising from consultation and publicity.
42. The key determining considerations in this particular case can be addressed under the following headings:
 - Local amenity (including noise and dust);
 - Ground conditions and water environment;
 - Landscape and visual impacts; and
 - Highways.

Local Amenity (Including Noise and Dust)

43. In determining applications for waste development, the NPPW requires planning authorities to consider the likely impact on the local environment and on amenity. In testing the suitability of sites, Government policy indicates that the following factors (amongst other matters) could impact on local amenities: traffic and access; air emissions including dust; odours; vermin and birds; noise; light and vibration; litter; and potential land use conflict. The NPPW states that the focus of the planning system should be on whether the development itself is an acceptable use of the land and the impacts of those uses, rather than any control processes, health and safety issues or emissions themselves where these are subject to approval under other regimes. Waste planning authorities should work on the assumption that the relevant pollution control regime will be properly applied and enforced. The landfill operations in this instance are subject to a separate Environmental Permit issued and monitored by the Environment Agency.
44. The NPPF states that planning decisions should aim to avoid noise from giving rise to significant adverse impacts on health and quality of life and mitigate and reduce to a minimum other adverse impacts arising from noise from new development, including through the use of conditions.
45. Policies DM11 of the Kent MWLP and DP5 of the Dartford DPP require development that does not generate unacceptable adverse impacts from noise, dust, vibration, emissions, visual intrusion, traffic or exposure to health risks and associated damage to the qualities of life and wellbeing of communities and the environment.
46. Planning permission DA/13/140 establishes that the importation of inert material to remediate and restore the former landfill at Stone Pit 1 is an acceptable use of the land for a temporary period in the context of surrounding land uses and environment. This

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includes nearby residential properties. The original application included technical reports on noise and dust, and planning permission DA/13/140 includes a number of conditions that seek to safeguard local amenities and the environment from any unacceptable impacts. These conditions include a maximum noise limit at noise sensitive properties (55dB(A)_{L_{Aeq}} for day to day operations and 70dB(A)_{L_{Aeq}} during the temporary construction or removal of the soil bunds, controls on operating hours, controls on HGV movements (168 per day) and dust mitigation measures. In addition to the above planning controls, the waste operations are also subject to an Environmental Permit issued and monitored by the Environment Agency. The permit controls emissions from the site to acceptable environmental standards, including dust generated.

47. The proposed variation to the extant permission does not seek to alter the nature of the permitted development, including the footprint, the method of restoration, the overall volume of materials to be imported, the number of vehicle movements, the environmental management procedures or the approved afteruse. The application purely relates to the length of time allowed to complete the restoration operations following a delay in the initial commencement of the temporary use.
48. The application has attracted one objection on the grounds of the impact on local amenities, particularly as a result of noise and dust potentially escaping beyond the site boundary. In responding to the application neither Dartford Borough Council or the Environment Agency has raised an objection; both of which hold responsibilities that seek to protect local amenities and the environment under Environmental Health and Environmental Permitting regimes. The Borough Council's Environmental Health Officer responded to the application confirming that there have been no complaints recorded concerning noise, dust or other disturbances from this site in recent years. Both the County Planning Authority and the Environment Agency monitor the site on a regular basis.
49. The County Council also has no record of recent complaints about this site. Notwithstanding this, I am aware that during dry spells the operation has the potential to generate dust, which if the wind is in the wrong direction has the potential to carry beyond the site boundary. The planning permission and the Environmental Permit include mechanisms to ensure that this should not become a significant problem to the surrounding area. The approved dust mitigation measures include: the periodic damping down of access and haul roads; provision of a number of bunds around the boundary; dusty operations to be avoided during periods of high winds; wetting inert materials to reduce dust emissions where necessary; reduced drop heights; vehicles to be sheeted; and complaints to be recorded, investigated and any necessary action taken. In responding to the local resident, I have recommended that if they experience concerns about a specific noise or dust event that this should be brought to the attention of the site operator in the first instance so that it can look into the concerns and where appropriate identify ways to address any specific issues arising on site. I further recommended that if the concerns persist that these should be reported to the Environment Agency, Dartford Borough Council's Environmental Health Team or the Waste Planning Authority so that the issues can be explored with the Land Logical Dartford in more detail.
50. The extant permission allows the site to be worked in accordance with an agreed plan, which requires the infill and restoration operations to take place in phases. Phase 1

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(to the east of the site) was worked first and is now largely complete and seeded. Infilling is continuing within Phase 2. The progress of work from east to west will move the operations further away from the properties on Stone Place Road and those on London Road once the work enters phase 3. Because of its location, phase 1 always had the greatest potential to impact on local residential amenities.

51. Given the size of the site, subject to the agreed safeguarding and mitigation measures being employed, I am satisfied that noise, dust and other potential amenity impacts are capable of being controlled to acceptable levels within the site boundary for the additional period of time being proposed. Further to which issues like dust are also controlled under the Environmental Permit. Therefore, subject to the re-imposition of the existing conditions, I am content that the development would continue to accord with the Government and Development Plan Policies relating to local amenities, including those referenced above, and would not result in an unacceptable impact on those amenities.

Water environment and ground conditions

52. The NPPF states that development should not have unacceptable impacts on the natural environment, the flow and quantity of surface and groundwater or give rise to contamination. The NPPW states that planning authorities should consider the likely impact on vulnerable surface and groundwater (including aquifers) when determining waste planning applications. It also states that geological conditions and the behaviour of surface water and groundwater should be considered.
53. Policy DM10 of the Kent MWLP requires minerals and waste development that does not result in the deterioration of physical state, water quality or ecological status of any waterbody (e.g. rivers, streams, lakes and ponds). This policy also seeks to ensure development does not have an unacceptable impact on groundwater Source Protection Zones, or exacerbate flood risk in areas prone to flooding, either now or in the future. Policy CSW 10 of the Kent MWLP and Policy DP5 of the Dartford DPP seek development at closed landfill sites that improves the restoration and/or that reduces the emission of gases or leachate to the environment so that these do not cause adverse impacts on groundwater or risks to neighbouring land uses.
54. The application site is within a sensitive area in terms of groundwater resources as it overlies a major aquifer and is in part within a Source Protection Zone 3. Planning permission DA/13/140 was granted to ensure that the former landfill site is remediated and restored to a sustainable landform. The differential settlement that has occurred within the southern part of the site has compromised the protection afforded to the landfill beneath. The settlement has left steep slopes which have compromised the surface water drainage scheme, resulting in water pooling on site above the landfill. This increases the likelihood of leachate and pollution of groundwater resources. The change in ground levels has also damaged the gas collection system increasing the risk of landfill gas escaping and migrating off site. The restoration of the land to the agreed standard is essential in preventing long-term environmental concerns as a result of the historic landfill. In my opinion the successful restoration of the site would be in the wider public interest by protecting the surrounding environment from potential environmental problems and by returning the land to the permitted afteruse (green space with biodiversity enhancements).

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55. The Environment Agency raises no objection to the proposed increase in timescales. The existing Environmental Permit demonstrates that the development can be controlled such that it would not present an unacceptable risk to the surrounding environment during the operation phases. No other objections have been received from the statutory consultees in respect of the ground and water environment.
56. I consider that securing the restoration of the landfill in a high standard is vital to the long term environmental protection with the area. Completion of the scheme would ensure landfill gas is properly controlled in a sustainable way and that surface water runoff is managed to minimise the potential risk of pollution. In my opinion the long-term environmental benefits of the development would outweigh the short term amenity concerns being raised by local residents. As indicated above, I am content that any residual amenity impacts could be regulated and controlled by the existing conditions and the Environmental Permit. Subject to the re-imposition of the existing conditions, I am content that the development would continue to accord with the Government and Development Plan Policies relating to water resources and ground conditions, including those set out above.

Landscape and visual impacts

57. The NPPF seeks development that protects and enhances valued landscapes and soils. Policies DM1 and DM19 of the Kent MWLP require proposals to protect and enhance the character and quality of the site's setting, ensuring a high standard of restoration and aftercare. Policy CS4 of the Dartford CS identifies the site as part of a network of multifunctional green spaces within the Ebbsfleet to Stone Priority Area. The recently adopted Borough Proposals Map also identifies the site as a Biodiversity Opportunity Area under Policies CS14 of the Dartford CS and DP25 of the Dartford DPP.
58. The proposed extension of time would ensure that the applicant has sufficient time to secure the restoration of the site to the agreed high standard. A 'do nothing' approach would only allow the developer the remainder of the extant permission (approximately 1 year) to achieve an acceptable landform. Leaving the site unrestored would not be acceptable in landscape or environmental terms. The reduced timeframes would restrict the volume of material that could be imported to site (particularly given the HGV restrictions). Operations would also need to intensify and a revised landform and working plan would need to be agreed. This would potentially compromise the environmental protection measures and would result in a less acceptable land form being achieved. An unrestored / semi restored landform would also potentially compromise the productive after use of the land.
59. The extant permission includes a condition requiring the submission of a final management plan for the restored site that would be designed to enhance and benefit biodiversity. This condition has yet to be formally discharged and should be re-imposed on any permission to ensure a final scheme is submitted for approval and subsequently implemented before the end of the proposed timeframes.
60. The extension of time being proposed is for a relatively short period, less than 2 additional years. This extension would secure the above mentioned environmental benefits and the remediation of the differential settlement would also secure an appropriate landform more in keeping with the wider site and the surrounding

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landscape. The final landform would also enable the agreed afteruse and biodiversity enhancements to be achieved securing the long-term productive use of the land.

61. No landscape and visual amenity objections or concerns have been raised by consultees or residents. Subject to the re-imposition of conditions imposed on permission DA/13/140 including the submission of a final management plan, I am satisfied that there would be benefits from allowing the proposed extension of time in terms of the long-term landscape and visual impact and that this would accord with the relevant Government and Development Plan Policies.

Highways

62. The NPPF states that traffic associated with development should not give rise to unacceptable impacts on the natural and historic environment and human health. The NPPW states that planning authorities should consider the capacity of existing and potential transport infrastructure to support the sustainable movement of waste, seeking when practicable and beneficial to use modes other than road transport. This includes considering the suitability of the road network and the extent to which access would require reliance on local roads.
63. Policy DM13 of the Kent MWLP requires waste development to demonstrate that the access arrangements are safe and appropriate, traffic generated would not be detrimental to road safety and the highway network is able to accommodate the traffic generated with no unacceptable adverse effects on the environment or local community. Policy DP3 of the Dartford DPP requires development to minimise and manage arising transport impacts, including in terms of highway capacity, safety, local amenities and environment.
64. Highways impacts were considered in detail as part of the original application. At the time the Planning Applications Committee were satisfied that the level of activity proposed would not have an unacceptable impact, subject to improvements to the site entrance (including setting it back from the public highway), provision of wheel washing facilities, a highway condition survey, a combined total of 158 movements per day (79 in / 79 out) and agreed routing of all vehicles to and from the site to the west via the B3228. With the exception of a short stretch of Cotton Lane, the site benefits from good access on to the Strategic Highway Network. No objections have been received from consultees or local residents concerning highways or access considerations arising from the existing operations or the proposed extended timeframes, including the Local Highway Authority and Highways England.
65. On the basis that the site has been operational for a number of years without resulting in significant highway impacts or concerns, I am satisfied that the highway implications can be adequately managed and controlled for an additional temporary period proposed. Subject to the existing highway controls being re-imposed on any planning permission, I am content that the application would accord with relevant Government and Development Plan Policies.

Other Considerations

66. The original application was subject to careful consideration of the potential biodiversity implications and included measures to secure suitable mitigation and

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enhancements within the restoration scheme. This includes an approved ecological mitigation strategy and the above mentioned requirement to submit a management plan designed to enhance biodiversity. The current application would not change the permitted arrangements and mitigation measures. A condition requiring the submission of the final management plan should be re-imposed to ensure that appropriate enhancement measures are delivered. The County Council's Ecological Advice Service has considered the application and subject to the reptile mitigation strategy approved under condition 11 of the extant permission being implemented as approved, has raised no objections. Accordingly, subject to the relevant conditions being re-imposed on any permission, I am content that the application would be acceptable in terms of its impact on ecological interests.

67. A number of the points raised by a local resident were not material to the consideration of the current application and related to Dartford Borough Council's approach to new development in the area, particularly in relation to housing provision. The comments raise concern about potential future development on the application site and other green spaces in the Borough. The current proposals do not propose a change to the agreed restoration of the site to green open space with biodiversity enhancements. Any future proposal that sought to change this or develop the land would need to be subject to a separate application, which would have to be considered on its own merits and would most likely be determined by the Borough Council as the Local Planning Authority.

Conclusion

68. The principle of the restoration operation in the context of the surrounding land uses has already been established by the extant planning permission (DA/13/140). The key consideration in this instance is whether a relatively short increase in the approved timeframes would have a significant / unacceptable impact on the surrounding environment and other land uses, such that these would outweigh the benefits of restoring the land.
69. The application has attracted two objections from local residents, principally on amenity grounds. The restoration operations have been ongoing for a couple of years and whilst the permitted work has the potential to generate some local impacts I am satisfied that controls are in place to ensure that these do not become significant or unacceptable. Neither the County nor the Borough Council have any recent record of complaints about the site that would indicate specific or sustained problems. The County Council's Monitoring Officer continues to visit the site on a regular basis, alongside colleagues from the Environment Agency, which has further controls under the Environmental Permitting process. No other concerns have been raised regarding the operations on site or the relatively short increase in the temporary period being proposed to complete the restoration work.
70. Notwithstanding the objections raised by local residents, I am satisfied that the proposed operations would have clear environmental and long-term amenity benefits through securing the sustainable restoration of a former landfill. This would include protecting the landfill, maintaining the gas control network and benefitting both visual and biodiversity considerations. If left partly restored the existing landform could otherwise have the potential to generate environmental and amenity problems in future

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that would have the potential to significantly impact on local amenities and the environment.

71. I therefore consider that the benefits of extending the time allowed to complete the development outweigh any residual impacts, particularly when taking into account the relatively short duration of the operations when measured against the benefits that would be derived in the longer term. I consider that the proposed development is fully consistent with the objectives of the NPPF in that it represents a sustainable form of development and that it also accords with the relevant development plan and national policies. I recommend that permission be granted.

Recommendation

72. I RECOMMEND that PERMISSION BE GRANTED to vary condition 1 of permission DA/13/140 to allow the continuation of restoration operations until 31 May 2020, SUBJECT TO the imposition of conditions covering (amongst other matters) the following:

- the infilling and restoration of the site be completed by the 31 May 2020
- the re-imposition of all other conditions previously imposed on permission DA/13/140 (updated and amended as necessary to reflect any details approved pursuant to this planning permission) including:
 - Landfilling operations being restricted to between 07.30 and 17.00 hours Monday to Friday and between 07.30 and 13.00 hours on Saturdays; no operations to take place on Sundays and Public Holidays;
 - A maximum of 158 HGV movements per day;
 - Pollution prevention control measures;
 - Implementation of the approved ecological mitigation strategy;
 - Delivery of a surface water management scheme;
 - Maintenance and continued operation of the landfill gas monitoring and collection system;
 - Noise controls at sensitive properties; and
 - Submission and implementation of a final management plan.

Case Officer: James Bickle	Tel. no: 03000 413334
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Background Documents: see section heading

Item C2

Application to extend the hours of operation permitted under planning permission reference AS/12/813 to allow for the transportation of waste to and from the site at the beginning and the end of each day at Ashford Waste Transfer Station, Cobbs Wood Industrial Estate, Brunswick Road, Ashford – AS/17/243 (KCC/AS/0045/2017)

A report by Head of Planning Applications Group to Planning Applications Committee on 13 September 2017.

Application by Biffa Waste Services to extend the hours of operation permitted under planning permission reference AS/12/813 to allow for the transportation of waste to and from the site at the beginning and the end of each day at Ashford Waste Transfer Station, Cobbs Wood Industrial Estate, Brunswick Road, Ashford, Kent, TN23 1EL – AS/17/243 (KCC/AS/0045/2017).

Recommendation: Permission be granted, subject to conditions.

Local Member: Mr P. Bartlett

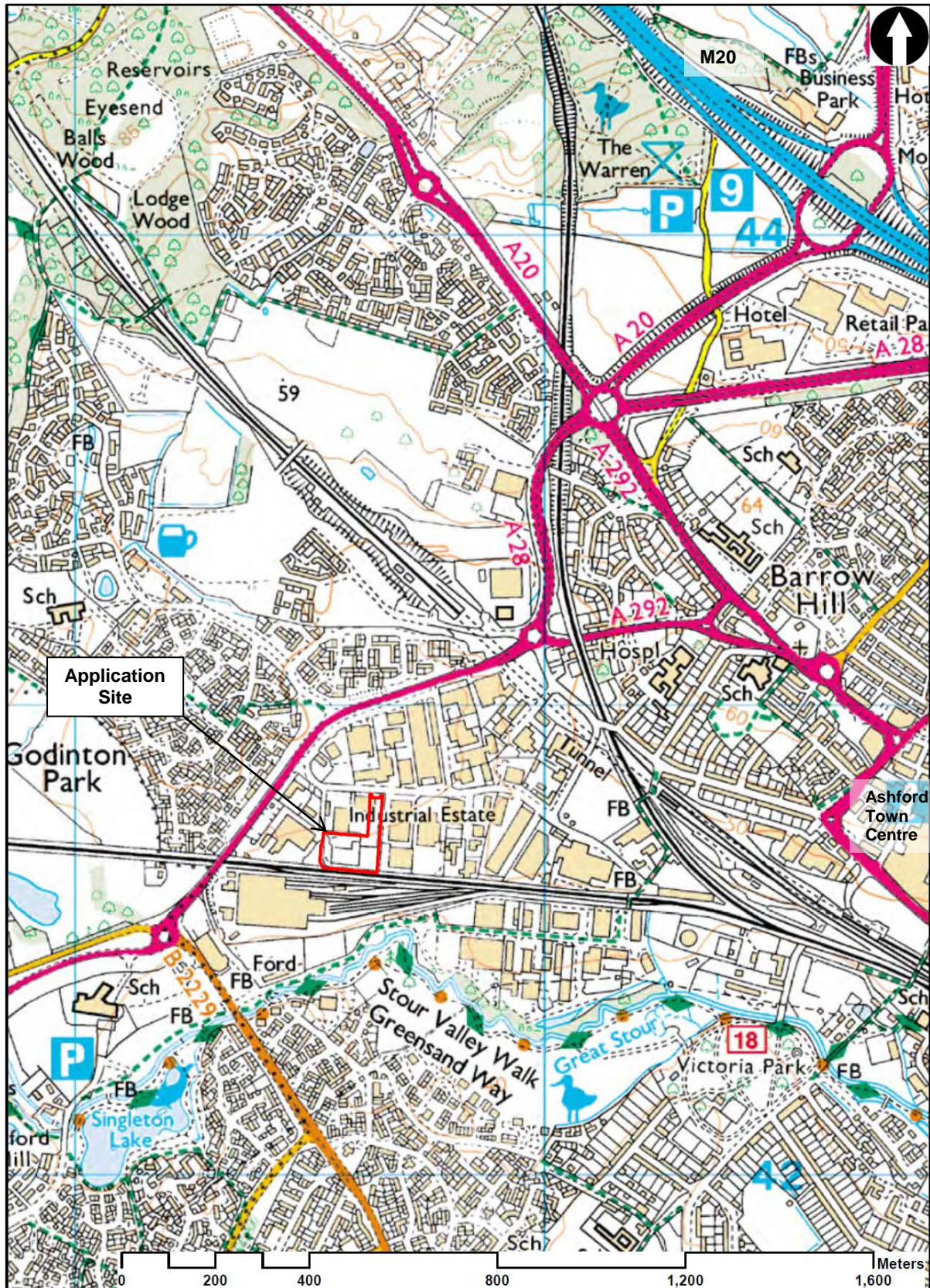
Classification: Unrestricted

Site

1. The application site forms the Ashford Waste Transfer Station (WTS) and Household Waste Recycling Centre (HWRC) located within the Cobbs Wood Industrial Estate, Brunswick Road, Ashford. The industrial estate is approximately 1km west of Ashford Town Centre and 1.5km south-west of junction 9 of the M20. The application site comprises the HWRC and dedicated public access to the north, with the WTS to the south. The WTS includes a waste transfer building and admin building with a separate commercial access and weighbridge parallel with the eastern boundary.
2. The application site as a whole lies to the south of Brunswick Road, which forms the main spine road serving the industrial estate. Chart Road (A28) comprises the primary access route to Cobbs Wood Industrial Estate, providing direct links to the M20 and the surrounding highway network. There are three main access points into the estate leading off Chart Road, via Brunswick Road, Hilton Road and Carlton Road (off the Chart Road / Templer Way Roundabout).
3. Buildings and other industrial uses within the industrial estate surround the site to the north, east and west. The railway line between Ashford and Tonbridge passes immediately to the south. A large rail depot is positioned on the far side of the railway lines to the south-west. The surrounding land uses include (amongst others): light engineering operations; warehouse / storage facilities; vehicle depots; vehicle showrooms; trade suppliers; other commercial / industrial activities; and other waste management facilities. Further industrial uses are located beyond the railway to the south east on Leacon Road.

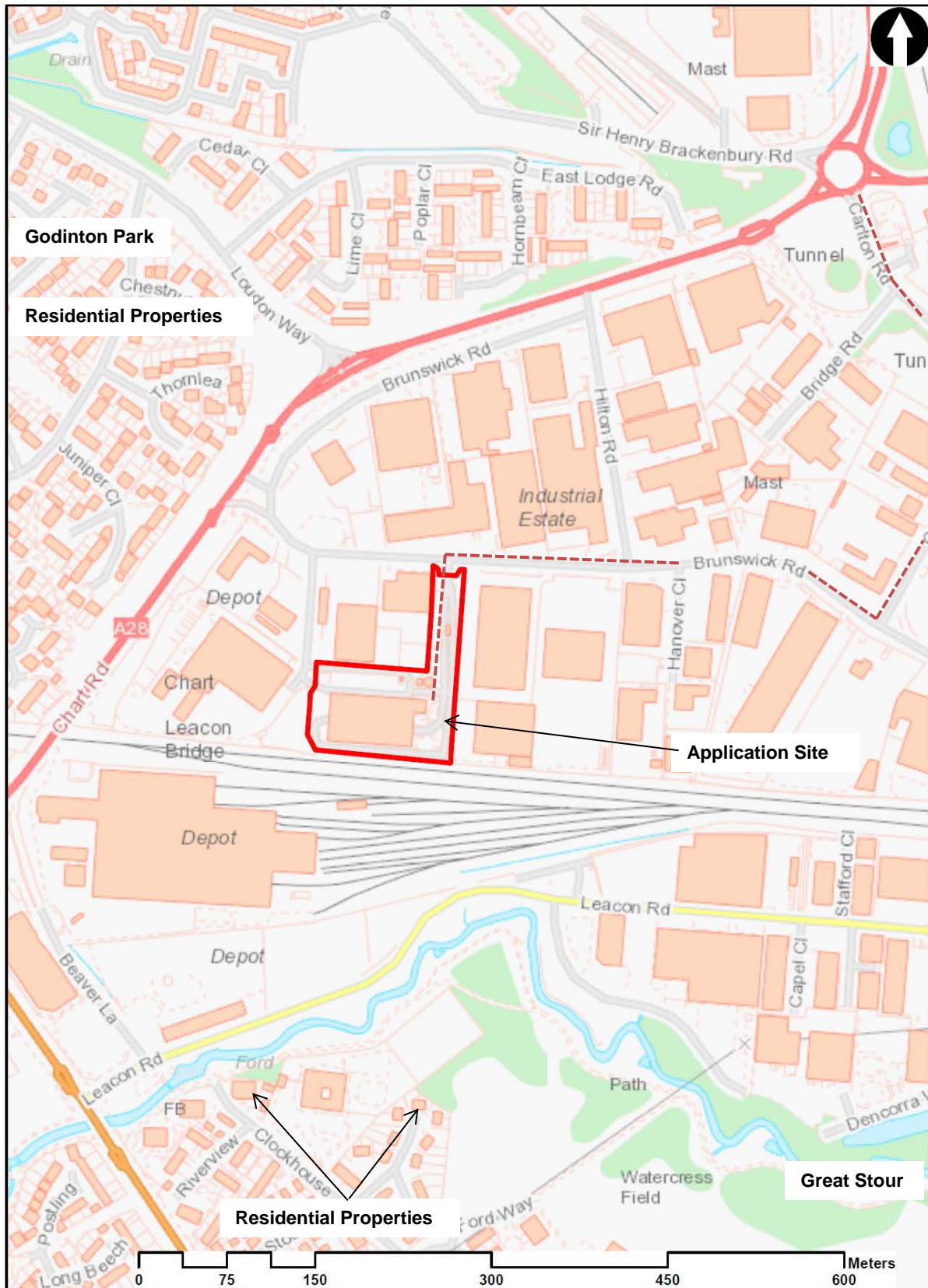
Application to extend the hours of operation to allow transportation of waste at the beginning and the end of each day at Ashford Waste Transfer Station, Brunswick Road – AS/17/243 (KCC/AS/0045/2017)

General Location Plan



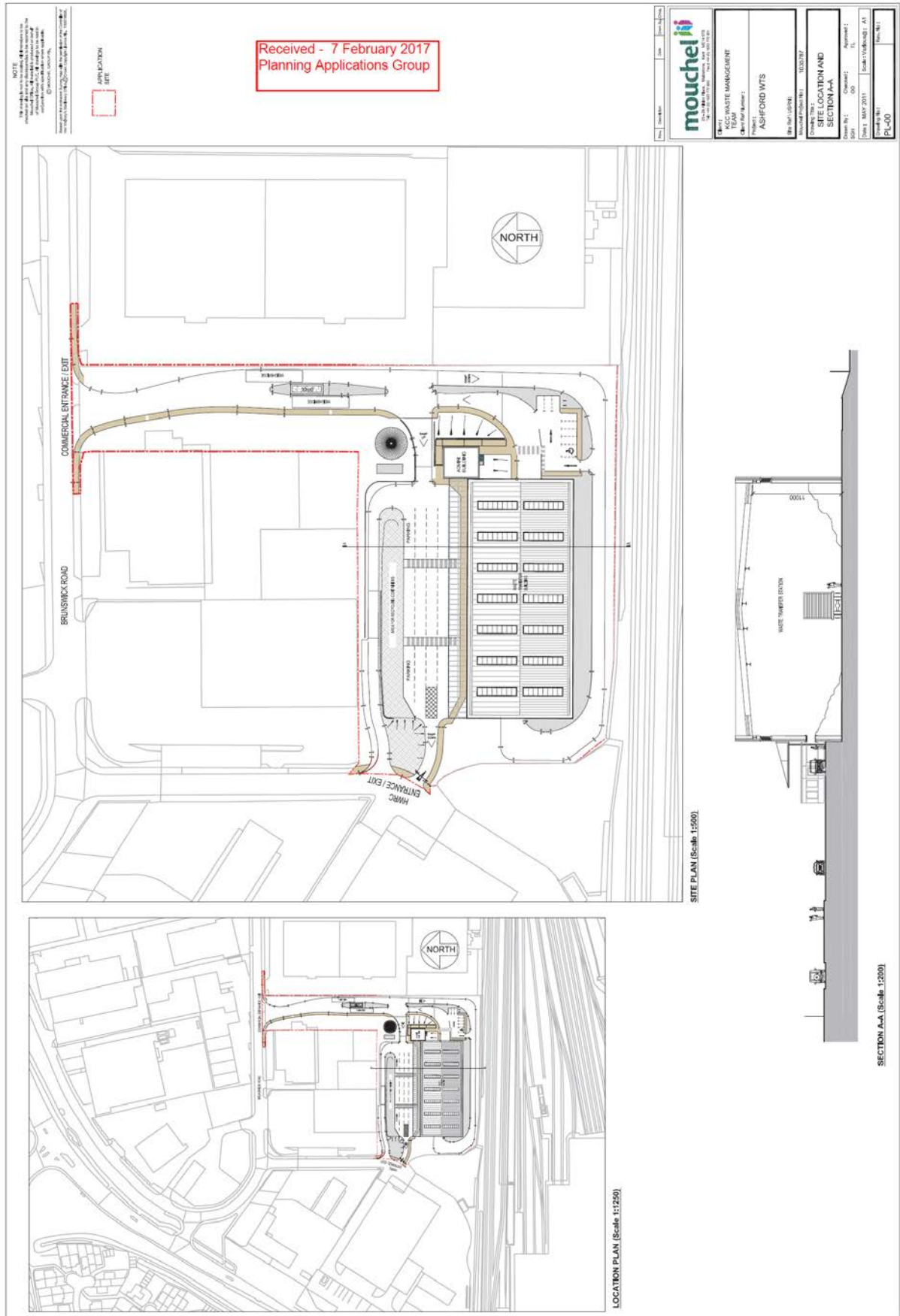
Application to extend the hours of operation to allow transportation of waste at the beginning and the end of each day at Ashford Waste Transfer Station, Brunswick Road – AS/17/243 (KCC/AS/0045/2017)

Location Plan



Application to extend the hours of operation to allow transportation of waste at the beginning and the end of each day at Ashford Waste Transfer Station, Brunswick Road – AS/17/243 (KCC/AS/0045/2017)

Site Layout Plan



Application to extend the hours of operation to allow transportation of waste at the beginning and the end of each day at Ashford Waste Transfer Station, Brunswick Road – AS/17/243 (KCC/AS/0045/2017)

4. The nearest residential properties are located beyond the surrounding industrial estate within Godinton Park, approximately 180m to the north and west on the far side of Chart Road (A28). Further residential properties are located approximately 280m to the south beyond the railway and depot and 580m to the north-east on the far side of the industrial estate. Please see location plan(s) attached.
5. The application site is located within the confines of the urban area as defined by the Ashford Local Plan Proposals Map. Policy CSW16 of Kent Minerals and Waste Local Plan (2016) safeguards existing waste management facilities. The site overlies a Minor Aquifer and is identified by the Environment Agency as within a Groundwater Vulnerability Zone. There are no other relevant site specific designations, although more general Development Plan policies are set out in the policy section below.

Background and Recent Site History

6. The application site was originally permitted as a HWRC in 1985 (under reference AS/85/69). This facility was modified and upgraded a number of times over the intervening years.
7. Planning permission (AS/11/981) was granted by the Planning Applications Committee on 16 April 2012 to redevelopment the existing HWRC to provide enhanced facilities and revised internal layout, construction of administrative building and a new waste transfer station with independent vehicular access and weighbridge. The waste transfer station's principle function is to handle kerbside waste collections from the local area before it is bulked up with waste from the HWRC for onward transportation to suitable processing facilities.
8. Planning permission (AS/12/813) was granted on 5 September 2012 to vary conditions 4 and 17 of planning permission AS/11/981 to allow a 0.5m reduction in permitted ground levels across the site, as well as changes to the permitted site layout and building design. This permission was subsequently implemented.
9. Planning permission AS/12/813 (which forms the base permission being varied) was granted subject to 36 conditions, including those relating to:
 - highway improvements to the nearby junction between Brunswick Road and Chart Road;
 - the development being carried out in accordance with the submitted plans and any approved pursuant to the conditions;
 - implementation of an approved foul and surface water drainage;
 - implementation of an approved external lighting scheme;
 - implementation of an approved site waste management plan (including dust and odour controls);
 - controls on the new access to ensure HGVs enter and leave the site to the north-east;
 - controls on the total combined waste throughput (to a maximum of 100,000tpa);
 - controls on the overall number of HGV movements to 120 (60 In/60 Out) each day;

Application to extend the hours of operation to allow transportation of waste at the beginning and the end of each day at Ashford Waste Transfer Station, Brunswick Road – AS/17/243 (KCC/AS/0045/2017)

- all HGVs attending site to follow an agreed routing strategy (through the industrial estate to the north-east, accessing the A28 (Chart Road) via the roundabout at the junction of Carlton Road, Chart Road and Templer Way – see location plan);
 - all waste associated with the Transfer Station to be loaded, unloaded, sorted and stored within the building;
 - all biodegradable waste shall be removed within 48 hours of arrival on site;
 - with exception of 30 minutes site preparation before and after, controls on the hours of operation for WTS to 0700 to 1630 hours Mon to Fri and 0700 to 1300 hours Sat;
 - with exception of 30 minutes site preparation before and after, controls on the hours of operation for HWRC 0800 to 1630 Mon to Sat and 0900 to 1600 Sun / Bank Holidays;
 - controls on the noise to ensure the rating noise level for the site does not exceed background noise at the nearest residential property; and
 - HGV's leaving the site shall be sheeted or netted.
10. The following permissions have since been granted by the County Planning Authority for minor changes to planning permission AS/12/813:
- AS/13/839 for the temporary modification of condition (26) of planning permission AS/12/813 up until 20 September 2013 to allow the hours of working for the WTS only to be extended to between 0700 to 1800 hours Monday to Friday and 0700 to 1300 hours on Saturdays was granted permission on 4 September 2013.
 - AS/14/725 for the proposed relaxation of condition (26) of planning permission AS/12/813 to allow the hours of working for the WTS only to be extended to run from 0900 to 1600 hours on Sundays between 1st April to 30th September and to allow no more than a maximum of 3 deliveries (6 movements) during each extended period was granted permission on 23 July 2014.
 - AS/16/1819 for Section 73 application for the temporary modification of condition (26) of planning permission AS/12/813 to permit hours of working for the WTS (only) from 07:00 to 17:00 on Saturday 31 December 2016, Saturday 7 January 2017 and Saturday 14 January 2017 was granted permission on 4 January 2017.

Proposal

11. The application is being made by Biffa Waste Services for a proposed extension to the hours of operation permitted under planning permission reference AS/12/813 (as amended) to allow for the transportation of waste to and from the WTS at the beginning and the end of each day. No changes are proposed to the hours of the HWRC.
12. Condition (26) of AS/12/813 restricts activities within the WTS and associated vehicle movements to 0700 to 1630 hours Monday to Friday, 0700 to 1300 hours Saturdays with preparation of the site by staff 30 minutes before and after the hours of use. Permission AS/14/725 varies the above hours to allow the WTS to open on Sundays from 0900 to 1600 hours Sundays between 1st April and 30th September (with no more than a total of 6 heavy goods vehicle (HGV) movements (3 in / 3 out)).

Application to extend the hours of operation to allow transportation of waste at the beginning and the end of each day at Ashford Waste Transfer Station, Brunswick Road – AS/17/243 (KCC/AS/0045/2017)

13. The application proposes to vary these hours to extend the start and finish times each day. This variation is being sought to accommodate deliveries from Canterbury and New Romney's HWRCs during the afternoons and at weekends as these facilities are open for longer hours than the Ashford facility. The WTS accepts and bulks up waste from these outlying sites alongside Ashford's waste for onward transportation. The extended morning hours would also provide extra time at the start of the day to bulk up the previous days waste / recycled materials and load it onto HGVs for onward transportation when the Ashford HWRC and WTS are closed to the public and commercial / kerbside collection vehicles.
14. The application proposes the following hours:
 - 0500 to 1800 hours Monday to Friday
 - 0600 to 1800 hours Saturdays; and
 - 0700 to 1730 hours Sundays.
15. During the extended morning hours (0500 to 0700 hours weekdays and 0600 to 0700 hours on Saturdays) the application states that the site would only be used for the loading of articulated vehicles (artics) with bulked waste for onward transportation. No waste deliveries would be accepted during this time. Each artic takes 20 minutes to load and during this time the WTS has to be closed to deliveries for health and safety reasons. If the artic loading takes place during the normal working day it can lead to kerbside collection vehicles waiting to deliver their loads, creating logistical problems and the potential for vehicles to queue on the public highway. On Monday to Friday the extra morning hours would be used to load 6 artics, 3 of which are parked on site overnight with the other 3 arriving after 0600 hours. All 6 artics would leave between 0600 and 0700 hours when the weighbridge opens. During the Sunday mornings a small number of deliveries from the outlying HWRCs are anticipated.
16. The application states that all other conditions imposed on permission AS/12/813 (as amended) would remain in force, including:
 - all waste associated with the WTS shall be loaded, unloaded, stored and sorted within the building whilst on site;
 - the roller shutter doors to the waste transfer building shall remain closed at all times except when vehicles are entering and leaving;
 - the rating noise level from the development at residential properties shall not exceed background levels;
 - no more than a combined total of 120 HGV movements (60in / 60out) in any one day; and
 - all HGVs shall enter and leave the site to the east in accordance with the agreed routing strategy.
17. In addition to the existing conditions the application proposes further controls, including:
 - no more than 9 HGV movements (3 in and 6 out) between 0600-0700 Monday to Friday;
 - no more than 6 HGV movements (3 in and 3 out) between 0600-0700 Saturdays;
 - no more than 10 HGV movements (5 in and 5 out) between 0700-0900 Sundays; and

Application to extend the hours of operation to allow transportation of waste at the beginning and the end of each day at Ashford Waste Transfer Station, Brunswick Road – AS/17/243 (KCC/AS/0045/2017)

- all plant on site shall be fitted with broadband (white noise) reverse alarms in place of tonal alarms.
18. During the extended afternoon hours and additional hours on Saturdays and Sundays the site would accept waste from Canterbury and New Romney's HWRCs to be bulked up. As indicated above, the applicant states that these sites have longer permitted opening times than the Ashford site potentially causing operational and logistical problems in handling local waste streams.
 19. The application proposes the following additional controls during the extended afternoon hours:
 - no more than 14 HGV movements (7 in and 7 out) between 1630 and 1800 Monday to Friday;
 - no more than 24 HGV movements (12 in and 12 out) between 1300 and 1800 Saturdays; and
 - no more than 6 HGV movements (3 in and 3 out) between 1600 and 1730 Sundays.
 20. The above restrictions on HGV movements would all be accommodated within the agreed combined total number of HGV movements for the site of a maximum of 120 (60 in / 60 out) in any one day, such that no increase in HGV movements is proposed.
 21. Following initial consultee responses, the applicant provided an Acoustic Assessment covering the proposed extended hours of operation. This included noise modelling in the context of the surrounding land uses and background levels that demonstrates that the proposed operations would continue to comply with the noise controls imposed on the base permission (i.e. the rating noise level for the site would not exceed background noise at the nearest residential property). This information was subsequently sent to consultees on 4 July 2017 and the consultation section below reflects the most recent replies.

Planning Policy

22. The Government and Development Plan Policies summarised below are most relevant to the consideration of this application:
23. **National Planning Policies** – the most relevant National Planning Policies are set out in the National Planning Policy Framework (NPPF) (March 2012), the associated Planning Practice Guidance (PPG) and National Planning Policy for Waste (NPPW). National Planning Policy and Guidance are material planning considerations.
24. **Kent Minerals and Waste Local Plan (2016) (Kent MWLP)** Policies: CSW 1 (Sustainable Development), CSW 2 (Waste Hierarchy), Policy CSW 3 (Waste Reduction), CSW 4 (Strategy for Waste Management Capacity), CSW 7 (Waste Management for Non-hazardous Waste), CSW16 (Safeguarding of Existing Waste Management Facilities), DM 1 (Sustainable Design), DM 11 (Health and Amenity), DM 12 (Cumulative Impact), DM 13 (Transportation of Minerals and Waste), DM 15 (Safeguarding of Transportation Infrastructure) and DM 20 (Ancillary Development).

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25. **Ashford Borough Local Plan (2000) (Ashford LP)** Saved Policy: Proposals Map and Policies: ET7 (Bad Neighbour Developments) and CF9 (Waste Recycling).
26. **Ashford Local Development Framework: Core Strategy (2008) (Ashford CS)** Policies: CS1 (Guiding Principles) CS15 (Transport) and CS18 (Community Needs).
27. **Draft Ashford Local Plan to 2030 (2016) (Draft Ashford LP)** Policies: SP1 (Strategic Objectives) and TRA9 (Planning for HGV Movements).

Consultations

28. **Ashford Borough Council:** raise no objection, subject to the replacement of tonal reversing alarms with white noise / broadband alarms on all vehicles and all existing conditions being carried over into any new permission to secure existing safeguards (including: roller shutter doors to remain closed when not in use; with exception of HWRC all waste to be loaded, unloaded, sorted and stored within the building; and noise to not exceed existing background noise levels at residential properties).

The Borough Council initially raised a holding objection subject to receipt of an updated noise assessment demonstrating the potential noise impacts during the proposed extended hours. Following receipt of an acoustic report, and further consultation with the local Environmental Health Officer, the Borough Council updated its views as set out above.

29. **Environment Agency:** raise no objection. States that the proposed changes to site activities would require an update to the Environmental Permit.
30. **Network Rail:** raise no objection.
31. **Kent County Council Highways and Transportation:** raise no objection on highways grounds, subject to retention of the existing control on maximum HGV movements to 120 each day (60in / 60out) and further controls on the number of movements between 1630 and 1800 hours to no more than 14 HGV movements (7in / 7out) (as proposed within the application). The additional controls are proposed because HGV movements would have the potential to extend into the afternoon peak travel times, which could impact on the A28 Chart Road without suitable controls in place.

Local Member

32. The local County Member for Ashford Central, Mr P. Bartlett was notified of the application on 4 July 2017.
33. Comments received from Mr Bartlett read as follows:

“This plant is very near to a well built up residential area and extending the hours as suggested would create considerable disruption to residents because of the noise and dust. It is at odds with the operating of other businesses nearby who do not operate with the hours sought by the operators of the plant”.

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Publicity

34. The application was publicised by the posting of a site notice, an advertisement in a local newspaper, and the individual notification of 10 surrounding properties.

Representations

35. In response to the publicity, 2 letters of representation from local Borough Councillors have been received. The key points / comments raised can be summarised as follows:
- Objection / concern about the potential for public nuisance / detriment to local amenities given the sites proximity to residential development;
 - Concern about the extended hours being proposed, particularly 0500 start on weekdays and the extensive hours of use at the weekend; and
 - Suggests granting temporary permission so that the impact could be reviewed in 3 months.
36. The Borough Councillors were sent details of the noise assessment prepared in response to the above comments. No further comments have been received in reply to the additional supporting information.

Discussion

37. Planning application AS/17/243 is being reported to the Planning Applications Committee as a result of concerns raised by the local County Member and two letters received from local District Members raising concerns about the potential for adverse amenity impacts in terms of noise and dust. No other objections have been received in response to the statutory consultations and publicity carried out in connection with the application.
38. Section 38(6) of the Planning and Compulsory Purchase Act (2004) states that applications must be determined in accordance with the Development Plan, unless material considerations indicate otherwise. The proposals therefore need to be considered in the context of the Development Plan Policies, Government Policy and Guidance and other material planning considerations including those arising from consultation and publicity.
39. The key determining considerations in this particular cases can be addressed under the following headings:
- Principle of the development;
 - Amenity Considerations (including noise and dust); and
 - Highways and Transportation;

Principle of the development

40. The application site benefits from a number of planning permissions for waste management uses, including AS/12/813 for the recent development of WTS and HWRC. Given the extant waste permissions the site is safeguarded under policy

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CSW16 of the Kent MWLP, which highlights the importance of the current stock of waste management facilities in maintaining net self-sufficiency within the County. This facility in particular forms an integral part of the municipal waste strategy for local waste streams, serving the community directly by handling kerbside collections and household waste. Policy CF9 of the Ashford LP provides support for the continued operation of the WTS / HWRC and Draft Ashford LP Policy CS1 encourages the sustainable use of existing infrastructure.

41. The NPPW supports the delivery of sustainable development and resource efficiency, including the provision of modern infrastructure, local employment opportunities and wider climate change benefits, by driving waste management up the waste hierarchy. National Policy seeks to ensure that waste management is considered alongside other spatial planning concerns, such as housing and transport, recognising the positive contribution that waste management can make to the development of sustainable communities, including taking more responsibility for local waste streams in line with the proximity principle. The NPPW, alongside Policy CSW6 of the Kent MWLP, supports the location of waste management facilities within or adjacent to existing waste management operations and / or industrial uses. Therefore, proposals for waste management facilities or changes to existing facilities within Cobbs Wood Industrial Estate would in principle be viewed favourably provided they are consistent with other development plan policies and relevant criteria.
42. The proposal would assist in the sustainable management of municipal waste by helping to drive local waste management up the waste hierarchy. The increased flexibility of the use of an existing facility would allow better integration and the bulking up and transfer of similar materials for onward transportation to suitable management and recycling facilities. This would reduce the number of vehicle movements needed to transport the material onwards and would improve the efficiency of the operations. I consider that both national planning policy and the development plan establish support for the proposed development in principle, subject to the changes being acceptable in terms of local amenity and highway impacts. These points are considered further under individual issues as set out below.

Local Amenity (Including Noise and Dust)

43. The NPPF states (amongst other things) that the planning system should contribute to and enhance the local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of air or noise pollution. Paragraph 122 states that in making planning decisions local authorities should focus on whether the development itself is an acceptable use of land, and the impact of the use, rather than the control of processes or emissions themselves where these are subject to approval under pollution control regimes (*the application site is subject to an Environmental Permit*). Paragraph 123 states that planning decisions should aim to avoid noise from new development giving rise to significant adverse effects on health and quality of life and mitigate and reduce to a minimum other adverse impacts arising from noise, including through the use of conditions. Appendix B of the NPPW requires consideration be given to the proximity of sensitive receptors and the extent to which adverse emissions (including noise and dust) can be controlled through the use of appropriate and well-maintained and managed equipment and vehicles.

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44. Policy DM1 of the Kent MWLP states that waste management development should be designed to ensure that it gives rise to no significant adverse impacts on the environment or communities. Policy DM11 states that waste development will be permitted if it can be demonstrated that it is unlikely to generate significant adverse impacts from noise, dust, vibration, odour, emissions, illumination, visual intrusion, traffic or exposure to health risks and associated damage to the qualities of life and wellbeing of communities and the environment. Policy ET7 of the Ashford LP seeks development that would have no significant impact on the visual, environmental or residential amenities of the neighbourhood.
45. Concerns have been received from two local Councillors and a County Councillor about the potential for adverse local amenity impacts from noise and dust as a result of the proposed changes to the hours of use. In response to these concerns and initial comments from Ashford Borough Council, the applicant prepared an acoustic assessment in support of the proposed development, amplifying the assessments carried out when the existing operations were permitted in September 2012.
46. The proposed development could have the potential to impact on local amenities as it would extend the permitted hours of operation by an hour and a half on weekday mornings and afternoons, five hours on Saturday afternoons and an hour and a half on Sunday mornings. The changes to the hours of use should be considered in the context of the permitted use, the surrounding industrial estate (which include existing operations with similar and/or unrestricted hours of use), the adjacent railway line and rail depot, the surrounding road network (including A28 Chart Road) and residential developments. The closest residential properties are approximately 180m to the north and west on the far side of Chart Road (A28), 280m to the south beyond the railway line, depot and Leacon Road and 580m to the north-east of the far side of the Cobbs Wood Industrial Estate and the main line railway.
47. The extant permissions for the site have established that use of the facilities 7 days a week is acceptable with members of the public using the HWRC every day.
48. In assessing the potential impact of the extended hours it should be noted that the application does not propose to change the nature or intensity of the use and would only provide for the loading / dispatch of waste materials and the delivery / unloading of materials within the WTS during the additional periods. The application site is already subject to a number of modern conditions under the extant permissions that seek to limit the potential impact on the surrounding environment (as set out above). These include noise limits and restriction of waste handling operations to within the waste transfer building. The containment of unloading, loading, storing and sorting of waste within the building reduces the potential impacts on the surrounding environment. The established controls on the maximum number of HGV movements (120 each day (60in / 60out)) and an established routing strategy for all HGVs attending site further limit the potential impacts. The routing strategy directs HGV traffic through the industrial estate to the north-east guiding movements away from the closest residential properties. The majority of other industrial uses within the estate are unlikely to be subject to the same level of control.
49. The operation of the existing WTS and HWRC has continued for a number of years without generating any material problems or concerns regarding noise or dust. The site is surrounded by similar industrial uses, which in themselves have the potential to

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generate noise and dust. The changes proposed to the WTS would not alter the nature or extent of the operations taking place (only the timing) and as such the development is unlikely to result in a change to the existing dust impacts resulting from the site. The extant planning permission includes a condition ensuring adherence with an agreed dust management strategy. This strategy includes measures to minimise storage on site, the efficient movement of waste on to an appropriate treatment facility (reducing the potential for dust and odour), regular inspection and maintenance, closure of roller shutter doors, dampening down of material in wind conditions, frequent sweeping of surfaces, general housekeeping, 10mph speed limit and the installation of a dust and odour suppression system within the building. The management of dust (amongst other emissions from site) is also controlled by the Environmental Permit for the waste operations, issued and monitored by the Environment Agency.

50. In considering the noise impacts, the earlier starts may have more potential to result in an increased impact as background noise levels may be lower than those assessed when the original application was considered. The changes during the afternoon and at weekends are less likely to have an unacceptable impact as background noise levels will be higher. The acoustic assessment received with the application demonstrates that for the hours proposed, including during the early mornings, the proposed operations would not breach the permitted noise controls. The assessment concludes that subject to an agreed change to broadband reversing alarms for mobile plant used on site, noise from the operations during the mornings would still be 1dB below background noise levels at the closest residential properties. This would comply with the noise condition imposed on the extant permission protecting local amenities. Residential properties are located some distance from the application site with other industrial development, main roads and in the case of properties to the south and north-east railway lines in the intervening space that in themselves would add to background noise levels during the time periods proposed.
51. In addition to the noise limits on the operations, the applicant is proposing additional controls on the activities that could take place outside the existing hours, should permission were to be granted. In addition to the re-imposition of existing conditions, the additional restrictions would include no HGV departures before 0600 hours and a restriction on the maximum number of HGV movements during the extended hours, both in the morning and afternoon (as set out above). It should be noted that the extended use being proposed only relates to the WTS and that the operation of the HWRC would remain unchanged.
52. Ashford Borough Council's Environmental Health Officer has considered the application, including the additional acoustic assessment received, and subsequently concluded that the development would not have an unacceptable impact, subject to the replacement of tonal reversing alarms with the proposed broadband (white noise) alarms for all vehicles using the site. The Borough Council's comments recommend that all other conditions on the extant planning permission are carried forward into any new permission, including existing safeguards relating to the roller shutter doors to remain closed when not in use; with exception of HWRC all waste to be loaded, unloaded, sorted and stored within the building; and noise to not exceed existing background noise levels at residential properties. The applicant has agreed to changes to the reversing alarms on site based plant, however cannot guarantee this for all HGVs attending site due to differing sub-contractors. The comments received

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draw attention to the layout of the WTS (please see drawing above), which is designed to allow HGVs to be driven in a forward gear around the site reducing the need to reverse. It is the mobile plant manoeuvring bulked waste into the transporters that will reverse frequently and it is this plant / equipment that would be converted to use broadband (white noise) alarms.

53. The Environment Agency (responsible for regulating operations at the site under an existing environmental permit) raises no objection to the proposed development. The Agency comments that Environmental Management System for the site approved under the environmental permit would need to be updated and amended to reflect the changes proposed.
54. The site benefits from an odour suppression system and other controls that seek to limit any impact on the surrounding land uses. The current application would have no direct impacts on odour considerations, other than by providing an opportunity to ensure material is not retained on site for any length of time by facilitating its export. The potential reduction in the need to close the site to load artics (as is the current practice) would also reduce the chance of refuse collection vehicles queuing outside the building, which can add to localised odour. Odour is one of the emissions that is further controlled and monitored under the Environmental Permit.
55. The changes to the hours could also have a bearing on the operation of the external lighting at the site. The lighting system has previously been approved by the County Planning Authority under permission AS/12/813 and is designed to minimise unnecessary light spill. As such, I am content that the changes to the hours of use would have no significant amenity impacts as a result of the lighting installed on site.
56. Notwithstanding the concerns expressed by the local Members, subject to the conditions discussed, I am satisfied that there would be no significant impact on local amenity as a result of the proposed changes to the timing of operations. The site is located within a suitable area of Ashford, within an established industrial estate and surrounded by similar activities with good access to key transport infrastructure. The existing operations have continued on site without significant concerns for a number of years and I am content that through the imposition of the conditions recommended above and below (and the controls included under the environmental permitting regime) there would be adequate controls in place to ensure that the site would not have an unacceptable impact on local amenities if permission were to be granted. Given the above there would be no justification in imposing a temporary consent as suggested by a local District Member above. This would be consistent with the advice provided by the Borough Council's Environmental Health Officer and the Environment Agency. I therefore consider that, subject to the conditions recommended above and below, the development would accord with the requirements of the NPPF, NPPW and the development plan policies referred to above in respect of local amenity considerations.

Highways and transportation

57. The NPPW states that planning authorities should consider the capacity of existing and potential transport infrastructure to support the sustainable movement of waste, seeking when practicable and beneficial to use modes other than road transport. This

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includes considering the suitability of the road network and the extent to which access would require reliance on local roads.

58. Policy DM13 of the Kent MWLP and Policy CS15 of the Ashford CS require development to minimise road transport movements where practicable, demonstrate that access arrangements are safe and appropriate and that traffic generated would not be detrimental to road safety and that the highway network is able to accommodate the traffic generated with no unacceptable adverse effects on the environment or local community.
59. The development of a WTS at this location has had a positive impact on the sustainable management of domestic waste in this part of the County. The facilities have helped to improve recycling rates and ensure municipal waste is bulked up for onward transportation, thereby reducing the distance material travels in smaller vehicles (minimising road transport movements). The current application does not seek to vary the permitted number of HGV movements allowed to enter and leave the site in any one day (60in / 60out). The highways implications of the original development, which establishes this control, were given careful consideration by the Planning Applications Committee at the time and this is reflected in the conditions imposed on permission AS/12/813. These conditions included improvements to the junction between Brunswick Road and Chart Road (now complete), a HGV routing agreement (through the industrial estate to the roundabout between Chart Road and Templer Way) and the limit on HGV movements, amongst other matters.
60. Notwithstanding the above, the proposed changes would have the potential to spread the permitted movements out across the extended operating hours being proposed. Allowing operations to take place until 1800 hours on weekdays could also result in vehicle movements during the afternoon peak travel times. Under the existing arrangements the site is closed by 1630 hours before rush hour. The applicant has confirmed that this variation is essential to enable the effective handling of the municipal / domestic waste streams.
61. The Local Highway Authority has taken this into consideration in commenting on the application and is content to raise no objection to the application on highways grounds, subject to the retention of the existing highway controls, including HGV movements limited to 120 each day (60in / 60out), along with further controls on the number of movements between 1630 and 1800 hours to no more than 14 HGV movements (7in / 7out) (as proposed within the application and set out above).
62. Taking the above into account, subject to the re-imposition of the conditions imposed on AS/12/813 and those recommended controlling HGV movements during the extended hours to the levels stated, I am satisfied that the proposed development would accord with the policies set out above and see no reason to refuse the application on highways grounds.

Conclusion

63. The application proposes a small increase in the hours of use of an existing WTS to accommodate more efficient handling of domestic and household waste streams. Specifically it would promote more efficient management of bulked waste, including waste arising from Canterbury and New Romney HWRCs which have different

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operating hours to the Ashford facility. The application site makes a positive contribution to sustainable waste management in this part of the County and the current application would enable increased efficiency and flexibility in handling local waste streams.

64. The application has attracted concerns from the local County and District Members concerning the potential for amenity impacts from noise and dust. The application site is already subject to modern controls and conditions under the extant permission that include measures imposed by the Planning Applications Committee to prevent unacceptable impacts from (amongst other matters) noise and dust. The site is also subject to an Environmental Permit, which proves stringent controls on emissions from the site. The applicant has provided an acoustic assessment (including modelling) that demonstrates that noise generated by the extended use would not exceed background levels at residential properties, even during the quieter morning periods. The application also includes proposed controls on activities and vehicle movements during the extended hours that would further serve to minimise potential impacts.
65. The statutory consultees, including the Environment Agency, Borough Council and local Environmental Health Department, have considered the information received and raise no objections to the application subject to the conditions (as recommended above and below). Taking all this into account, including the sustainable community benefits of the proposals, I am satisfied that the extended hours could be implemented at this site without causing any unacceptable harm to local amenities, the environment or the local highway network and that adequate controls could be imposed to ensure that this would continue to be the case. Subject to the re-imposition of the existing planning conditions imposed on permission AS/12/813 and those additional conditions put forward by the applicant and recommended by consultees (as set out below), I recommend that the proposal represents sustainable development and is consistent with National Planning Policy and Development Plan Policies. I therefore recommend accordingly.

Recommendation

66. I RECOMMEND that PERMISSION BE GRANTED, SUBJECT TO the imposition of conditions covering (amongst other matters) the following:
- the re-imposition of all conditions previously imposed on permission AS/12/813, including those set out above (updated and amended as necessary to reflect any details approved pursuant to this planning permission);
 - Condition (26) being amended to allow operation of the Waste Transfer Station only between 0500 and 1800 hours Monday to Friday, 0600 and 1800 hours Saturdays; and 0700 and 1730 hours Sundays; and additional conditions relating to
 - no HGVs shall enter or leave the site before 0600 hours;
 - all mobile plant / equipment based on site shall be fitted with broadband (white noise) reverse alarms; and
 - additional controls on HGV movements during the extended hours to no more than:
 - 9 HGV movements (3 in and 6 out) between 0600-0700 Monday to Friday;
 - 6 HGV movements (3 in and 3 out) between 0600-0700 Saturdays;
 - 10 HGV movements between 0700-0900 (5 in and 5 out) Sundays;

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- 14 HGV movements (7 in and 7 out) between 1630 and 1800 Monday to Friday;
- 24 HGV movements (12 in and 12 out) between 1300 and 1800 Saturdays; and
- 6 HGV movements (3 in and 3 out) between 1600 and 1730 Sundays.

Case Officer: James Bickle

Tel. no: 03000 413334

Background Documents: see section heading

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Item C3

Installation of Ferric Dosing Kiosk at Ashford Wastewater Treatment Works & Sludge Treatment Centre, Kinneys Lane, Canterbury Road, Ashford, Kent, TN24 9QB – AS/17/1054 (KCC/AS/0192/2017)

A report by Head of Planning Applications Group to Planning Applications Committee on 13 September 2017,

Application by Southern Water Services Limited for Installation of 1 Ferric Dosing Kiosk at Ashford Wastewater Treatment Works & Sludge Treatment Centre, Kinneys Lane, Canterbury Road, Ashford, Kent, TN24 9QB - AS/17/1054 (KCC/AS/0192/2017).

Recommendation: Permission be GRANTED subject to conditions

Local Member: Mr Paul Bartlett

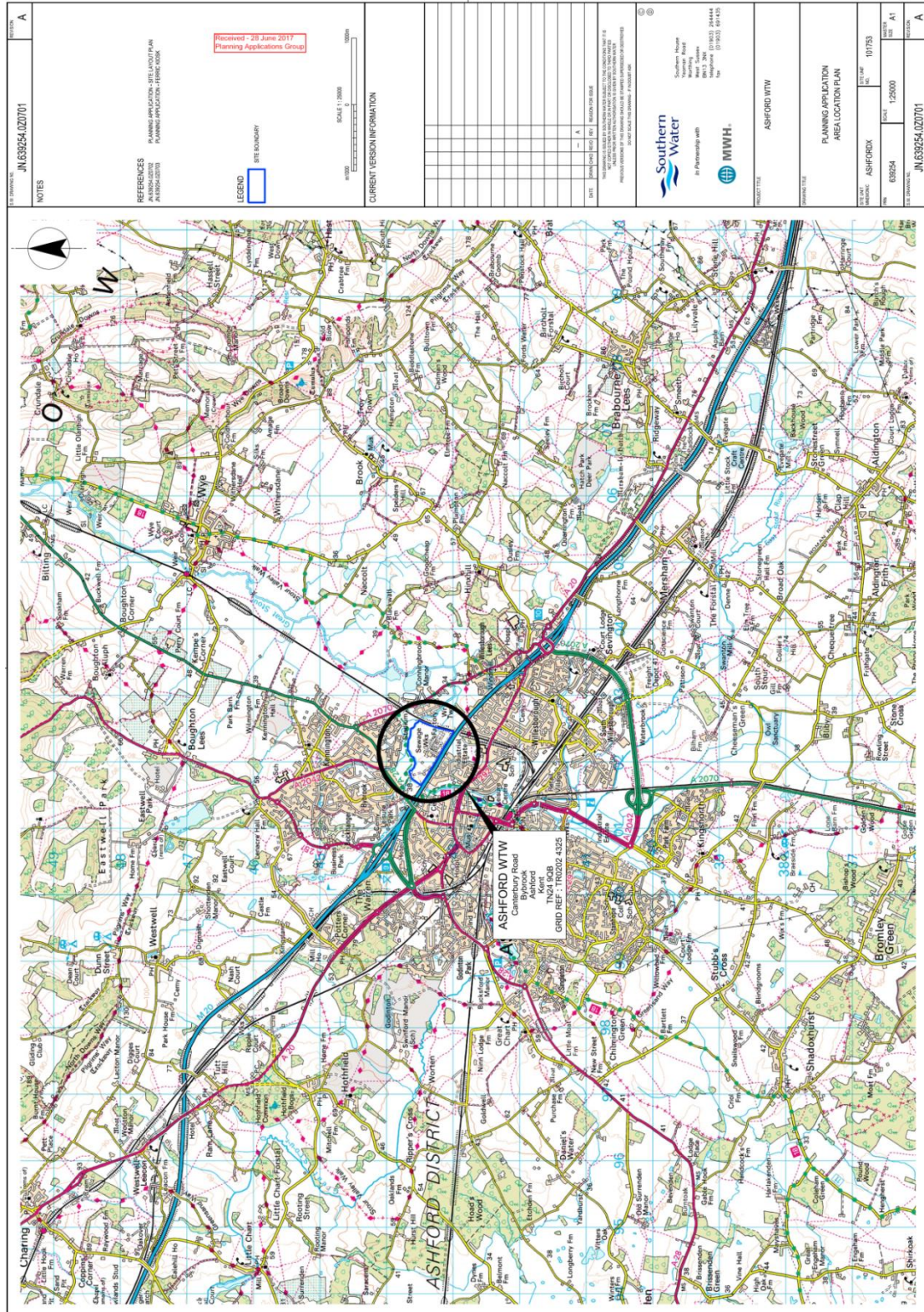
Classification: Unrestricted

Site and Surroundings

1. The site is located at Ashford Wastewater Treatment Works (WWTW) & Sludge Treatment Centre, Canterbury Road, Ashford. It is located to the north of Ashford town centre, immediately to the north of the M20 motorway, to the east of the site is the Canterbury railway line. The road and railway are elevated on steep vegetated banks, dominating the edge of the works site. To the north beyond the Great Stour the land is flat flood plain, beyond which is housing. To the north west of the site boundary is Ashford Rugby Club and their playing fields. The Great Stour river is designated a Local Wildlife Site and forms the northern and western boundary of the WWTW site, however the proposed development is some distance from this site boundary.
2. The A28 Canterbury Road to the west is the access and egress point into the site and is approached via Kinneys Lane, a single carriageway road which provides access to 4 residential properties and to the rugby club. The access road is also a cycle route for part of its length. The A28 Canterbury Road at this point is characterised by ribbon residential development and a number of commercial developments flank the road heading south west towards the motorway.
3. Part of the larger WWTW site to the north of the main works (largely the site of the old reed beds) lie within Flood Zone 2 area, land assessed as having between a 1 in 100 and 1 in 1,000 annual probability of river flooding. Flood Zones are used to determine the probability of land experiencing flooding from a river or the sea, with 1 being the lowest and 3 being the highest. The aim of national flood policy is to steer development towards area with the lowest probability of flooding. Development proposals located within area prone to flooding must be accompanied by a suitable Flood Risk Assessment. The location of the proposed kiosk falls outside of this flood area and there is therefore no further assessment required in this case.

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General Location Plan



Installation of Ferric Dosing Kiosk at Ashford Wastewater Treatment Works & Sludge Treatment Centre, Kinneys Lane, Canterbury Road, Ashford, Kent, TN24 9QB – AS/17/1054 (KCC/AS/0192/2017)

Background and Site History

4. Ashford WWTW currently provides sewage treatment to a population of circa 105,000 which is predicted to grow to 119,252 by 2025. The site was historically used purely as a wastewater treatment site having been constructed in 1966 and the addition of sludge processing capacity was added in 1998. The site currently processes waste received from the following sources:
 - Waste received via the sewer network from the Ashford Catchment Area, (Ashford and its surrounding area).
 - Southern Water wastes from other wastewater treatment works, sludge treatment centres (wastewater, sludge, grit and screenings) and water supply works (where Ashford is the nearest regional facility).
 - Domestic Tankered Waste from private residences (septic tank waste and cess).

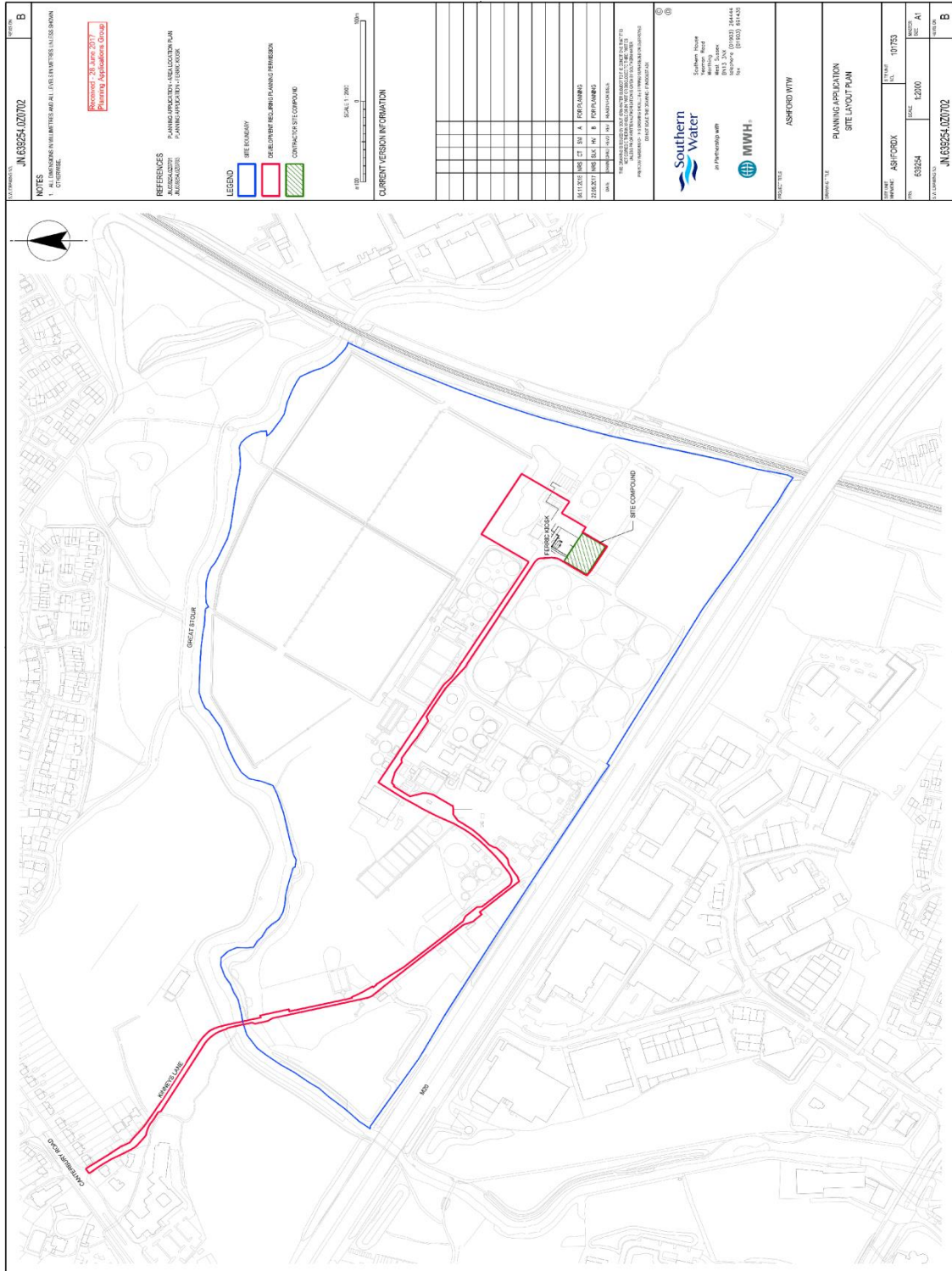
5. The wider WWTW has an area of approximately 36 ha and currently includes the following operational infrastructure:
 - 6 x Storm Tanks
 - 16 x Filter Beds
 - 3 x Primary Settlement Tanks
 - 6 x Sedimentation Tanks
 - 4 x Nitrating Trickling Filters
 - 8 x Humus Tanks
 - 6 x Deep Bed Sand Filters

6. The treatment works currently have ferric dosing after inlet works that achieve a current phosphorus output of 0.8mg/l. The Environment Agency National Environmental Programme requires the site to meet an annual average of phosphorus level of 0.5mg/l by 31st March 2018. As sewerage undertaker Southern Water is obliged to provide appropriate facilities for the treatment of wastewater to the required standard by the Water Resources Act 1991 and the Urban Wastewater Treatment Regulations 1994.

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Site Plan



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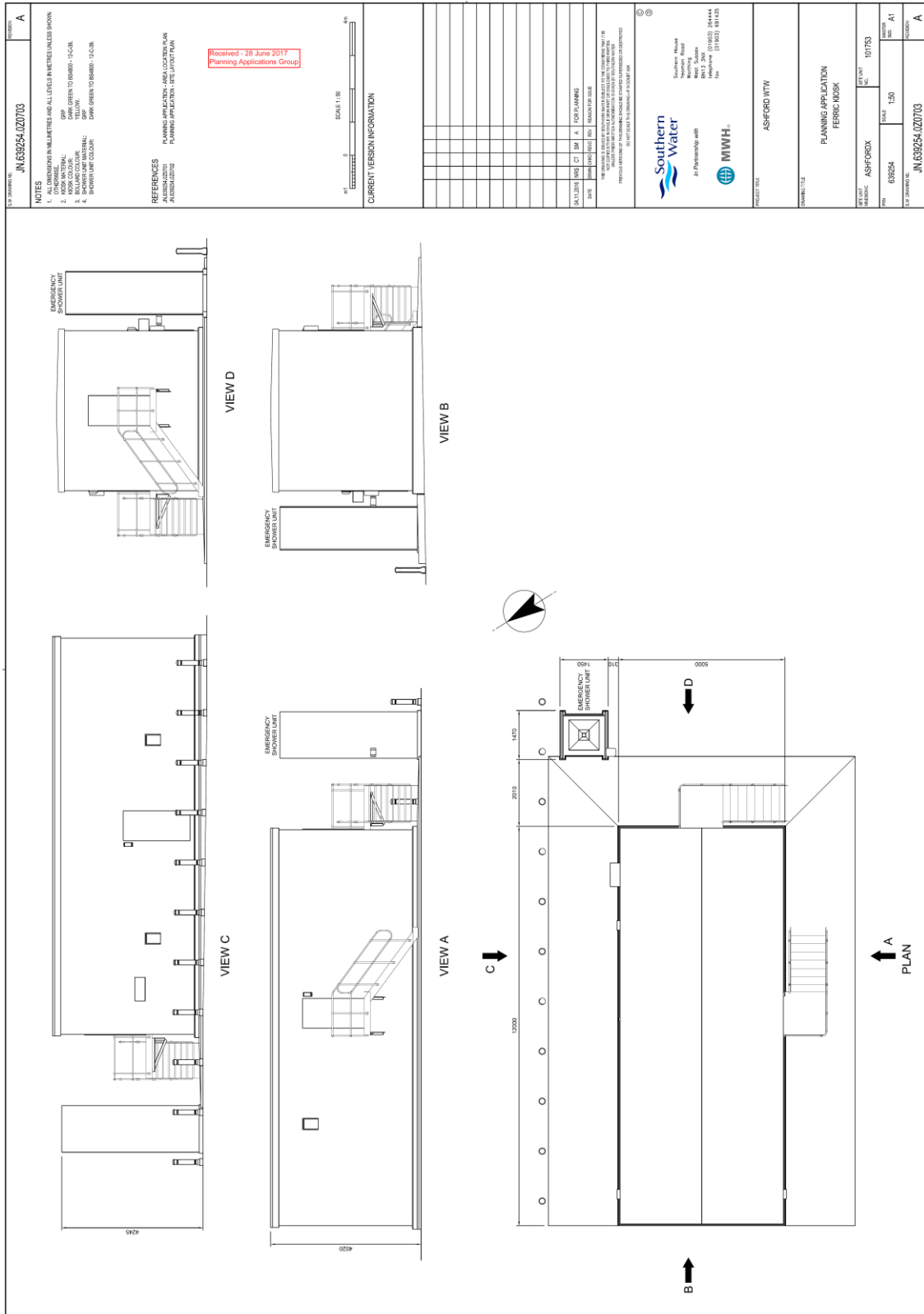
Proposal

7. The proposed works would allow for necessary upgrades to be made to the existing works to ensure the site can continue to operate effectively. The new ferric dosing plant is required to meet Environment Agency National Environmental Programme standards. The following works are proposed:
 - Install new ferric dosing plant and associated works: ferric dosing kiosk (containing storage tanks, dosing pumps and controls), tanker delivery area (bunded) with interceptor chamber, emergency shower, drainage and dosing pipework terminating at dosing point at end of inlet structure. Ferric salts are dosed in the raw sewage to reduce phosphorus levels in the sewage to permissible levels.
 - Existing contractor offices would be used during the construction period, with an additional temporary compound next to the office buildings. This would allow for the appropriate storage of materials and parking of vehicles during the construction phase. This would be constructed on an existing area of hardstanding. The area would be returned to its existing condition upon completion of temporary construction activities.
8. The proposed ferric dosing kiosk would measure 5.0m x 12.0m and 4.2m in height and the emergency shower unit would be sited eastern end of the kiosk and itself would measure 1.5m x 1.5m and 4.2m in height. Both structures would be finished in a drak green Glass Reinforced Plastic (GRP), and would be set within the existing built development of the the works.
9. The construction programme is expected to take six - eight months to complete with activities limited to 0700 -1800 hours Monday to Friday and 0730-1300 on Saturdays. Temporary lighting to assist during the construction period would be used as required but only during the hours of construction. Permanent lighting would be low level task lighting only used when necessary during shorter winter days and turned off when not in use. Lighting would be selcted to ensure limited light spill and in accordance with the Institution of Lighting Engineers Guidance Notes (GN01 - ILE 2011).
10. During the first two weeks of construction there is expected to be approximately 20-25 movements of HGV's for equipment and materials deliveries, and approximately 20-30 light van/car movements for construction staff. It is anticipated there would be 10 HGV movements per week during the main construction phase (circa 30 weeks). There would be one load required to deliver the large ferric unit which would include the need for crane works to lift the unit over the narrow bridge across the river. Wheel washing facilities would be provided within the site. There would be no increase in operational traffic following completeion of the proposed installation.
11. All areas temporarily impacted by the proposed development would be reinstated to their existing condition upon completion of the development.

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Elevations and Plan Drawing



Installation of Ferric Dosing Kiosk at Ashford Wastewater Treatment Works & Sludge Treatment Centre, Kinneys Lane, Canterbury Road, Ashford, Kent, TN24 9QB – AS/17/1054 (KCC/AS/0192/2017)

Planning Policy

12. **National Planning Policy and Guidance** – the most relevant National planning policies and policy guidance are set out within the following documents:

National Planning Policy Framework (NPPF) (March 2012) sets out the Government's planning policies for England and is a material consideration in the determination of planning applications. The Framework does not vary the status of the development plan (included below), which remains the starting point for decision making.

The NPPF contains a presumption in favour of sustainable development, which includes economic, social and environmental dimensions that should be sought jointly and simultaneously through the planning system. In terms of delivering sustainable development in relation to this development proposal, Chapters 1 (Building a strong, competitive economy), 3 (Supporting a prosperous rural economy), 4 (Promoting sustainable transport), 10 (Meeting the challenge of climate change, flooding and coastal change), 11 (Conserving and enhancing the natural environment), and 13 (Facilitating the sustainable use of minerals) are of particular relevance.

The NPPF seeks local planning authorities to look for solutions rather than problems and to approve sustainable development that accords with the development plan, unless material considerations indicate otherwise. Where the development plan is absent, silent or out-of-date, the Framework seeks that permission be granted unless any adverse impacts would significantly and demonstrably outweigh the benefits when assessed against NPPF policies.

National Planning Policy Guidance (NPPG) (March 2014 (as updated)) supports the NPPF including guidance on planning for air quality, climate change, environmental impact assessment, flood risk and coastal change, light pollution, minerals, natural environment, noise, transport and waste (amongst other matters). The waste section of NPPG advises that the aim should be for each Local Planning Authority to be self-sufficient in dealing with their own waste in the context of the 'proximity principle'. It requires waste planning authorities to plan for sustainable management of waste including wastewater. Adequate water and wastewater infrastructure is needed to support sustainable development. A healthy water environment will also deliver multiple benefits, such as helping to enhance the natural environment generally and adapting to climate change.

National Planning Policy for Waste (NPPW) (October 2014): The NPPW should be read in conjunction with amongst other matters the NPPF and Waste Management Plan for England (WMPE) 2013. It recognises the need to drive the management of waste up the 'Waste Hierarchy' and the positive contribution that waste management can bring to the development of sustainable communities. It recognises that planning plays a pivotal role in delivering this country's waste ambitions through amongst other matters helping to secure the recovery of waste without endangering human health and without harming the environment.

Waste Management Plan for England (WMPE) 2013: The key aim of the WMPE is to help achieve the Government's objective of moving towards a zero waste economy as

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part of the transition towards a sustainable economy. Amongst other matters, one of its objectives is to conserve water quality by reducing harmful emissions to water bodies.

13. Development Plan Policies:

Kent Minerals and Waste Local Plan (KMWLP) 2013 – 2030 (July 2016): As set out in the NPPF the purpose of the planning system is to contribute to the achievement of sustainable development. The NPPF requires that policies in local plans should follow the approach of the presumption in favour of sustainable development. The KMWLP is therefore founded on this principle. Policy CSW 1 gives support where, when considering waste development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development as set out and supported by National Policy.

The plan recognises that some modifications to existing facilities will require planning permission. Whilst Policy CSW 15 relates primarily to new treatment works it recognises the need to locate and connect to the existing wastewater network. Policy CSW16 seeks to safeguard sites that have permanent planning permission for waste management, or are allocated in the Waste Sites Plan from being developed for non-waste management uses.

There are also a number of Development Management Policies included in the Plan relevant to the consideration of the proposed development: Policy DM1 (Sustainable Design), DM3 (Ecological Impact Assessment), DM8 (Safeguarding Minerals Management, Transportation Production & Waste Management Facilities), DM10 (Water Environment), DM11 (Health and Amenity), DM12 (Cumulative Impact), and DM13 (Transportation of Minerals and Waste).

Ashford Borough Council Core Strategy July 2008: Policy CS19 (Development and Flood Risk)

Ashford Local Plan 2030 (Draft) - Ashford Integrated Water Management Strategy July 2007 and Ashford Borough Council Water Cycle Study 2016: Policy documents feeding into the Local Plan and recognise the need for wastewater infrastructure to serve future growth.

Consultations

14. **Ashford Borough Council** – No objection.
15. **Environment Agency** – No objection providing the environmental management permit is adhered to.
16. **Amey – Dust and Odour** – No objection subject to the development being carried out in accordance with the good management practice commitment within the application, and are satisfied that there is no risk to amenity from odour emissions.

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17. **Amey – Noise** – No objection, accept that the noise impact would be minimal with no adverse effect on any nearby noise sensitive receptors.
18. **Transportation Planning** – No objection subject to a condition for a Construction Management Plan to include routing of construction/delivery vehicles visiting the site, parking and turning area for construction and delivery vehicles and site personnel, timing of delivery vehicles, provision of wheel washing facilities and temporary traffic management/signage. Also suggest informative advising need to obtain all necessary highway approvals and consents, including appropriate contact regarding management of possible abnormal loads.
19. **Biodiversity** – Satisfied that there would be no significant impact on protected/notable species and that no additional surveys or mitigation strategies are required.
20. **County Archaeological Officer** – No views received

Local Member

21. The local County Member for Ashford Central Mr Paul Bartlett was consulted on 6 July 2017; no views have been received to date.

Publicity

22. The application was publicised by the posting of a site notice, an advertisement in a local newspaper, and the notification of nearby residential properties.

Representations

23. One letter of objection has been received, and whilst they have no objections to the installation of the ferric dosing kiosk, they do object to construction work taking place outside the usual operating hours as lorry movements are already intrusive. The following comments are made:
 - There are six properties that access Kinneys Lane, not four as stated in the application. The two properties at the top of the lane either side of the access road have a right of access to backs of their properties.
 - Vehicle movement numbers are unclear and could be even higher than stated. Kinneys Lane surface is already poor in a number of places with no provision for pedestrians or cyclists even though it is a sign-posted cycle route.
 - Most drivers completely ignore the recent sign-posted 10 mph speed limit and continue to hit the speed bumps at high speed. We have never witnessed anyone carrying out speed checks, despite assurances from Southern Water.
 - Whilst we recognise the proposed development is not expected to cause odour problems itself, the whole site has odour problems to the extent there have been public meetings with other residents to the north of the site. The odour coming from lorries travelling both ways on Kinneys Lane is intrusive.

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Discussion

24. Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that applications are determined in accordance with the development plan unless material considerations indicate otherwise. Therefore, the proposals need to be considered in the context of the Development Plan Policies, the National Planning Policy Framework, National Planning Policy for Waste and other Government Policy and any other material planning considerations. In considering this proposal the planning policies outlined in paragraphs 12 and 13 above are particularly relevant. The key planning considerations in this case include:
- Need and sustainability
 - Traffic
 - Odour
 - Other amenity impacts

Need and Sustainability

25. As set out earlier in my report Southern Water as a sewerage undertaker are obliged to provide the appropriate facilities for the treatment of wastewater to the standard required by the Water Resources Act 1991 and the Urban Wastewater Treatment Regulations 1994. This scheme forms part of Southern Water's Asset Management Plan (AMP 6) Programme. This is a major programme of refurbishment and upgrading of various existing wastewater treatment works and associated sewer infrastructure required by the water industry regulator OFWAT (Office of Water Services), and the Environment Agency, to be put in place between 2015 and 2020. Each of the schemes must be completed by dates specified by the Environment Agency and OFWAT.
26. The levels of phosphorus entering a water body can lead to high levels of inorganic plant nutrient, with excessive growth of algae which in turn affects the oxygen levels in the water, this is known as eutrophication. Subsequently the quality of the receiving water environment is depleted. In simple terms this application seeks to improve the dilution levels of phosphorus from 0.8mg/l to 0.5mg/l by adding ferric salts to reduce phosphorus levels in the sewage to levels required by the Environment Agency National Environmental Programme standards.
27. It is proposed to install a new ferric dosing kiosk (containing storage tanks, dosing pumps and controls), a tanker delivery area (bundled) with interceptor chamber, emergency shower, drainage and dosing pipework terminating at dosing point at the end of the inlet structure.
28. The need for this development is therefore driven by regulatory requirements to improve the treatment levels of the sewage. This in turn would further mitigate the environmental effects of the discharge on the River Stour. On this basis and following the presumption in favour of sustainable development in the NPPF and national waste policy, the proposal accords with Policy CSW1 of the KMWLP.

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Traffic

29. The levels of traffic associated with this development once operational will not increase above current levels, as existing operatives will monitor and maintain the additional infrastructure. However there is clearly a need for an increased level of traffic during the construction of the proposed new facility and this is of concern to the neighbour who has made representations.
30. It is proposed there would be 20-25 movements of HGV's for equipment and materials deliveries during the initial mobilisation works which is expected to last around two weeks. These figures are not per week as suggested by the neighbour. In the construction phase (circa thirty weeks) there would be an average of 10 movements per week of HGV's which would include the delivery of the kiosk itself. There are expected to be around 30 movements per week of light van/cars during this period. Construction traffic would enter and leave the site from the existing access off the A28 Canterbury Road along Kinneys Lane into the WWTW. A practical approach to vehicles visiting the site would be taken by the contractor to avoid any delays occurring outside the site. The necessary authorisations would be obtained for any traffic management that would occur outside the site (and this would include arrangements for the use of a crane to avoid the narrow point along Kinneys Lane).
31. It is stated there would be no construction traffic associated with the scheme on Saturday afternoons or Sundays (unless otherwise agreed first with the County Council, as an exception) or Bank Holidays. Week day construction activities would be restricted to between 0700 and 1800 hours. Traffic movements would be managed in accordance with best practice and incorporated within the contractor's project environmental plan. The Applicant has stated that parking for all vehicles would take place within the treatment works site where sufficient space could be provided for loading, storage and turning along with parking for site operatives and visitors.
32. The Highways Officer raises no objection to the proposal but has also suggested that a condition securing the submission of a construction management plan detailing arrangements for routeing, parking and turning, timing of deliveries, wheel washing and temporary traffic management/signage. This is the kind of information which is normally be included in the contractors own documentation and would therefore ensure appropriate measures are in place to manage the traffic associated with the construction activities. I would suggest that details of the measures to control the speed of construction vehicles visiting during this time should also be required.
33. The level of operational traffic will not increase as a result of this proposal. Furthermore it is considered that it is possible to manage the temporary impacts of the construction traffic by the addition of appropriate conditions and on that basis any potential impacts are considered to be reduced to an acceptable level.

Odour

34. As set out above this proposal is for the installation of an additional piece of infrastructure to meet regulatory standards for the discharge of wastewater. The proposed kiosk is not odour generating and therefore will not of itself cause any odour nuisance.

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35. However it is acknowledged that there have been a number of complaints regarding odour issues from the site more generally. This is a point made in the representations and with specific reference to the vehicles visiting the site. Southern Water has acknowledged that the level of odour complaint has increased and has been carrying out their own investigations into what could be causing increased odour. Currently two potential sources have been identified and odour suppression units have been installed to address the odours, the effectiveness of these is currently being monitored. An additional odour assessment of the site has been carried out recently to identify any further potential sources and is currently being processed. Furthermore the Environment Agency, who are responsible for pollution control in relation to the permit for sludge imports, the combined heat and power plant and the discharge consent, are working with Southern Water and the Borough Council Environmental Health Officer to resolve odour issues from the site.
36. Odour issues arising from vehicles transporting sludge to the site again fall outside of this specific proposal however these could be mitigated by proper containment and ensuring vehicles are kept clean and free of debris, as well as driving at appropriate speeds onto the site. This is a matter of good management practice and ensuring their drivers are instructed appropriately and the matter will be raised with the applicant.

Other amenity matters

37. Ecology - An ecological appraisal of the site was carried out as part of the application preparation. It acknowledged that the site is a large WWTW located within the centre of Ashford and that the majority of the site is operational and contains concrete, brick structures and areas of hardstanding and managed grassland. The northern and western part of the site contains a mixture of scattered scrub, rough unmanaged grassland and tall ruderal habitat mainly consisting of thick nettle beds. Considerations were given to potential impacts upon habitats and protected species. The site and proposed working area is not subject to any nature conservation designations and none would be affected by the proposed works. No rare or habitats of principle importance have been identified within the site perimeter and none would be affected by the proposed development. It is concluded that provided the works are confined to the existing hardstanding and operational areas, the potential for the works to impact on protected species is low. My biodiversity officer concurs with this conclusion and raises no objections to the proposals.
38. Landscape and Visual Impact - The proposed location of the kiosk, to the eastern boundary of the site is adjacent to existing operational plant. The views from which the kiosk could be seen would be very limited and it is not considered the kiosk would have any detrimental impact in visual terms and no adverse impact upon the landscape.
39. Noise - There are no residential properties within 200m of the proposed works, although the only access road to the site passes by a number of residential receptors. The M20 borders the south of the site and a railway line lies to the east. The proposed kiosk would not generate any notable level of noise; the switchgear would all be enclosed within the kiosk itself and would not have any impact on surrounding

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receptors by virtue of the low level of noise generated and the distance of the nearest properties.

40. Controlled Waters – Part of the wider site is located in a flood risk area, however the location of the proposed kiosk falls outside of this flood zone area so there is not considered to be any flood risk. Appropriate management measures would be followed by the applicant to ensure no pollutants enter the groundwater system and all surface water would be channelled in to the existing drainage system on the site, which in turn is returned to the head of the works for treatment.

Conclusions

41. The NPPF states that where development accords with the Development Plan planning permission should be granted without delay. It also states that where the Development Plan is absent, silent or relevant policies are out of date, then permission should be granted unless adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF when taken as a whole.
42. This is a large existing works within the centre of Ashford treating wastewater arising from within the catchment and providing sludge treatment to a wider area. The proposed development is required to enable the works to comply within the Environment Agency National Environmental Programme which requires the site to meet an annual average phosphorus level of 0.5mg/l by 31/03/2018. The development of the kiosk and associated infrastructure represent a small scale project within the confines of the much larger works.
43. The main impacts from the proposed development arise during the construction period and would be of a temporary nature. I am satisfied that with appropriate conditions controlling those impacts alongside good management practices that the impacts could be kept to a minimum. The kiosk once operational would have little impact beyond the confines of the existing operational area. I am satisfied the proposed development complies in all relevant aspects with the NPPF to which the presumption in favour sustainable development therefore applies. It is concluded that the proposals comply with the adopted KMWLP 2016 and the relevant policies of the Ashford Borough Council Core Strategy 2008 and Draft Ashford Local Plan 2030.
44. I recommend that planning permission should be granted for these proposals.

Recommendation

45. I RECOMMEND that PLANNING PERMISSION BE GRANTED SUBJECT TO the imposition of conditions covering (amongst other matters) the following:
- Submission of a Construction Management Plan detailing arrangements for routing, speed of vehicles on site, parking and turning, timing of deliveries, wheel washing and temporary traffic management/signage.
 - Limits on the number of HGV's as set out in the application.

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- Limits to the hours of construction activities.
 - Appropriate handling and storage of fuel, oil and lubricants,
 - Access Road to be kept free of mud and debris,
46. An informative relating to need to obtain necessary highway approvals and consents, including appropriate contact regarding management of abnormal loads BE ADDED.

Case Officer: Andrea Hopkins	Tel. no: 0300 413394
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Background Documents: see section heading

Item C4

Section 73 application for the temporary relaxation of condition (13) of planning permission SE/90/1302 to allow the waste transfer station only to be extended to run from 0500 to 1800 hours Monday to Friday during repairs to the Tunbridge Wells Waste Transfer Station at Dunbrik Waste Transfer Station, Main Road, Sundridge, Sevenoaks, Kent – SE/17/179 (KCC/SE/0179/2017)

A report by Head of Planning Applications Group to Planning Applications Committee on 13 September 2017.

Application by KCC Waste Management for the temporary relaxation of condition (13) of planning permission SE/90/1302 to allow the waste transfer station only to be extended to run from 0500 to 1800 hours Monday to Friday during repairs to the Tunbridge Wells Waste Transfer Station at Dunbrik Waste Transfer Station, Main Road, Sundridge, Sevenoaks, Kent – SE/17/179 (KCC/SE/0179/2017)

Recommendation: Permission be granted subject to conditions.

Local Member: Mr N Chard

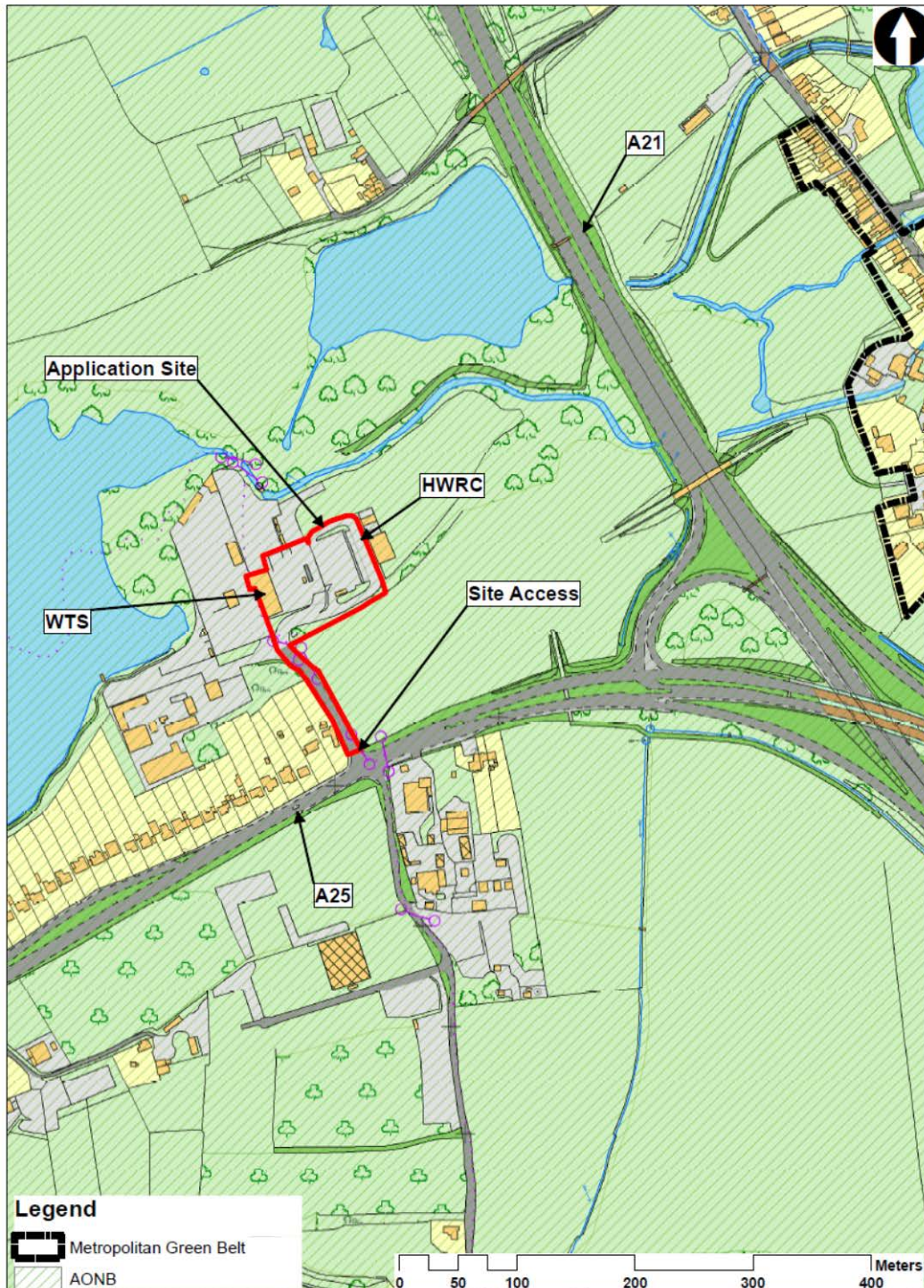
Classification: Unrestricted

Site Description

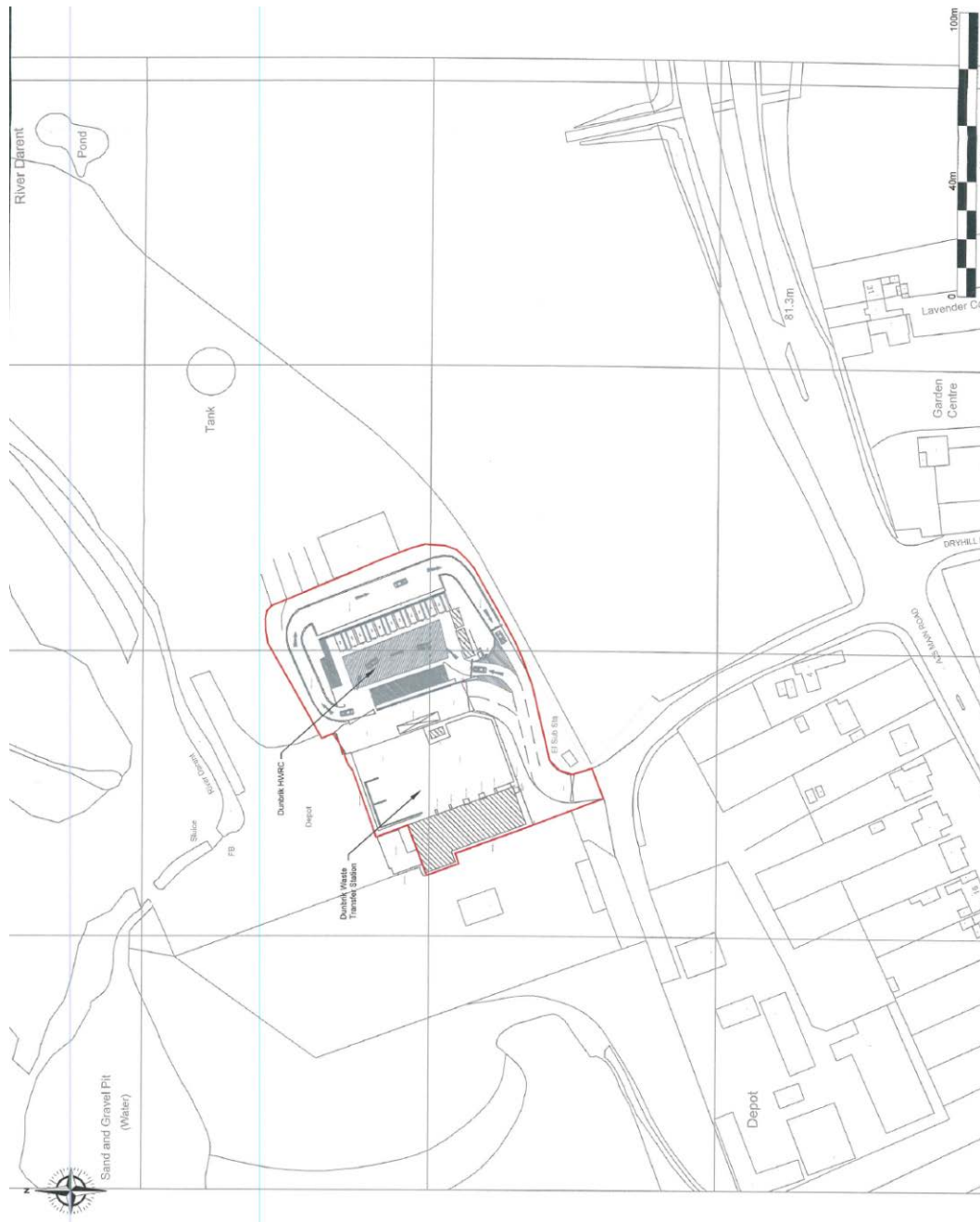
1. The application site is located within a small industrial estate in Sevenoaks District. The industrial estate is located to the north of Main Road (A25), approximately 1km east of Sundridge and 3km north-west of Sevenoaks town centre. Junction 5 of the M25 is located to the north-east, close to the interchange with the A21, which passes to the east of the site. The application site is accessed via a shared private road that serves the industrial estate and benefits from a dedicated junction with the A25.
2. The Waste Transfer Station (WTS) occupies approximately 0.3 hectares of land within the industrial estate. Other uses within the industrial estate include the household waste recycling centre (HWRC) and Sevenoaks District Council Depot. Part of the industrial estate previously accommodated a green waste composting site. The WTS comprises a large building, weighbridge and associated yard area used for parking, manoeuvring and external storage. Both the WTS and HWRC are used to deal with municipal waste streams generated within Sevenoaks and the surrounding area.
3. The nearest residential property is about 60m from the application site and adjacent to the shared access road to the industrial estate. Residential properties also lie to the west of the access road and to the south of the A25.
4. The application site lies outside any main settlement boundary and within the Green Belt and the Kent Downs Area of Outstanding Natural Beauty (AONB) as identified in the Sevenoaks District Local Plan.

Section 73 application for the temporary relaxation of condition (13) of planning permission SE/90/1302 to allow the waste transfer station only to be extended to run from 0500 to 1800 hours Monday to Friday during repairs to the Tunbridge Wells Waste Transfer Station at Dunbrik Waste Transfer Station, Main Road, Sundridge, Sevenoaks, Kent - SE/17/179 (KCC/SE/0179/2017)

Site Location Plan



Section 73 application for the temporary relaxation of condition (13) of planning permission SE/90/1302 to allow the waste transfer station only to be extended to run from 0500 to 1800 hours Monday to Friday during repairs to the Tunbridge Wells Waste Transfer Station at Dunbrik Waste Transfer Station, Main Road, Sundridge, Sevenoaks, Kent - SE/17/179 (KCC/SE/0179/2017)



Section 73 application for the temporary relaxation of condition (13) of planning permission SE/90/1302 to allow the waste transfer station only to be extended to run from 0500 to 1800 hours Monday to Friday during repairs to the Tunbridge Wells Waste Transfer Station at Dunbrik Waste Transfer Station, Main Road, Sundridge, Sevenoaks, Kent – SE/17/179 (KCC/SE/0179/2017)

Planning History and Background

5. The site has been used for waste management uses since the 1960's following an earlier history of mineral extraction. Planning permission SE/90/1302 was granted in 1992 for a permanent WTS and HWRC. This permission has been subject to minor variations over the years resulting in revised operational arrangements (including various changes to opening hours and storage arrangements on site). The most recent amendment to the WTS element was permitted in October 2012 (SE/12/2342). Planning permission SE/90/1302 (as amended by SE/12/2342) only allows the WTS to operate between the following hours:
- 07:00 to 18:00 hours Monday to Friday;
 - 07:00 to 16:00 Saturdays (immediately following a Bank Holiday); and
 - 07:00 to 15:00 Saturdays (other).

The transportation of waste to and from the WTS is not permitted outside these times, although some of the infrastructure associated with the WTS can be used in connection with the weighing and storage of waste from the HWRC during the hours when only the HWRC is open. The HWRC is permitted to open to the public between the following hours:

- 08:00 to 16:30 hours Monday to Saturday;
- 08:00 to 16:30 hours on Wednesdays (1 October to 31 March inclusive);
- 08:00 to 20:00 hours on Wednesdays (1 April to 30 September inclusive); and
- 09:00 to 16:00 Sundays, Bank Holidays and Public Holidays.

However, the additional Wednesday hours are not currently employed at the site such that the HWRC closes at 16:30 hours on all weekdays (apart from Bank and Public Holidays) and Saturdays.

6. The permitted operations provide for collected waste to be deposited temporarily at the WTS and be bulked up with material of a similar nature or common destination for onward transport. As waste management practices have evolved, this has resulted in black bag, food waste, dry recyclables and other waste being collected and transferred separately. Waste taken to the HWRC is also bulked up as necessary at the WTS. There are no specific restrictions on waste sources on planning permission SE/90/1302 (as amended).
7. Planning permission was granted for a new WTS and HWRC in February 2007 (SE/05/2526), February 2010 (SE/08/621) and August 2013 (SE/12/2790). The latter permission remains extant although development has yet to commence. If implemented, planning permission SE/12/2790 would result in the existing WTS and HWRC being replaced by a modern facility.

Section 73 application for the temporary relaxation of condition (13) of planning permission SE/90/1302 to allow the waste transfer station only to be extended to run from 0500 to 1800 hours Monday to Friday during repairs to the Tunbridge Wells Waste Transfer Station at Dunbrik Waste Transfer Station, Main Road, Sundridge, Sevenoaks, Kent – SE/17/179 (KCC/SE/0179/2017)

The Proposal

8. The application proposes the temporary variation of condition 13 of planning permission SE/90/1302 (as amended) to allow the WTS to additionally operate between 05:00 to 07:00 hours Monday to Friday whilst works take place at the Tunbridge Wells WTS. No other changes are proposed at the Dunbrik WTS or HWRC.
9. The applicant states that temporary repairs were undertaken to the Tunbridge Wells WTS earlier in 2017 to enable the facility to continue to be used following a significant fire but that it is now in a position to carry out a series of permanent repairs and upgrade works at that site that will require its temporary closure. The applicant states that a period of up to 10 weeks would be required once the Tunbridge Wells WTS closes to enable repairs to take place. It is understood that works may commence on 18 September 2017.
10. During the period when the Tunbridge Wells WTS is closed, waste collected from households in Tunbridge Wells (and some from other sources such as street cleaning) that would normally go to the Tunbridge Wells WTS for bulking-up will need to be diverted elsewhere. The applicant estimates that approximately 3,250 tonnes of residual (black bag) waste, 100 tonnes of street cleansing waste and 250 tonnes of highway mechanical arisings waste would need to be diverted from the Tunbridge Wells WTS during the 10 week period. This would equate to up 65 tonnes (13 loads) of residual waste, 2 tonnes (5 loads) of street cleansing (e.g. litter bin) waste and 5 tonnes (6 loads) of highway mechanical arisings (e.g. road sweeper) waste each day. The applicant states that these quantities represent the maximum tonnages that may arise and need to be diverted from the Tunbridge Wells WTS. It states that some of the waste could reasonably be transported direct to the Allington Waste Management Facility (due to the locations of the collection rounds or the source of waste arisings) but that at least 50% would need to be diverted to the Dunbrik WTS. It is understood that all other waste streams (e.g. dry recyclables, green waste, food waste and bulky waste) would be bulked-up or dealt with elsewhere (e.g. Tunbridge Wells Council Depot and the Blaise Farm In-Vessel Composting Facility).
11. The applicant states that the proposed arrangement would necessitate temporary alterations to operations at the Dunbrik WTS. Specifically, the need to ensure that as much space is available as possible in the WTS at the start of each working day in order to provide sufficient capacity for waste delivered to the WTS during the day and avoid disruption to the HWRC and other businesses on the industrial estate at times when the arrival, loading and dispatch of articulated waste freighters carrying bulked up waste can lead to congestion both within and outside the industrial estate. The applicant proposes that up to 8 articulated waste freighters be permitted to enter, load and leave the Dunbrik WTS each day between 05:00 and 07:00 hours (i.e. up to 16 HGV movements). Residual waste, street cleansing waste and highway mechanical arisings waste would be delivered to the Dunbrik WTS during the normal working day in refuse collection vehicles (RCVs), cage vehicles and other vehicles in addition to

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waste deliveries from within Sevenoaks District.

12. The applicant states that there are no viable alternatives to using the Dunbrik WTS during the proposed 10 week period and that not permitting the temporary additional use would give rise to significant disruption to the Tunbridge Wells and Sevenoaks waste collection services. It advises that the ongoing need to bulk-up and export non-residual waste (such as wood waste and dry recyclables) arising from within Sevenoaks District later in the afternoon would prevent sufficient other waste being removed from the Dunbrik WTS during the late afternoon or early evening period to avoid the need for the proposed early morning starts. It also advises that the possibility of extending operations into the early evening period is further complicated by existing waste management contracts and financial constraints.

Planning Policy Context

13. **National Planning Policies** – the most relevant National Planning Policies are set out in the National Planning Policy Framework (March 2012), the National Planning Policy for Waste (October 2014) and the associated Planning Practice Guidance. These are all material planning considerations.
14. **Kent Minerals and Waste Local Plan 2013-30 (July 2016) [KMWLP 2016]** – Policies CSW1 (Sustainable development), DM1 (Sustainable design), DM2 (Environmental and landscape sites of international, national and local importance), DM3 (Ecological impact assessment), DM4 (Green Belt), DM10 (Water environment), DM11 (Health and amenity), DM12 (Cumulative impact), DM13 (Transportation of minerals and waste) and DM16 (Information required in support of an application).
15. **Sevenoaks District Council Local Development Framework Core Strategy (February 2011)** - Policies LO1 (Distribution of development) and LO8 (The countryside and rural economy).
16. **Sevenoaks District Council Local Plan Allocations and Development Management Plan (February 2015)** - Policies SC1 (Presumption in favour of sustainable development), EN2 (Amenity protection), EN5 (Landscape), EN6 (Outdoor lighting), EN7 (Noise pollution) and T1 (Mitigating travel impact).

Consultations

17. **Sevenoaks District Council:** No objection on the basis that the proposal is for a temporary 10 – 12 week period.
18. **Chevening Parish Council:** No comments to make.
19. **Sundridge with Ide Hill Parish Council:** No comments received.

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20. **Environment Agency:** No comments to make.
21. **Kent County Council Highways and Transportation:** No objection. It notes that the proposed development would result in up to 16 additional HGV movements (8 in / 8 out) between 05:00 and 07:00 hours and that this is off-peak. It also notes that the proposed diversion of waste from the Tunbridge Wells WTS is likely to generate up to 26 additional refuse collection vehicle (RCV) movements and a small number of movements by street cleansing vehicles (10) and road sweepers (12) each day at the Dunbrik WTS. However, since these movements are unlikely to be during peak traffic times on the A25 and have no significant impact on the movements at the junction with the A25 or along the A25 itself, it advises that they are likely to have little if any impact on highway safety or congestion.

Representations

23. The application was publicised by the posting of a site notice, an advertisement in a local newspaper and the individual notification of 22 local properties.
24. In response to the publicity, 1 letter of representation objecting to the application has been received from a nearby property. The key points raised can be summarised as follows:
- Objects to any extension of operating hours at the WTS;
 - Noise and lighting are already unbearable;
 - Lorries can clearly be heard reversing day and night;
 - Noise from the site and lorries approaching and leaving the site on the A25 make life very uncomfortable;
 - Noise, lighting and disruption makes sleeping difficult;
 - Any extension of hours (temporarily or otherwise) would encourage more traffic, noise and pollution; and
 - Suggests that the WTS should be relocated somewhere else as the noise, odour and constant traffic associated with the site have continued for 20 years and is becoming impossible to bear.

Local Member

22. The local County Member for Sevenoaks West, Mr N Chard was notified of the application on 27 July 2017.

Discussion

23. The application is being reported to the Planning Applications Committee as a result of 1 letter of objection having been received from a nearby property.

Section 73 application for the temporary relaxation of condition (13) of planning permission SE/90/1302 to allow the waste transfer station only to be extended to run from 0500 to 1800 hours Monday to Friday during repairs to the Tunbridge Wells Waste Transfer Station at Dunbrik Waste Transfer Station, Main Road, Sundridge, Sevenoaks, Kent – SE/17/179 (KCC/SE/0179/2017)

24. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications are determined in accordance with the development plan unless material considerations indicate otherwise. In the context of this application, the development plan policies outlined in paragraphs 14 to 16 above are of most relevance. Material planning considerations include the national planning policies and guidance referred to in paragraph 13.
25. The principle of the Dunbrik WTS being used for waste transfer has already been clearly established and there is nothing in the current permission (as amended) to prevent waste from Tunbridge Wells District being accepted at and transferred from the site. Notwithstanding this, consideration is required as to whether very special circumstances exist to outweigh the usual presumption against inappropriate development in the Green Belt and whether the proposed development represents major development in the AONB. In the event that the proposed development were to be regarded as major development, it would be necessary for there to be exceptional reasons to grant planning permission. The other main issues to be considered are whether the Dunbrik WTS is capable of accommodating the additional waste from Tunbridge Wells without giving rise to significant adverse impacts and whether the proposed temporary extended hours of use would, in themselves, give rise to unacceptable adverse impacts. If adverse impacts are likely, it is also necessary to consider whether those impacts are outweighed for any reason.
26. Waste management facilities represent inappropriate development in the Green Belt and as such very special circumstance must exist in order for development to be permitted. Although the applicant has not specifically promoted any very special circumstances in this case in respect of Green Belt policy, I am satisfied that the need for an alternative bulking-up facility for 10 weeks whilst the Tunbridge Wells WTS is being repaired can be regarded as a very special circumstance and hence be viewed favourably in the context of Green Belt policy. I am also satisfied that the proposed temporary amendment to planning permission SE/90/1302 (as amended) does not represent major development in the context of the AONB such that it is not necessary for there to be exceptional circumstances and for it to be in the public interest in order for planning permission to be granted (albeit that a public interest case may be capable of being made). However, these conclusions do not, in themselves, fully satisfy Green Belt and AONB policy and further consideration of this is included below.
27. Although no details have been provided with the application in respect of the capacity of the Dunbrik WTS, the applicant is confident that the WTS has the capacity to accommodate the additional waste diverted from the Tunbridge Wells WTS provided waste is removed from the building as proposed prior to the receipt of further waste during normal operating hours. Given the additional waste quantities involved and the capacity of the articulated waste freighters, I see no reason to dispute this.
28. Although any increase in the quantity of waste (particularly residual waste) handled at the Dunbrik WTS, including that stored at the site overnight, has the potential to increase odour impact, the WTS would continue to operate under the terms of an

Section 73 application for the temporary relaxation of condition (13) of planning permission SE/90/1302 to allow the waste transfer station only to be extended to run from 0500 to 1800 hours Monday to Friday during repairs to the Tunbridge Wells Waste Transfer Station at Dunbrik Waste Transfer Station, Main Road, Sundridge, Sevenoaks, Kent – SE/17/179 (KCC/SE/0179/2017)

Environmental Permit. Should odour problems occur during the proposed 10 week period, these would need to be addressed in that context. If the additional waste diverted to the facility were to be identified as a cause of any problem, the Environment Agency would be able to require action to address this (including, potentially, requiring a cessation of the proposed waste diversion operation).

29. The main impacts associated with the proposed operation of the WTS between 05:00 and 07:00 hours Monday to Friday for a 10 week period are likely to relate to noise from operations on site, noise from traffic entering and leaving the site (and using the A25 outside the site) and any visual impacts associated with the operations themselves both on and off site (including the need for any lighting during the early morning period).
30. The applicant has not sought to provide any assessment of the likely extent of these impacts. In the absence of any such assessment, it is considered reasonable to adopt a precautionary approach and assume that adverse impacts would occur and that the amenity of local residents would be adversely affected. There would also be some additional adverse impact on the environment (e.g. landscape) which is relevant in terms of both Green Belt and AONB policy.
31. The Dunbrik WTS is a relatively old facility. Although waste transfer operations primarily take place within the WTS building, this is partially open to the environment on its east elevation. As a result, any noise impacts that do occur would be greater than would be the case at a modern fully enclosed facility. Notwithstanding this, the WTS itself does not lie immediately adjacent to residential properties and is separated from these by trees and other vegetation. The partially open east elevation also faces away from residential properties. Whilst the arrival, loading and departure of up to 8 articulated waste freighters between 05:00 and 07:00 hours (giving rise to up to 16 HGV movements) Monday to Friday would be likely to give rise to some additional noise impacts as a result of operations on site, I do not consider that these would be unacceptable for the temporary 10 week period proposed.
32. The access to the industrial estate lies immediately adjacent to one residential property and close to several others. It is likely that the articulated waste freighters that would enter and leave the Dunbrik WTS each day between 05:00 and 07:00 hours Monday to Friday would give rise to adverse impacts on the occupiers of these properties and potentially cause some sleep disturbance in the early morning period. Although these impacts need to be considered in the context of other vehicle movements on the A25, the likely impacts do not sit comfortably with relevant planning policies, particularly Policy DM11 of the Kent Minerals and Waste Local Plan and Policies EN2 and EN7 of the Sevenoaks District Council Local Plan Allocations and Development Management Plan which seek to ensure that development does not result in unacceptable adverse impacts (including that from noise). However, any adverse impacts would only occur for a period of up to 10 weeks. It should be noted that the local resident who has objected to the proposals lives to the south of the A25 and approximately 80m from the industrial estate access road.

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33. Use of the Dunbrik WTS between 05:00 and 07:00 hours Monday to Friday is likely to give rise to the need for lighting to be employed at the site as would be the case during early morning and late afternoon operations outside the summer period. The use of such additional lighting would have some visual impact on the local area and AONB. However, existing trees and vegetation would serve to minimise impacts of lighting on local residents and the wider area so far as is possible. The arrival and departure of up to 8 articulated waste freighters between 05:00 and 07:00 hours would also give rise to some additional visual impact, although this must be considered in the context of the lawful vehicular use of the A25. Notwithstanding the AONB and Green Belt location, I do not consider that the likely additional visual impact would be unacceptable during the proposed temporary 10 week period.
34. If permission is not granted to allow the arrival, loading and departure of up to 8 articulated waste freighters between 05:00 and 07:00 hours Monday to Friday, and the applicant still diverts the waste from the Tunbridge Wells WTS to the Dunbrik WTS, it is likely that the need to load and dispatch articulated waste freighters during the normal working day would result in significant disruption to the WTS, HWRC and the rest of the industrial estate, as well as to waste collections in both Tunbridge Wells and Sevenoaks Districts. It is also likely to result in queueing on the A25 outside the site. Such impacts could also give rise to safety concerns both within and outside the site. If permission is not granted, and waste from the Tunbridge Wells WTS is not diverted to the Dunbrik WTS, the applicant has advised that this would have significant adverse implications for waste collections in Tunbridge Wells District as all of the waste would need to be transported direct to the Allington Waste Management Facility.
35. Since the applicant has indicated that no more than 16 HGV / articulated waste freighter movements (8 in / 8 out) would need to take place between 05:00 and 07:00 hours Monday to Friday (and has indicated during discussions that this number should be regarded as representing a worst case scenario), I consider it appropriate to impose an informative requesting that it use its best endeavours to minimise vehicle movements and associated activities during this early morning period if planning permission is granted.

Conclusion

36. The proposed development is as a result of the need for repairs and associated improvements to the Tunbridge Wells WTS following fire damage. Temporary permission is sought to allow the Dunbrik WTS to open between 05:00 and 07:00 hours for a 10 week period in order to minimise the impact of the closure of the Tunbridge Wells WTS on waste collections within Tunbridge Wells and Sevenoaks. It is proposed that no more than 16 HGV / articulated waste freighter movements (8 in / 8 out) would take place between 05:00 and 07:00 hours Monday to Friday.

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37. I am satisfied that the proposed development would not give rise to significant adverse impacts on the AONB and that it is acceptable in terms of AONB and Green Belt policy. I am also satisfied that operations at the Dunbrik WTS itself between 05:00 and 07:00 hours are unlikely to be unacceptable based on the application details and the temporary case of need. However, I do have some concerns about the proposed arrival and departure of articulated waste freighters between 05:00 and 07:00 hours as this would appear likely to give rise to some adverse amenity impacts to occupiers of those living closest to the site and the industrial estate access road junction with the A25 and, in the absence of evidence to the contrary, potentially cause some sleep disturbance in the early morning period. Notwithstanding these concerns, I consider that the need for the development in this case outweighs any temporary harm that is likely to arise from what is proposed. In reaching this conclusion, I have given significant weight to the potential adverse impacts of the applicant seeking to use the Dunbrik WTS for waste diverted from the Tunbridge Wells WTS without the benefit of the additional 2 hour period referred to in the planning application and the potential (but largely unquantified) need for all of the waste needing to be diverted from the Tunbridge Wells WTS being redirected to the Allington Waste Management Facility in RCVs and other smaller vehicles if the Dunbrik WTS is not used. I therefore recommend accordingly.

Recommendation

38. I RECOMMEND that PLANNING PERMISSION BE GRANTED SUBJECT TO:
- (i) all existing planning conditions imposed on SE/90/1302 (as amended) being re-imposed and the following additional conditions:
- The extended operating hours being limited to between 05:00 and 07:00 hours Monday to Friday for a temporary 10 week period commencing with the closure of the Tunbridge Wells WTS; and
 - No more than 16 HGV / articulated waste freighter movements (8 in / 8 out) taking place between 05:00 and 07:00 hours Monday to Friday; and
- (ii) the following informative:
- The applicant using its best endeavours to minimise vehicle movements and associated activities between 05:00 and 07:00 hours.

Case Officer: Jim Wooldridge	Tel. no: 03000 413484
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Background Documents: see section heading

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SECTION D
DEVELOPMENT TO BE CARRIED OUT BY THE COUNTY COUNCIL

Background Documents: the deposited documents; views and representations received as referred to in the reports and included in the development proposals dossier for each case; and other documents as might be additionally indicated.

Item D1

Change of use from agricultural land to school sports field, with associated pavilion building, storage and fencing, and the creation of a horticultural area with associated polytunnels, at land adjacent to the Foreland Fields School, Ramsgate – TH/17/818 (KCC/TH/0137/2017)

A report by Head of Planning Applications Group to Planning Applications Committee on 13 September 2017.

Application by Kent County Council Property and Infrastructure Support for the change of use from agricultural land to school sports field and the construction of an associated sports pavilion, provision of storage containers, the erection of boundary fencing, the creation of a horticultural area with associated polytunnels, and the provision of a vehicular access road to access land to the south of the application site at land off Newlands Lane, adjacent to Foreland Fields School, Ramsgate - TH/17/818 (KCC/TH/0137/2017)

Recommendation: Planning permission be granted subject to conditions.

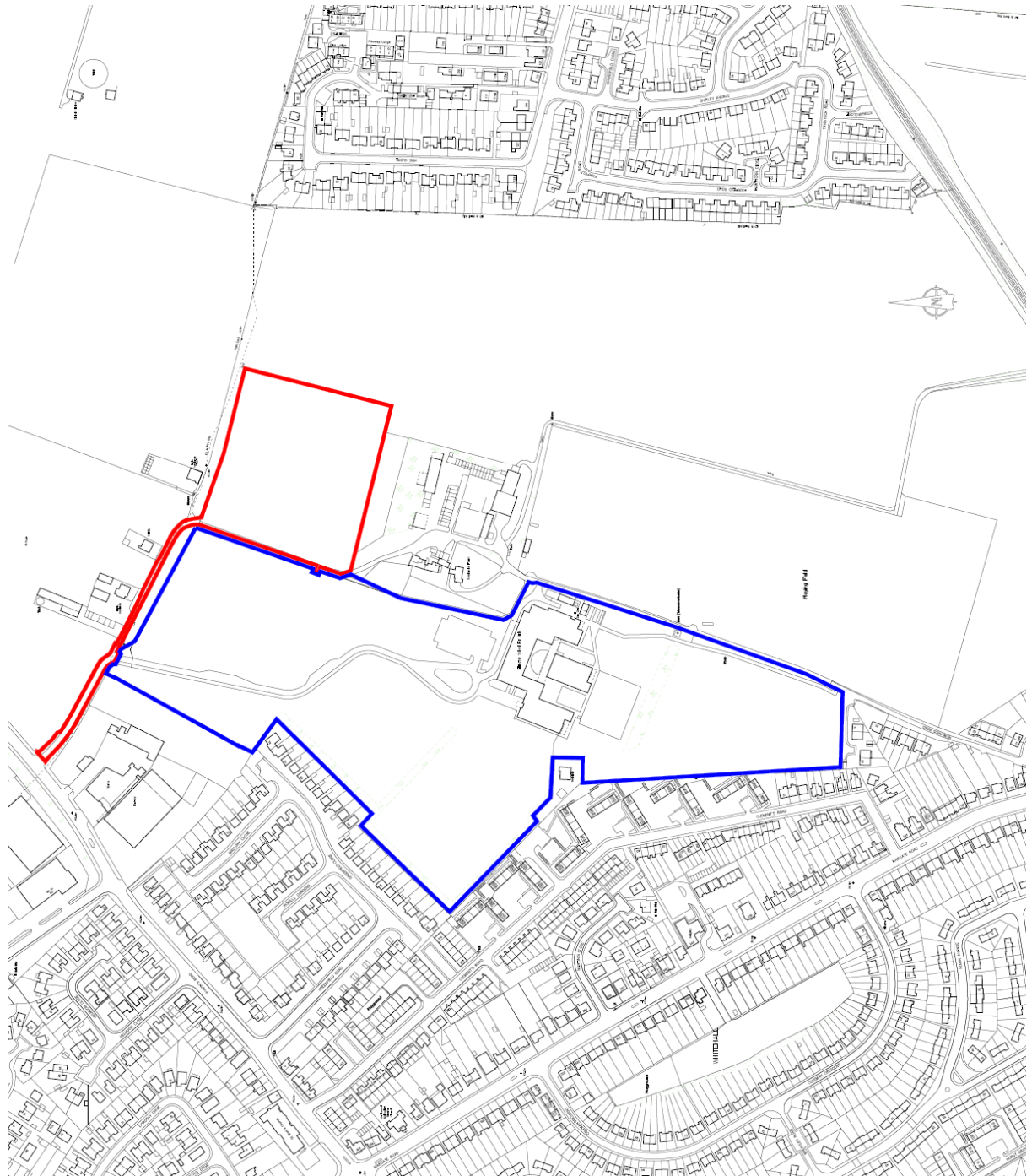
Local Member: Mr P Messenger and Ms K Constantine **Classification:** Unrestricted

Site Description/Background

1. Foreland Fields School was relocated from Lanthorne Road, Broadstairs, to the current site in Newlands Lane in the Spring of 2017. Planning permission for the purpose built new school was granted on the 8 September 2014, following consideration of the application at Planning Applications Committee on the 16 July 2014. Foreland Fields School is a day Special School catering for pupils who have Profound, Severe and Complex Learning Needs (PSCN), many of whom also have Autistic Spectrum Disorder. The School provides for pupils aged 2-19 in four departments – Nursery/Infants, Juniors, Seniors, and 14-19 Education.
2. Foreland Fields School is fairly central within the Isle of Thanet, located to the north of Ramsgate, the south of Margate and to the south west of Broadstairs. The A254 Margate Road, which links Ramsgate and Margate is located approximately 500metres to the south west of the School (separated from it by housing and the Royal Harbour Academy), with the school accessed via Newlands Lane, a turning off Pysons Road. Until such time as the Royal Harbour Academy (formerly called The Ellington and Hereson School) was built in 2007, Newlands Lane was primarily an access to Newlands Farm and a small number of properties. That farm is still accessed via Newlands Lane, although the western end has been widened and surfaced to provide appropriate access to both Forelands Fields School and Royal Harbour Academy. Beyond the school entrance, the road is private with pedestrian right of way only.

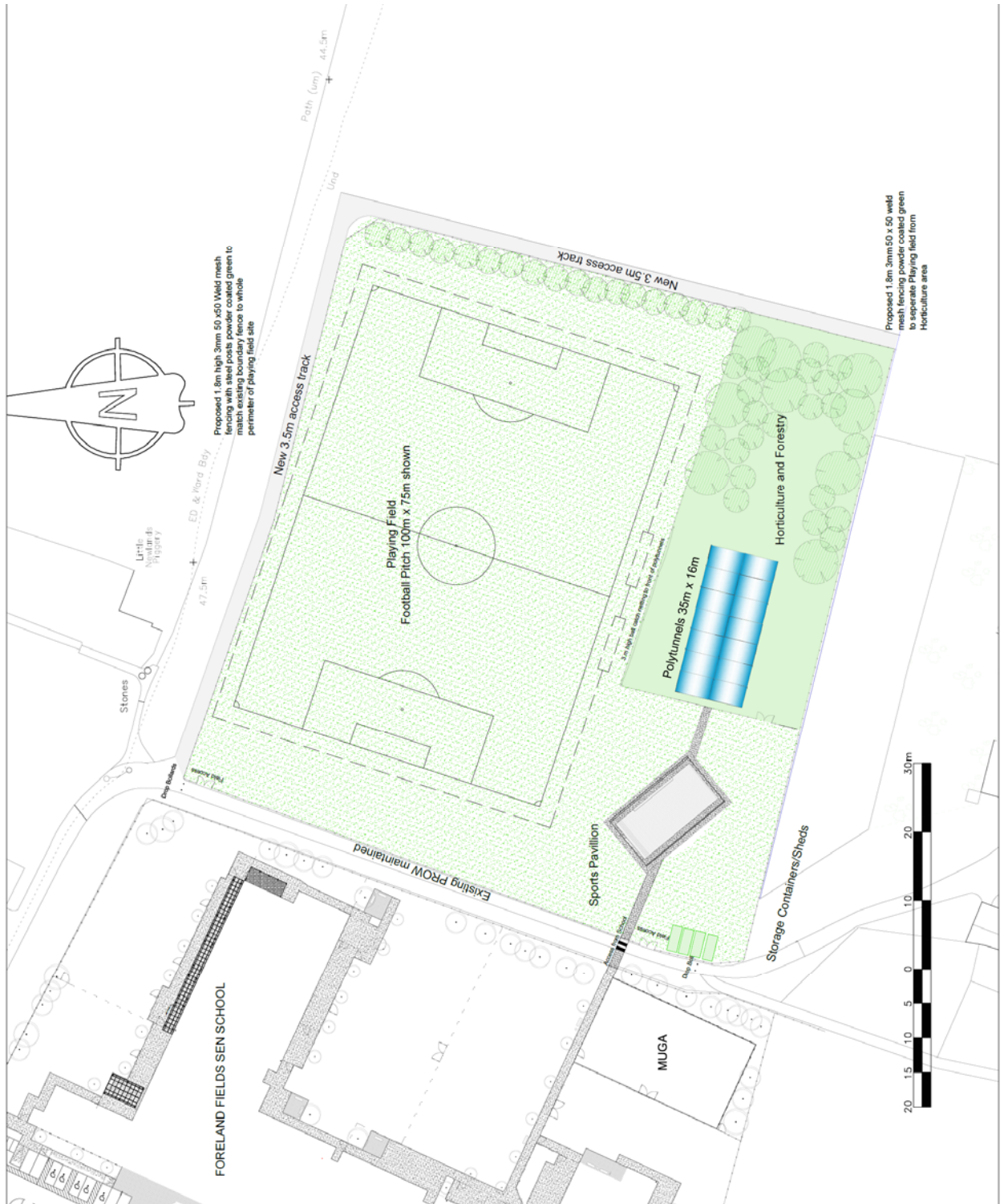
Change of use from agricultural land to school sports field, at land adjacent to the Foreland Fields School, Ramsgate - TH/17/818 (KCC/TH/0137/2017)

SITE LOCATION PLAN



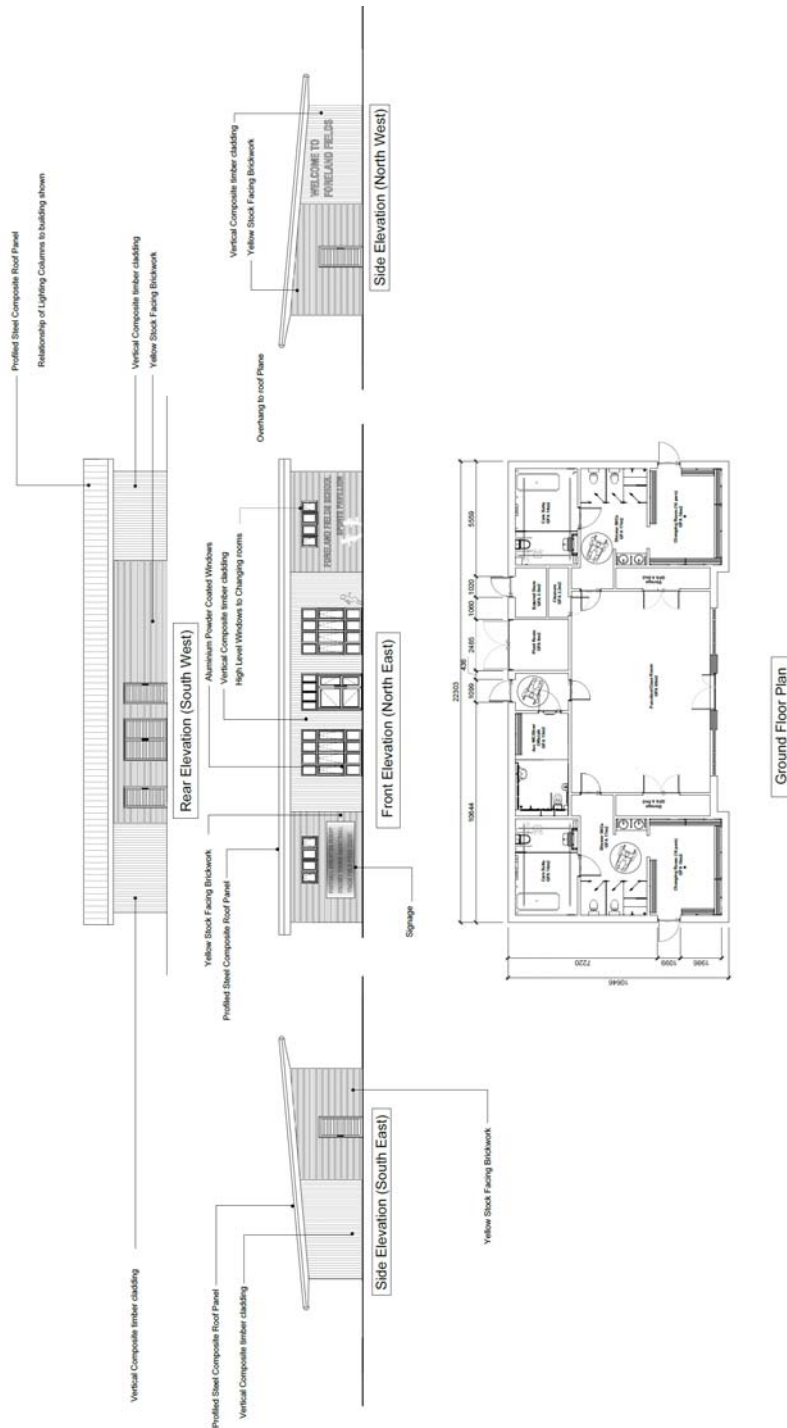
Change of use from agricultural land to school sports field, at land adjacent to the Foreland Fields School, Ramsgate - TH/17/818 (KCC/TH/0137/2017)

PROPOSED SITE PLAN



Change of use from agricultural land to school sports field, at land adjacent to the Foreland Fields School, Ramsgate - TH/17/818 (KCC/TH/0137/2017)

PROPOSED PAVILION



Change of use from agricultural land to school sports field, at land adjacent to the Foreland Fields School, Ramsgate – TH/17/818 (KCC/TH/0137/2017)

3. This application relates to a 2.09 hectare square parcel of land located to the east of the existing fenced boundary of the Foreland Fields School site. Although the application site is owned by the County Council, the site has been leased to a local farmer and used for agricultural purposes. The relatively flat site is currently open grassland and is unsecured (no boundary treatment). An unmade track, which provides vehicular access to Newlands Farm, and is also a Public Right of Way, runs along the western boundary of the application site, separating it from the Foreland Fields School boundary. A further Public Right of Way extends along the northern site boundary, which follows the line of Newlands Lane and links Pysons Road with housing in Dumpton to the east. Open agricultural fields extend to the north and east of the application site, with housing in Dumpton beyond the field to the east. To the south of the application site lies Newlands Farm, the buildings of which are well screened behind a row of mature trees which run along the southern application site boundary. Two further residential properties are accessed via Newlands Lane and are located to the immediate north of the Foreland Fields School site. The closer of these two properties is approximately 50 metres away from the north west corner of the application site.
4. The application site, surrounding agricultural land and the adjacent school sites, are outside of the defined urban and village confines, located within the Green Wedge (Policy CC5 of Thanet District Local Plan 2006), and within the Countryside (Policy CC1), being of landscape value separating the built up areas of Ramsgate and Broadstairs. However, the application site, and land to the south, west and east (including the recently developed Foreland Fields School site and the Royal Harbour Academy site) is also allocated as a 'New Education Site' under Policy CF6 of the Thanet District Local Plan, which seeks to provide an educational complex in this location.

Relevant Planning History

5. As stated in paragraph 1 of this report, the Foreland Fields School relocated to their current site in the Spring of this year following the granting of planning permission for the purpose built new school in September 2014. Following the opening of the relocated school, just one planning application has been submitted to the County Planning Authority for consideration. Application reference KCC/TH/0171/2017 (TH/17/955), which proposed the creation of a specialist playground facility on an area of existing amenity grass within the grounds of the school, was submitted in June 2017, with conditional planning permission granted at the end of July.

Amendments

6. When originally submitted, the current application met with concern and objection from a small number of local residents, primarily due to the fact that floodlighting and associated community use was included within the proposal. Thanet District Council also expressed concern regarding the '*proposed floodlighting within the Green Wedge, and the light pollution that may result in this sensitive location*'. As a result of these concerns, the applicant amended the planning application and removed the floodlighting from the proposal. It is the amended proposal that will be discussed throughout this report.

Change of use from agricultural land to school sports field, at land adjacent to the Foreland Fields School, Ramsgate – TH/17/818 (KCC/TH/0137/2017)

Proposal

7. This application has been submitted by Kent County Council Property & Infrastructure Support and proposes development of the site to provide a school sports field together with a horticulture area, containing a 16m x 35m polytunnel and a small woodland area. A small pavilion building is also proposed to provide changing rooms, a care suite, toilets and a small classroom, with storage containers proposed to house sports equipment. As part of the development, an access road is proposed to the east of the application site boundary to facilitate access to land to the south (beyond Newlands Farm) which is in the ownership of St Lawrence College. It is proposed that the sports field would be used by the Foreland Fields School and the local community outside of school hours (only within the hours of daylight) particularly children with Profound, Severe and Complex Learning Needs (PSCN) from other schools.
8. The applicant advises that the principle use of the site would be as ancillary facilities to the Foreland Fields School. The vast majority of the site would remain without permanent built development, and the sports field provision would not require any material alteration to ground levels or conditions as the site is level and well drained. The land would require 'conditioning' to provide a sports field, with seeding and/or turfing. For the avoidance of doubt, the facilities would not be floodlit. It is proposed to fence the application site perimeter with 1.8metre high weld mesh fencing, powder coated dark green to match the perimeter fencing of the main Foreland Fields School site.
9. In the south east corner of the application site, a horticulture and forestry area is proposed, which would be fenced off from the adjoining sports field with 1.8metre high weld mesh fencing, powder coated dark green. A 16metre x 35metre polytunnel for horticulture is proposed, the fencing adjacent to which would be supplemented with 3 metre high ball catch netting to prevent damage from stray balls. The polytunnel structures are temporary in nature and would provide additional educational benefits as well as providing vegetable and fruit crops for potential use in school meal provision and for sale. Tree planting is proposed to the south west corner of the site to provide an area for teaching pupils about forestry, whilst enhancing the ecological value of the site. Further tree planting is proposed along the eastern boundary of the site, inside of the perimeter fencing.
10. In the south west corner of the application site, a 22.3metre x 10.6metre single storey brick built pavilion is proposed. The building is proposed to be finished in yellow stock facing brick, with areas of vertical composite timber cladding, with a shallow monopitch roof finished in grey profiled steel composite roof panels. The building would accommodate a classroom with a floor area of 65sqm, changing facilities with direct access to the playing field, care suites and toilet facilities. The applicant advises that the specialist disabled changing facilities and toilets are an essential facility for the playing field and need to be in close proximity to the pitch for the convenience of pupils and teachers, bearing in mind the special educational needs of the pupils. Further, the proposed classroom would be used to teach both the sport and agricultural curriculum and again needs to be located adjacent to the polytunnels and woodland area to maximise the educational benefit. Four storage containers/sheds are proposed to the south of the pavilion, adjacent to the vehicular field access (for use by maintenance vehicles only), for the storage of sport and maintenance equipment.

Change of use from agricultural land to school sports field, at land adjacent to the Foreland Fields School, Ramsgate – TH/17/818 (KCC/TH/0137/2017)

11. The applicant advises that the proposed development would not result in increased vehicular traffic to the site during the school day as use would be for existing pupils of Foreland Fields School only. The sports field would be available for community use at evenings and weekends during the hours of daylight, primarily by children with Profound, Severe and Complex Learning Needs (PSCN) from other local schools. The applicant advises that evening and weekend hours of use would be limited to between 16.00 to 21.00 (restricted in the winter months by a lack of light). At these times the school premises would not be in operation and therefore traffic flows would be low.
12. Users of the sports field out of school hours would park within the school car park, although a very small number of visitors may need to be driven to the facility if their health needs mean that they are unable to access from the school car park. A pedestrian access gate from the main school site would be located opposite the pedestrian access gate into the proposed playing field, separated by the Public Right of Way (which would not be directly affected by the development proposals). A new vehicular access route is to be provided to the north (to the south of the alignment of the PROW) and east boundary of the application site. That would consist of a 3.5m wide concrete farm road to provide access to land adjacent to Newlands Farm.

The application is supported by a Design and Access Statement and a Statement of Need (from the County Council as Education Authority).

Planning Policy Context

13. The following Guidance/Statements and Development Plan Policies summarised below are relevant to the consideration of the application:
 - (i) **National Planning Policies** – the most relevant National Planning Policies are set out in the **National Planning Policy Framework (March 2012)**, and the **National Planning Policy Guidance (March 2014)**, which set out the Government's planning policy guidance for England at the heart of which is a presumption in favour of sustainable development. The guidance is a material consideration for the determination of planning applications but does not change the statutory status of the development plan which remains the starting point for decision making. However the weight given to development plan policies will depend on their consistency with the NPPF (the closer the policies in the development plan to the policies in the NPPF, the greater the weight that may be given).

The NPPF states that, in determining applications, local planning authorities should look for solutions rather than problems, and decision-takers at every level should seek to approve applications for sustainable development where possible.

In terms of delivering sustainable development in relation to this development proposal, the NPPF guidance and objectives covering the following matters are of particular relevance:

- achieving the requirement for high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- protecting and enhancing valued landscapes;

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- the promotion of healthy communities;
- consideration of whether the opportunities for sustainable transport have been taken up and safe and suitable access to the site can be achieved for all people;

In addition, Paragraph 72 states that: *The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local Planning Authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should give great weight to the need to create, expand or alter schools, and works with schools promoters to identify and resolve key planning issues before applications are submitted*

Policy Statement – Planning for Schools Development (15 August 2011) sets out the Government’s commitment to support the development of state-funded schools and their delivery through the planning system.

(ii) **Development Plan Policies**

The adopted 2006 **Thanet District Council Local Plan (Saved Policies)**:

- Policy D1** All new development is required to provide high quality and inclusive design, sustainability, layout and materials.
- Policy D2** Development proposals will be well landscaped and maximise the nature conservation opportunities wherever possible.
- Policy HE12** Archaeological sites will be preserved and protected.
- Policy TR16** Proposals for development will be required to make satisfactory provision for the parking of vehicles.
- Policy CC1** Within the countryside, new development will not be permitted unless there is a need for the development that overrides the need to protect the countryside.
- Policy CC5** Within the Green Wedge new development will not be permitted unless it can be demonstrated that the development is not detrimental or contrary to the stated aims of the Policy. New development that is permitted should make a positive contribution to the area in terms of siting, design, scale and use of materials.
- Policy CF1** Planning permission will be granted for new community facilities if the proposals are not contrary to other Local Plan policies and the community use and location are demonstrated as acceptable.
- Policy CF6** The site around Newlands Farm is allocated to provide an education complex, and development which would preclude development for such purpose will be refused. Development will be permitted only at such time as a comprehensive master plan has been developed.

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Policy SR3 - Proposals for the multiple use of existing facilities and new development which will create opportunities for recreational use by the public additional to the existing use of the facilities will normally be permitted.

Consultations

14. **Thanet District Council** raises no objection to the application and comment as follows:

“The site lies within the open countryside, inside the Green Wedge. The Council supports the creation and expansion of schools, in line with Paragraph 72 of the National Planning Policy Framework. The principle of education related development, in this location, has been established through Local Plan Saved Policy CF6 ‘New Education Site’. This policy requires fullest consideration in minimising impact on the open qualities and long views across the green wedge through careful siting of built elements and landscaping and demonstration of how use of the proposed facilities by the wider community can be achieved.

The scheme proposes the siting of built structures, namely a single storey sports pavilion and polytunnels, towards the south of the site. Having regards to the nature, siting and scale of the proposed development, together with the natural screening present, it is considered that the existing long views would be retained and the proposed development would be viewed in the context of the existing school buildings to the west. The Design and Access Statement confirms that the sports facility would be available for private hire outside school hours.”

Broadstairs and St Peters Town Council: no comments received to date.

Ramsgate Town Council supports sporting facilities for school children and encourages the County Council to provide more sporting facilities for Thanet.

Kent County Council Highways and Transportation have no objection to the application, subject to conditions to cover the following:

- School car parking to be made available for community users of the facilities outside of school hours;
- Construction management strategy to be submitted to include the timing of HGV movements to ensure that they do not occur at peak school times, parking and turning facilities for delivery and site personnel vehicles, and wheel washing facilities.

Public Rights of Way have no objection to the application but requests that the applicant’s attention is drawn to the following points;

- no furniture may be erected on or across Public Rights of Way without the express consent of the Highway Authority;
- there must be no disturbance to the surface of the right of way, obstruction of its use, and/or encroachment on the current width, either during or following any approved development; and
- the granting of planning permission confers on the developer no other permission or consent or right to close or divert any Public Right of Way at any time without the express permission of the Highway Authority.

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Further, it is noted that access from the Foreland Fields School site to the application site crosses the Public Right of Way. The applicant is encouraged to speak with the Public Rights of Way team should any works to the Right of Way be required.

Environment Agency have no objection in principle to the application, but conditions are required to ensure that the development would proceed in an environmentally friendly manner as the site spans a Source Protection Zone 1 & 2 (an area of public water supply). Conditions are required regarding the prohibition of piling and other foundation design using penetrative methods, the control of infiltration of surface water drainage into the ground, and what to do in the event that contaminated land is found to be present.

The County Council's Flood Risk Team/SuD's Officer raises no objection to the application subject to the imposition of conditions requiring the submission and approval of a detailed Sustainable Surface Water Drainage Scheme and subsequent details of the implementation, maintenance and management of the approved Sustainable Surface Water Drainage Scheme, and a further condition controlling the infiltration of surface water drainage into the ground (to ensure that there would be no unacceptable risk to controlled waters and/or ground stability).

The County Archaeologist raises no objection to the application subject to a condition being placed on any grant of planning permission requiring the securing of the implementation of programme of archaeological works, to be undertaken in accordance with a written specification and timetable which should be submitted for prior approval.

Local Members

15. The local County Members, Mr Paul Messenger and Ms Karen Constantine, and the Member for the adjacent ward, Mrs Rosalind Binks, were notified of the original application on the 1 June 2017, and the amended submission on the 31 July 2017.

Mrs Rosalind Binks confirmed that she has 'no issues with the application and welcomes the amendment'.

Publicity

16. The application was publicised by the posting of 3 site notices around the application site, advertisement in a local newspaper, and the individual notification of 44 neighbouring properties. All those who made representations on the original submission were notified of the amended application (floodlighting removed from the proposal) on the 31 July 2017.

Representations

17. Following the initial neighbour notification on the original application, a total of 7 letters of representation were received. Following the second round of neighbour notification on the amended application, one letter of representation has been received.

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A summary of the main issues raised/points made to date are set out below, omitting any concerns/objections raised regarding the provision of floodlighting as that is no longer proposed as part of this application;

Access and Highway Matters

- Confirmation is sought that the Public Rights of Way would not be affected by the proposal as these are regularly used;
- No extra car parking appears to be provided;
- How would the public access the site when in use out of school hours and where will they park?
- Newlands Lane (beyond the school access) is used to access a small number of residential properties and agricultural buildings/land. It should not be used to access the proposed facility;

Amenity Matters

- The view from local properties is being eroded by development;
- Noise from evening and weekend use/use by the public would be a disturbance to local residents;
- The development would generate disruption in terms of vehicle movements;
- If evening use until 9pm is permitted how would that be enforced?
- Trees should be planted around the site to help reduce noise pollution;

Other

- The development would materially affect the character of the area;
- The development is contrary to Policy CC5 of Thanet District Local Plan, which states that open sports and recreation uses would be permitted provided there is no overriding conflict with other policies. The proposal would not be open in nature, and would not make a positive contribution to the area in terms of siting, design, scale and use of materials;
- The need for the pavilion building on the site is questioned, and it is suggested that the pavilion's proposed facilities would be less intrusive in the Green Wedge if they were provided within the built environment of the existing school buildings;
- Would the facility be staffed when used out of school hours? There is a potential of vandalism to the pavilion building as it outside of close public view. Would the site be secured?

Discussion

Introduction

18. In considering this proposal regard must be had to the Development Plan Policies outlined in paragraph 13 above. Section 38(6) of the 2004 Planning and Compulsory Purchase Act states that applications must be determined in accordance with the Development Plan unless material considerations indicate otherwise. Therefore, this proposal needs to be considered in the context of Development Plan Policies, Government Guidance, including the new National Planning Policy Framework (NPPF), and other material planning considerations arising from consultation and publicity. In this case the key determining factors, in my view, are the impact upon the local landscape, general amenity matters, access and highway matters, and whether the development is sustainable in light of the NPPF.

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Impact on the Local Landscape including Design/Siting/Massing

19. As outlined in paragraph 4 of this report, the application site, surrounding agricultural land and the adjacent school sites, are outside of the defined urban and village confines, located within the Green Wedge (Policy CC5 of Thanet District Local Plan 2006), and the Countryside (Policy CC1), being of landscape value separating the built up areas of Ramsgate and Broadstairs. However, the application site, and land to the south, west and east (including the recently developed Foreland Fields School site and the Royal Harbour Academy site) is also allocated as a 'New Education Site' under Policy CF6 of the Thanet District Local Plan, which seeks to provide an educational complex in this location.
20. Policy CC5 states that new development within the Green Wedge will not be permitted unless it can be demonstrated that the development is not detrimental or contrary to the stated aims of the Policy. The Policy goes on to state that 'open sports and recreational uses will be permitted subject to there being no overriding conflict with other policies and the wider objectives of the plan'. Further, any related built development should be kept to the minimum necessary to support the open use, and be sensitively located.
21. Although the site is designated under Policy CF6 of the same Local Plan as an education complex which, in my view, and that of the District Council, means that development of the nature proposed would be acceptable in principle in terms of Policy designations, a local resident considers that the development would not be open in nature and would be contrary to Policy CC5. I will therefore assess the development against the principles of Policy CC5 of the Thanet District Local Plan for avoidance of doubt.
22. This application, in my view, proposes a development which can be classified as an open and recreational use, a use which is permitted within the Green Wedge. Although the application site would be fenced, the majority of the site would be an open turfed sports field. Built development, in the form of a small single storey pavilion building and the polytunnel in the horticulture area, would be located to the south of the site, adjacent to existing built development (Newlands Farm) and set against the back drop of mature tree planting and screening, rather than an open view beyond. In assessing this application, Thanet District Council, who raise no objections to the proposal, consider that existing long views across the area would be retained and that the proposed built development would be viewed in the context of the existing school buildings to the west. I agree with this view, and consider that the applicant has given careful consideration to the site layout to minimise any impact on the openness and functioning of the Green Wedge.
23. The need for the pavilion building has been questioned, and it is suggested that the facilities that the pavilion would provide should be provided within the existing school buildings. As set out in paragraph 10 of this report, the pavilion building would accommodate a classroom with a floor area of 65sqm, changing facilities with direct access to the playing field, care suites and toilet facilities. As advised by the applicant, the specialist disabled changing facilities and toilets are an essential facility for the playing field and need to be in close proximity to the pitch for the convenience of pupils and teachers, bearing in mind the special educational needs of the pupils. Further, the proposed classroom would be used to teach both the sport and agricultural curriculum and again needs to be located adjacent to the polytunnels and woodland area to maximise the educational benefit. I accept the need for these facilities, and further accept the requirement for the classroom and changing facilities to be located in close

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proximity to the sports field and horticulture area in this particular instance due to the special educational needs of the pupils. Further, the horticulture area is, in my view, an acceptable land use in an existing agricultural field, adjacent to an established farm. In considering the above, I am satisfied that the proposed built development has been kept to the minimum necessary to support the open use, and has been sensitively located, meeting the requirements of Policy CC5 of the Thanet District Local Plan.

24. In my view, the proposed development would not be detrimental to the functioning of the Green Wedge in terms of settlement separation, as the development would be open in nature and would be located adjacent to an existing school within an area allocated in the Local Plan for an education complex. I consider the layout of the site to be logical, providing facilities that are fit for purpose and designed to meet the needs of the user group. The layout of the site, and the siting, scale and massing of the pavilion building and horticultural area, are appropriate for the site and would not be contrary to the relevant principles of Development Plan Policy, with particular regard to Policy CC5 of the Local Plan. New development within the Green Wedge should, however, also make a positive contribution to the areas in terms of design and use of materials.
25. Although no objections to the design of the pavilion building have been received, it is important to consider these matters to ensure that the proposal is in accordance with the general design principles expressed in Development Plan policies and the NPPF. The single storey 22.3metre x 10.6metre brick built pavilion is proposed to be finished in yellow stock facing brick, with areas of vertical composite timber cladding, with a shallow monopitch roof finished in grey profiled steel composite roof panels. I consider the design of the building to be appropriate for its setting, and further consider the scale of the development to be similar to the adjacent Foreland Fields School building. I have no objection to the materials proposed, but consider that further details should be provided for approval should permission be granted. Subject to the imposition of a condition requiring the submission and approval of details of all materials to be used externally, I consider the design of the building to be acceptable and in accordance with Development Plan policies.

General Amenity Matters including Community Use, Screening and Site Security

26. Following the initial round of consultation on the application as originally submitted (floodlighting proposed) 7 letters of objection/concern were received. Following removal of the floodlighting from the proposal, only one resident continued to express concern over the application, primarily with regard to landscape impact and access arrangements. However, for completeness I will address the points of objection expressed by local residents in the initial consultation, as set out in paragraph 17 of this report.
27. First, a resident considers that the view from their property is being eroded by development in the area. However, protection of private views is not a material planning consideration, and the impact of the development on the wider landscape has been assessed above and considered to be acceptable. It is also suggested that the site would be vandalised when not in use, and it is requested that use out of school hours is supervised by staff. The site is proposed to be secured with 1.8metre high weld mesh fencing, finished in dark green, to match that of the adjoining school site. When the sports field is not in use, the site would be secured and all gates locked. Use out of school hours would be supervised, particularly as community use would be primarily by children with Profound, Severe and Complex Learning Needs (PSCN) from other local schools. I therefore consider that the applicant has taken all reasonable efforts to secure

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the site to prevent unauthorised access, and that users of the facility out of school hours would be supervised and managed.

28. Noise from use of the facility out of school hours is raised as a concern by local residents, in addition to the noise and disturbance from vehicles accessing the site. First, in terms of vehicle movements (which will be discussed in more detail later in this report), all users of the facility out of school hours would be required to park within the Foreland Fields School site. The access to that school, which is a shared access also leading to the Royal Harbour Academy, is already used out of school hours by members of the public using community facilities at both schools, primarily at the Academy site. The small number of additional vehicle movements associated with the limited proposed community use of the sports field would be negligible, and would have a limited impact on noise generation from vehicles. I am therefore satisfied that vehicle movements associated with this development would not adversely affect local the amenity of local residents in terms of noise disturbance.
29. With regard to noise from use of the sports field itself, it is important to note that the development is adjacent to the Foreland Fields School, with the Royal Harbour Academy beyond, and adjacent to working agricultural land. It is not an intrinsically quiet environment, and background noise levels from existing schools and land uses already exist. Further, although the closest of the two properties on Newlands Lane is approximately 50 metres away from the North West corner of the application site, the edge of the urban area is approximately 170 metres to the east of the application site. This degree of separation, combined with the relatively limited out of hours use in terms of levels of use (primarily children with Profound, Severe and Complex Learning Needs (PSCN) from other local schools) and hours of use (9pm latest and limited by day light), combined with existing background noise sources, leads me to the view that noise generated by use of the facility would not have a significantly detrimental impact on the amenity of local residents. However, hours of use of the sports field and the pavilion building out of school hours should be controlled by a condition of consent, in the event that permission is granted. I recommend that out of hours use be limited to between the hours of 16.00 to 21.00 Monday to Sunday, and limited to daylight hours only (no temporary artificial lighting).
30. Tree planting is proposed to the eastern boundary of the site, which would aid in screening the sports field and associated built development from properties to the east. However, limited planting details have been provided within the planning application, so I consider that a detailed scheme of landscaping should be submitted pursuant to condition should planning permission be granted.

Access and Highway Matters

31. The applicant advises that the proposed development would not result in increased vehicular traffic to the site during the school day as use would be for existing pupils of Foreland Fields School only. When the sports field would be available for community use at evenings and weekends the school premises would not be in operation and therefore traffic flows would be low. The applicant advises that users of the sports field out of school hours would park within the school car park, although a very small number of visitors may need to be driven to the facility if their condition dictates that they are unable to gain access from the school car park. The applicant has confirmed that should the latter be the case, then the vehicle would not park in Newlands Lane, but return to the school car park after dropping off. Parking in Newlands Lane is not considered acceptable, and the school would take steps to ensure that that would not occur. Kent

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County Council Highways and Transportation raise no objection to this application subject to the imposition of a condition requiring the school car park to be made available for use by community users of the facility out of school hours. Subject to the imposition of that condition, I do not consider that this application would have a detrimental impact on the local highway network.

Public Right of Way

32. As outlined in paragraph 3 of this report, Public Rights of Way (PROW) run along the northern and western site boundaries. As can be seen in paragraph 14 of this report, the County Council's Public Rights of Way team have been consulted on this application and have provided advice with regard to erecting furniture, disturbance to the surface, and obstruction of use. The applicant has confirmed that the PROW would be unaffected by the development and that no works are proposed to be undertaken to the Right of Way, should permission be granted. In this instance, therefore, I consider it sufficient to draw the applicant's attention to the advice provided by the Public Rights of Way team by way of an informative. Further, as requested, I also consider that a second informative should advise the applicant to speak with the Public Right of Way team should any works to the PROW be required.

Archaeology

33. The County Archaeologist has concluded that in order to secure the appropriate level of evaluation and mitigation of archaeological potential at the site, a condition of consent should be imposed. It is requested that no development takes place until the applicant has secured the implementation of a programme of archaeological work in accordance with a written specification and timetable. I consider that the suggested condition would be an appropriate requirement in ensuring an acceptable level of evaluation and mitigation of the archaeological potential of the site. Therefore, subject to the imposition of the required condition, I do not consider that this proposal would have a detrimental impact on archaeological remains.

Drainage and land contamination

34. The Environment Agency and the County Council's Flood Risk Team (SuDs) both raise no objection to this application subject to the imposition of conditions. The Flood Risk Team require the submission of a detailed Sustainable Surface Water Drainage Scheme and the further submission of details of the implementation, maintenance and management of the sustainable drainage scheme. Both the Flood Risk Team and the Environment Agency require a further condition to control surface water drainage into the ground (there should be no discharge to ground within a Source Protection Zone unless the discharge is clean and uncontaminated i.e. roof water), and a condition regarding the prohibition of piling and other penetrative foundation design methods. Should permission be granted, the conditions as outlined above would be imposed upon the consent, and I am satisfied that such conditions would ensure that drainage of the site was both sustainable and effective.

35. With regard to land contamination, the Environment Agency requests a condition be attached to any consent regarding how works should proceed should any contamination be found during construction. Therefore, should permission be granted, a condition would be imposed covering this matter.

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Construction matters

36. Given that there are neighbouring residential and agricultural properties, including Newlands Farm, if planning permission is granted it would, in my view, be appropriate to impose a condition restricting hours of construction to protect residential amenity. I would suggest that works should be undertaken only between the hours of 0800 and 1800 Monday to Friday and between the hours of 0900 and 1300 on Saturdays, with no operations on Sundays and Bank Holidays.
37. I also consider it appropriate that details of a full Construction Management Strategy be submitted for approval prior to the commencement of development. That should include details of the methods and hours of working, location of site compounds and operative/visitors parking, details of site security and safety measures, lorry waiting and wheel washing facilities, details of how the site access would be managed to avoid peak school times, and details of the construction access. Such a strategy would also address the conditions required by Highways and Transportation with regard to the construction of the development. Therefore, should permission be granted, a Construction Management Strategy would be required pursuant to condition and the development would thereafter have to be undertaken in accordance with the approved strategy.

Conclusion

38. In my view, the development would not give rise to any significant material harm and is in accordance with the general aims and objectives of the relevant Development Plan Policies. The development is in accordance with the principles of the National Planning Policy Framework and the Planning Policy Statement for Schools (2011). Subject to the imposition of the conditions outlined throughout this report, I consider that the proposed development would not have a significantly detrimental impact on the character and appearance of the local landscape, particularly the Green Wedge, the local highway network or the amenity of local residents, and would accord with the principles of sustainable development as set out in the NPPF. Therefore, I recommend that permission be granted subject to appropriate conditions.

Recommendation

39. I RECOMMEND that PLANNING PERMISSION BE GRANTED SUBJECT TO conditions, including conditions covering:
- the standard time limit;
 - the development to be carried out in accordance with the permitted details;
 - the submission of details of all materials to be used externally;
 - the submission of the scheme of landscaping;
 - control of hours of use of the sports field and pavilion building out of school hours to between the hours of 16.00 and 21.00 only, during daylight hours (no artificial lighting);
 - the school car park to be made available for use to community users of the facility out of school hours;
 - submission of a specification and timetable for the implementation of a programme of archaeological work;
 - the submission of a detailed Sustainable Surface Water Drainage Scheme;

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- the submission of details of the implementation, maintenance and management of the Sustainable Surface Water Drainage Scheme;
- control of surface water drainage and infiltration to ground;
- prohibition of piling and other penetrative foundation design methods
- control of the development should land contamination be identified;
- hours of working during construction and demolition to be restricted to between 0800 and 1800 Monday to Friday and between the hours of 0900 and 1300 on Saturdays, with no operations on Sundays and Bank Holidays;
- the submission of a Construction Management Strategy, including the location of site compounds and operative/visitors parking, details of site security and safety measures, lorry waiting and wheel washing facilities, and details of the construction access & management of the site access to avoid peak school times;

40. I FURTHER RECOMMEND THAT the applicant BE ADVISED of the following informatives:

- The applicant’s attention is drawn to the letter from Public Rights of Way which contains general informatives with regard to works adjacent to and/or on a Public Right of Way. It is also advised that ‘the granting of planning permission confers on the developer no other permission or consent or right to close or divert any Public Right of Way at any time without the express permission of the Highways Authority’;
- The applicant is advised to speak to the County Council Public Rights of Way team should any works to the Public Right of Way be required;

Case officer – Mary Green	03000 413379
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Background documents - See section heading
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E1 COUNTY MATTER APPLICATIONS AND DETAILS PURSUANT PERMITTED/APPROVED/REFUSED UNDER DELEGATED POWERS - MEMBERS' INFORMATION

Since the last meeting of the Committee, the following matters have been determined by me under delegated powers:-

Background Documents - The deposited documents.

- AS/15/206/RVAR Request for approval of details pursuant to conditions 9 (fencing and gates), 11 (conveyors, conveyor link and access track), 23 (construction vehicle loading / unloading and turning, parking and wheel washing facilities), 26 (conveyor tunnel and construction management plan), 28 (arrangements for maintaining footpath AW12A), 33 (noise management plan for construction phase), 34 (noise management plan for operational and restoration phases), 37 (dust management plan for construction, extraction and restoration phases), 40 (arrangements for maintaining ephemeral stream crossing the Burleigh Farm extension area), 45 (public access to the remains of Burleigh Chapel and interpretation board) and 50 (landscape planting scheme for conveyor tunnel / box culvert and paddock and residents' car park areas) of planning permission AS/15/206.
Charing Quarry/Burleigh Farm, Hook Lane, Charing, Ashford
Decision: Approved
- DA/16/1459/R4 Details of a scheme to deal with the risks of contamination on the site pursuant to condition (4) of planning permission DA/16/1459.
Littlebrook Business Park, Zone C Plot 2, Albion Road, Dartford, DA1 5PS
Decision: Approved
- DA/16/1459/R15 Details of a Travel Plan pursuant to condition 15 of planning permission DA/16/1459.
Littlebrook Business Park, Zone C Plot 2, Albion Road, Dartford, DA1 5PS
Decision: Approved
- GR/14/615/R8&R9 Details pursuant to conditions 8 (scheme for a new tidal inlet and sluice) and 9 (scheme for provision of temporary weir/bund) of planning permission reference GR/14/615 for ecological and landscape enhancements to Alpha Lake & Chalk Lake. Alpha Lake and Chalk Lake, North Sea Terminal, Salt Lane, Cliffe, Kent, ME3 7SX
Decision: Approved

- MA/14/727/RVAR Request for approval of details pursuant to conditions 8 (site office, welfare & wheel cleaning facilities), 9 (temporary soil bund), 18 (traffic management plan), 20 (road condition survey) and 23 (dust management plan) of planning permission MA/14/727 (dated 25 January 2016).
Chilston Sandpit, Sandway Road, Sandway, Maidstone, ME17 2LU
Decision: Approved
- MA/17/501432 Erection and operation of a replacement asphalt plant and associated plant and machinery.
Hanson Aggregates, Allington Depot, Liphook Way, St Laurence Avenue, 20/20 Industrial Estate, Maidstone
Decision: Approved
- MA/17/501435 Addition to area used for Aggregate Recycling Facility.
Hanson Aggregates, Allington Depot, Liphook Way, St Laurence Avenue, 20/20 Industrial Estate, Maidstone
Decision: Approved
- SW/10/444/RVAR Details of Rail Strategy (Condition 6), Buffer Zone alongside the Western Ditch (Condition 11), Environmental Monitoring & Mitigation Plan (Condition 12), Landscaping Scheme (Condition 14) and details of Storage Bunkers (Condition 20) pursuant to planning permission SW/10/444.
Land to the East of Kemsley Paper Mill, Kemsley, Sittingbourne
Decision: Approved
- SW/17/502556 Change of use of existing general purpose agricultural building, silage clamp and yard area to storage and handling of Polycat (fertiliser and single sized aggregate) and additional office/welfare portacabin and ancillary development
Newbury Farm, Dully Road, Tonge, Kent, ME9 9PB
Decision: Permitted
- SW/17/502678 Section 73 application to vary conditions 15 and 16 of planning permission SW/12/1184 to permit the facility to operate during a wider range of hours and to also change the number of vehicle movements associated with the operations.
Ballast Phoenix, Ridham Dock, Iwade, Sittingbourne
Decision: Permitted
- SW/17/502996 Section 73 application to vary the wording of condition 16 of planning permission SW/10/444 (as amended by SW/10/506680) to allow an amended surface water management scheme at the Sustainable Energy Plant to serve Kemsley Paper Mill.
Land North East of Kemsley Paper Mill, Ridham Avenue, Sittingbourne, Kent, ME10 2TD
Decision: Permitted

**E2 COUNTY COUNCIL DEVELOPMENT APPLICATIONS AND DETAILS
PURSUANT PERMITTED/APPROVED UNDER DELEGATED POWERS
MEMBERS' INFORMATION**

Since the last meeting of the Committee, the following matters have been determined by me under delegated powers:-

Background Documents – The deposited documents.

- AS/16/1663/R3 Details of a Construction Management Strategy pursuant to Condition (3) of planning permission AS/16/1663.
John Wesley C of E Primary School, Wesley School Road, Singleton, Ashford
Decision: Approved
- AS/17/1077 A proposed new building for small break-out groups, SEN interventions and extra-curricular use.
Woodchurch CEP School, Bethersden Road, Woodchurch, Ashford
Decision: Permitted
- CA/15/2596/R6 Details of a School Travel Plan pursuant to Condition 6 of planning permission CA/15/2596.
Joy Lane Primary School, Joy Lane, Whitstable
- CA/15/2596/R7 & R12 Details of access and drainage maintenance report pursuant to conditions 7 and 12 of planning permission CA/15/2596.
Joy Lane Primary School, Joy Lane, Whitstable
Decision: Approved
- CA/15/2596/R11 Application for the discharge of condition 11 (surface water drainage strategy) of planning permission CA/15/ 2596.
Joy Lane Primary School, Joy Lane, Whitstable
Decision: Approved
- CA/16/1009/R3 Submission of details of archaeology (condition 3) of planning permission CA/16/1009
Spires Academy, Bredlands Lane, Sturry, Canterbury, Kent, CT2 0HD
Decision: Approved
- CA/17/1197 Replacement of 26 no. single glazed timber sash windows to the original school building with new thermally efficient double glazed upvc sash windows.
Westmeads Community Infant School, Cromwell Road, Whitstable
Decision: Permitted
- CA/17/1738 Construction of a courtyard infill extension to form a new main entrance to existing school.
Joy Lane Primary School, Joy Lane Primary School, Joy Lane, Whitstable, Kent, CT5 4LT
Decision: Permitted

DA/16/1328/R14	Submission of details of external lighting pursuant to Condition 14 of planning permission DA/16/1328 Wentworth County Primary School, Wentworth Drive, Dartford, Kent, DA1 3NG Decision: Approved
DA/16/1372/RVAR	Details pursuant to conditions 3 (external materials), 5 (construction management plan), 7 (archaeology) and 8 (parking arrangements) of planning permission DA/16/1372. Temple Hill Community Primary School, St. Edmunds Road, Dartford, Kent, DA1 5ND Decision: Approved
DA/16/1565/R9	Details of a specification and timetable for archaeological work, pursuant to condition (9) of Planning permission DA/16/1565. The Brent Primary School, London Road, Stone, Dartford, Kent, DA2 6BA Decision: Approved
DA/17/791	Proposed demolition and replacement of existing pool enclosure Sutton At Hone C Of E Primary School, Church Road, Sutton At Hone, Kent, DA4 9EX Decision: Permitted
DA/17/791/R	A Non Material Amendment to increase overall size of pool enclosure from 18.9m to 21m and increase floor space from 189m ² to 210m ² . Sutton At Hone C Of E Primary School, Church Road, Sutton At Hone, Kent, DA4 9EX Decision: Approved
DA/17/1042	Section 73 application to vary condition 2 of planning application DA/16/1372 to raise the lower roof levels and allow minor alterations to the link corridor and external appearance of the permitted extension, including the reconfiguration of several windows. Temple Hill Primary School, St. Edmunds Road, Dartford Decision: Permitted
DO/16/229/R4A	Application to discharge condition (4) - Archaeology of permission reference DO/16/229 Aylesham Primary School, Attlee Avenue, Aylesham, Kent, CT3 3BS Decision: Approved
DO/16/229/R7 & 21	Application to discharge conditions 7 (surface water drainage) & condition 21 (school travel plan) of planning permission DO/16/229. Aylesham Primary School, Attlee Avenue, Aylesham Decision: Approved
DO/17/751	The removal of a mobile classroom and its replacement with a new 2 storey teaching block on land adjacent to Park Avenue. The new block will provide 4 science laboratories/classrooms, an office, preparation room, toilets and ancillary accommodation. Dover Grammar School For Girls, Frith Road, Dover Decision: Permitted

DO/17/753	<p>Construction of new modular classroom with additional storage and WC's Preston Primary School, Mill Lane, Preston, Canterbury, Kent, CT3 1HB Decision: Permitted</p>
DO/17/822	<p>Install 2.4m high anti climb fencing to the rear of the school buildings. The Elms School, Elms Vale Road, Dover, Kent, CT17 9PS Decision: Permitted</p>
GR/16/1061	<p>1 Form of Entry (FE) expansion from a 3FE school to a 4FE school, incorporating new build extensions, additional playground space, a Multi Use Games Area (MUGA) with ball stop fencing, additional car parking and an onsite pupil pick up/drop off area. St. Johns RC Primary School, Rochester Road, Gravesend Decision: Permitted</p>
MA/17/502387	<p>Proposed new single storey pavilion changing facility with supporting club room/teaching space and office accommodation. Maidstone Grammar School, Barton Road, Maidstone Decision: Permitted</p>
SE/16/1463/R	<p>Application for a non-material amendment for changes to main elevation by the removal of previously proposed glazed over panels and the replacement with Cedar Cladding to match the existing cladding and change in construction of the monopitch roof from previously noted zinc standing seam finish to a zinc coloured single ply membrane with standing seam profiles. Ide Hill CE Primary School, Sundridge Road, Ide Hill, Sevenoaks, Kent, TN14 6JT Decision: Approved</p>
SE/16/3272/R3,5 & 7	<p>Application to discharge conditions 3 (Materials), 5 (Construction Management Plan) and 7 (Archaeology) of planning permission SE/16/3272 Edenbridge County Primary School, High Street, Edenbridge, TN8 5AB Decision: Approved</p>
SE/17/158/R	<p>Non material amendment to relocate the proposed door and window and add another door to KS2 classroom. Hextable Primary School, Rowhill Road, Hextable, Swanley Decision: Approved</p>
SE/17/158/R4	<p>Details of landscaping pursuant to condition 4 of planning permission SE/17/158. Hextable Primary School, Rowhill Road, Hextable, Swanley, Kent, BR8 7RL Decision: Approved</p>
SE/17/1526	<p>Extending the existing infant block and school house due to existing accommodation being deficient in key areas. Weald Community Primary School, Long Barn Road, Weald, Sevenoaks Decision: Permitted</p>

- SE/17/2012 The construction of a single storey two classroom teaching block incorporating toilets and cloakroom area.
Hever CEP School, Hever Road, Hever, Edenbridge
Decision: Permitted
- SW/16/502866/R4 Details of landscaping pursuant to condition (4) of planning consent SW/16/502866.
Bysing Wood County Primary School, Bysing Wood County Primary School, Lower Road, Faversham
Decision: Approved
- SW/16/502866/R7 Details of external lighting pursuant to condition 7 of planning permission SW/16/502866.
Bysing Wood County Primary School, Bysing Wood County Primary School, Lower Road, Faversham
Decision: Approved
- SW/16/504626/R3 Details of external materials pursuant to condition (3) of planning consent SW/16/504626.
Sittingbourne Community College, Swanstree Avenue, Sittingbourne, Kent, ME10 4NL
Decision: Approved
- SW/16/504626/R4 Details of canopies pursuant to condition (4) of planning consent SW/16/504626.
Sittingbourne Community College, Swanstree Avenue, Sittingbourne, Kent, ME10 4NL
Decision: Approved
- SW/16/504626/R5 Details of landscaping pursuant to condition (5) of planning consent SW/16/504626
Sittingbourne Community College, Swanstree Avenue, Sittingbourne, Kent, ME10 4NL
Decision: Approved
- SW/16/504626/R9 Details of habitat area pursuant to condition (9) of planning consent SW/16/504626
Sittingbourne Community College, Swanstree Avenue, Sittingbourne, Kent, ME10 4NL
Decision: Approved
- SW/16/504626/R10 Details of land contamination pursuant to condition (10) of planning consent SW/16/504626
Sittingbourne Community College, Swanstree Avenue, Sittingbourne, Kent, ME10 4NL
Decision: Approved
- SW/16/504626/R17 Details of construction management plan pursuant to condition (17) of planning consent SW/16/504626.
Sittingbourne Community College, Swanstree Avenue, Sittingbourne, Kent, ME10 4NL
Decision: Approved

SW/17/501720	<p>Construction of a part two part single storey building, including new vehicle access, drop-off loop and parking to facilitate a 1FE expansion Regis Manor Primary School, Middletune Avenue, Sittingbourne, ME10 2HT Decision: Permitted</p>
SW/17/503605	<p>Section 73 application to vary condition (2) of application SW/16/506378 to allow an alternative footprint layout and elevations to courtyard infill extension. Minster In Sheppey Primary School, Brecon Chase, Minster On Sea, Sheerness, Kent, ME12 2HX Decision: Permitted</p>
TH/17/955	<p>Creation of a specialist playground facility on an area of existing amenity grass within the grounds of the school, including the lifting of natural turf and installation of a combination of wetpour and artificial turf play surfacing along with a range of fixed and free standing play equipment. The scheme also includes the relocation of an existing timber storage shed and the removal and relocation of a small section of internal fencing. Foreland Fields School, Newlands Lane, Ramsgate, Kent, CT12 6RH Decision: Permitted</p>
TM/15/554/R11	<p>Details of an updated School Travel Plan pursuant to Condition 11 of planning permission TM/15/554 The Judd School, Brook Street, Tonbridge, Kent, TN9 2PN Decision: Approved</p>
TM/15/3954/R	<p>Application for a non-material amendment: Changes to the footprint and materials of the Life skills building and minor changes to the ridge height, fenestration and canopies to the main school. Land at Upper Haysden Lane, Tonbridge Decision: Approved</p>
TM/15/3954/R7	<p>Details of further and amended fencing details pursuant to condition (7) of planning permission TM/15/3954. Land at Upper Haysden Lane, Tonbridge Decision: Approved</p>
TM/15/3954/ R14 & R22	<p>Details of the implementation, maintenance and management of the approved SUDS scheme and further information regarding proposed community use pursuant to conditions 14 & 22 of planning Land at Upper Haysden Lane, Tonbridge, Kent, TN11 8AA Decision: Approved</p>
TM/16/853/R5	<p>Non Material Amendment to permission TM/16/853 for minor changes to the proposed materials, the removal of recesses in the elevations, the repositioning of canopies & relocation of PV panels. Land adjacent to Hall Road, Wouldham Decision: Approved</p>

TM/17/1299	Water tank on concrete pad with surrounding timber fence which has mesh panels and timber slats. Land at Upper Haysden Lane, Tonbridge Decision: Permitted
TW/12/1442/R	Application for a Non Material Amendment; amendments to the approved floor plan to reduce the overall gross internal floor area of the school building, including associated minor alterations to the elevational appearance and changing the external surface within the courtyard from paving to permeable tarmac. Land south of Rolvenden Road, Benenden Decision: Approved
TW/16/7888/R	Application for a Non-Material Amendment; Changes to the design of the external front and rear canopies. Oakley School, Pembury Road, Royal Tunbridge Wells, Kent, TN2 4NE Decision: Approved
TW/16/7888/R9 & R12	Details of a precautionary mitigation strategy and a construction management plan pursuant to conditions (9) and (12) of planning permission TW/16/7888. Oakley School, Pembury Road, Royal Tunbridge Wells Decision: Approved
TW/17/2330	Erection of a timber outdoor classroom building to the south of the main school building. Goudhurst & Kilndown C Of E Primary School, Beaman Close, Goudhurst, Cranbrook Decision: Permitted
TW/17/2480	Replacement window scheme from crittal to double glazed UPVC windows. Claremont Primary School, Banner Farm Road, Tunbridge Wells, Kent, TN2 5EB Decision: Permitted

E3 TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017 – SCREENING OPINIONS ADOPTED UNDER DELEGATED POWERS

Background Documents –

- *The deposited documents.*
- *Town and Country Planning (Environmental Impact Assessment) Regulations 2017.*
- *The Government’s Online Planning Practice Guidance-Environmental Impact Assessment/Screening Schedule 2 Projects*

(a) Since the last meeting of the Committee the following screening opinions have been adopted under delegated powers that the proposed development does not constitute EIA development and the development proposal does not need to be accompanied by an Environmental Statement:-

KCC/AS/0192/2017	Installation of a 1 Ferric Dosing Kiosk. Ashford Wastewater Treatment Works & Sludge Treatment Centre, Kinneys Lane, Canterbury Road, Ashford
KCC/SCR/CA/0105/2017	Request for a Screening Opinion to determine whether a proposed replacement storm water outfall requires an Environmental Impact Assessment Swalecliffe Wastewater Treatment Works, Brook Road, Swalecliffe, Kent, CT5 2QH
KCC/GR/0165/2017	A new build 2 storey 420 place Primary School with car park, playground, floodlit artificial pitch, and associated landscaping with new access road, footpaths, highway improvements (including the widening of Westcott Avenue and the provision of a footpath link to Lanes Avenue) and service connections. St Georges Church Of England School, Meadow Road, Gravesend, Kent, DA11 7LS
KCC/MA/0183/2017	Section 73 application to vary condition 1 of planning permission MA/14/688 to allow for a further 3 years in which to complete the slope remediation within Phase 1. Lenham Quarry (Shepherds Farm), Forstal Road, Lenham
KCC/MA/0184/2017	Section 73 application for a temporary relaxation of condition 5 of planning permission MA/14/689 to allow the extraction of sand to advance into Phase 3 (in part). Lenham Quarry (Shepherds Farm), Forstal Road, Lenham
KCC/SE/0159/2017	The construction of a single storey two classroom teaching block incorporating toilets and cloakroom area. Hever CEP School, Hever Road, Hever, Edenbridge

KCC/SE/0179/2017	<p>Section 73 application for the temporary relaxation of condition (13) of planning permission SE/90/1302 to allow the waste transfer station only to be extended to run from 0500 to 1800 hours Monday to Friday during repairs to the Tunbridge Wells Waste Transfer Station.</p> <p>Dunbrik Waste Transfer Station, Main Road, Sundridge, Sevenoaks</p>
KCC/SCR/SW/0143/2017	<p>Request for a screening opinion under the Environmental Impact Assessment (EIA) Regulations; alongside guidance as to whether an Appropriate Assessment under the Habitat Regulations is likely to be required, for the redevelopment of an existing waste management facility and inclusion of additional land into a waste management use at Oare Creek, Faversham</p> <p>Land at, and adjacent to, Site D, Oare Creek, Faversham</p>
KCC/TH/0137/2017	<p>Change of use from agricultural land to school sports field and the construction of an associated sports pavillion, provision of floodlighting and storage containers, the erection of boundary fencing, the creation of a horticultural area with associated polytunnels, and the provision of a vehicular access road to access land to the south of the application site.</p> <p>Land off Newlands Lane, Adjacent to Foreland Fields School, Ramsgate</p>
KCC/TM/0142/2017	<p>Application for determination of New Conditions pursuant to the Environment Act 1995: Section 96 and Schedule 14. Land at Ightham Sandpit incorporated in mineral permission reference MK/4/51/43 dated 10 August 1951.</p> <p>Ightham Sandpit, Borough Green Road, Ightham, Sevenoaks</p>
KCC/TM/0169/2017	<p>Construction of a new school hall, children's wc's and storage.</p> <p>Ryarsh Primary School, Birling Road, Ryarsh, West Malling, Kent, ME19 5LS</p>
KCC/TM/0195/2017	<p>Operation of an aggregate recycling facility for a temporary period of five years within the existing processing plant area.</p> <p>Wrotham Quarry, Trottiscliffe Road, Addington, West Malling</p>
KCC/TM/0196/2017	<p>Section 73 application to vary condition 2 of planning permission TM/07/2545 to allow for the completion of extraction and restoration work not later than 21 July 2022.</p> <p>Wrotham Quarry, Trottiscliffe Road, Addington, West Malling</p>
KCC/TM/0224/2017	<p>Section 73 application to vary condition 14 of planning permission TM/12/983 to allow out of hours vehicle movements associated with the importation of waste materials arising from road projects</p> <p>Ham Hill Quarry, Snodland, Kent, ME6 5LA</p>
KCC/TW/0191/2017	<p>Erection of a timber outdoor classroom building to the south of the main school building</p> <p>Goudhurst & Kilndown C Of E Primary School, Beaman Close, Goudhurst, Cranbrook, Kent, TN17 1DZ</p>

- (b) Since the last meeting of the Committee the following screening opinions have been adopted under delegated powers that the proposed development does constitute EIA development and the development proposal does need to be accompanied by an Environmental Statement:-

None

E4 TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017 – SCOPING OPINIONS ADOPTED UNDER DELEGATED POWERS

- (b) Since the last meeting of the Committee the following scoping opinions have been adopted under delegated powers.

Background Documents -

- *The deposited documents.*
- *Town and Country Planning (Environmental Impact Assessment) Regulations 2017.*
- *The Government's Online Planning Practice Guidance-Environmental Impact Assessment/Preparing an Environmental Statement*

KCC/SCO/SE/0164/2017

Request for a Scoping Opinion on the Environmental Impact Assessment for stabilisation works using imported suitable engineering material to restore the site to agriculture, landscape planting and biodiversity.

Covers Sandpit, Westerham, Kent, TN16 2EY

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