

PLANNING APPLICATIONS COMMITTEE

Wednesday, 9th July, 2025

10.00 am

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





AGENDA

PLANNING APPLICATIONS COMMITTEE

Wednesday, 9th July, 2025, at 10.00 am
Council Chamber, Sessions House, County
Hall, Maidstone

Ask for: **James Clapson**
Telephone: **03000417387**

Membership (13)

- Reform UK (9): Mr J Eustace, Mr B Black, Mr W Chapman, Mr S Dixon,
Ms S Emberson, Mr R Mayall, Mr T Mole, Mr P Thomas and
Mr D Truder
- Liberal Democrat (2): Mr M Brice and Mr G R Samme
- Green (1): Mr S Heaver
- Conservative (1): Mrs S Hudson

UNRESTRICTED ITEMS

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

A. COMMITTEE BUSINESS

1. Election of Chair
2. Election of Vice Chair
3. Apologies
4. Declarations of Interest
5. Minutes of the Meeting 22.1.2025 (Pages 1 - 4)
6. Site Meetings and Other Meetings

B. GENERAL MATTERS

C. MINERALS AND WASTE APPLICATIONS

1. C1 - (i) the variation of condition 11 of planning permission AS/97/829 - AS/25/0584 (KCC/AS/0153/2024); and (ii) the variation of condition 8 of planning permission AS/06/24 - AS/25/0586 (KCC/AS/0172/2024) at Ashford Wastewater Treatment Works, Kinneys Lane, Canterbury Road, Ashford, Kent, TN24 9QB. (Pages 5 - 28)
2. C2 - Section 73 application to vary conditions 2, 5, 7, 10 & 19 of planning permission FH/20/1590 at McAleer's Yard, Caesars Way, Folkestone CT19 4AL - FH/25/222 (KCC/FH/0003/2025) (Pages 29 - 58)

D. DEVELOPMENTS TO BE CARRIED OUT BY THE COUNTY COUNCIL

1. D1 - Erection of a new two storey teaching block, reorientation of existing playing pitch, hard and soft landscaping and ancillary works to facilitate a 1 FE expansion at Northfleet Technology College, Colyer Road, Northfleet, Gravesend, Kent, DA11 8BG - GR/25/328 (KCC/GR/0034/2025) (Pages 59 - 84)

E. MATTERS DEALT WITH UNDER DELEGATED POWERS

1. County matter applications (Pages 85 - 88)
2. County Council developments (Pages 89 - 92)
3. Screening opinions under Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (Pages 93 - 94)
4. Scoping opinions under Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (Pages 95 - 96)

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)

Benjamin Watts
General Counsel
03000 416814

Tuesday, 1 July 2025

(Please note that the draft conditions and background documents referred to in the accompanying papers may be inspected by arrangement with the Departments responsible for preparing the report.)

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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 Wednesday, 22 January 2025.

PRESENT: Mr P Cole (Chair), Mr H Rayner (Vice-Chairman), Mr A Booth, Mrs R Binks, Miss S J Carey, Mr I S Chittenden, Mr D Crow-Brown, Mr M Dendor, Ms J Meade and Ms L Parfitt

IN ATTENDANCE: Mrs S Thompson (Head of Planning Applications Group), Ms Tamboo (Principal Solicitor), Mrs M Palmer (Principal Planning Officer), Ms H Edwards (Senior Planning Officer), Mr D Joyner (Transport & Development Planning Manager – West Kent) and Ms E Kennedy (Democratic Services Officer)

UNRESTRICTED ITEMS

1. Apologies (Item A1)

Apologies were received from Mr Simkins for whom Ms Parfitt was present.

2. Declarations of Interest (Item A2)

There were no declarations of interest.

3. Minutes (Item A3)

RESOLVED that the minutes of the meeting held on 13 November 2024 were correctly recorded and that they be signed by the Chairman.

4. Site Meetings and Other Meetings (Item A4)

There were no site visits scheduled.

5. General Matters (Item B1)

Mrs Thompson advised that the government had published a new National Planning Policy Framework (NPPF) document in December 2024. Members would receive a full briefing on new NPPF on the rise of the next meeting of Planning Applications Committee.

6. D1 - Erection of a single-storey extension to allow for the expansion of the school from 1FE to 2FE, internal and external alterations to include a new relocated school entrance, separate nursery entrance and covered walkway

**and associated landscaping and parking provision at Lenham Primary School,
Ham Lane, Lenham, Maidstone, Kent, ME17 2QG - MA/24/503842
(KCC/MA/0121/2024)
(Item D1)**

1) Mrs Palmer outlined the report.

2) It was proposed by the Chair and seconded by Miss Carey:

That the application BE REFERRED to the Secretary of State for Housing, Communities and Local Government to consider the Sport England objection, and SUBJECT TO her decision, PERMISSION BE GRANTED, SUBJECT TO the imposition of conditions covering (amongst other matters) the following:

- 1. A 5-year time limit;*
- 2. The development to be carried out in accordance with the permitted details;*
- 3. The development shall be constructed in accordance with the details of all construction materials set out in the submitted documents and application drawings;*
- 4. That all construction works be undertaken in accordance with the submitted Construction Environmental Management Plan (CEMP);*
- 5. The provision and permanent retention of vehicle parking spaces, as shown on the approved drawings, prior to occupation of the new classroom building;*
- 6. The provision and permanent retention of the cycle parking facilities, as shown on the approved drawings, prior to occupation of the new classroom building;*
- 7. The provision and permanent retention of the vehicle loading/unloading and turning facilities, as shown on the approved drawings, prior to occupation of the new classroom building;*
- 8. The provision and permanent retention of the Electric Vehicle charging spaces, prior to the use commencing, in accordance with details submitted.*
- 9. The submission of an updated School Travel Plan prior to the occupation of the new building with the aim of reducing dependency on the private car;*
- 10. The submission of a Habitat Creation, Enhancement, Management and Monitoring Plan to be submitted prior to the commencement of development in association with the Biodiversity Gain Plan;*
- 11. That the ecological enhancement measures shown on the approved plans be provided within 3 months of occupation of the new building;*
- 12. The protection of all trees and hedges to be retained prior to the commencement of development;*
- 13. Works within the root protection area of the retained trees to be carried out in accordance with the method set out in the Arboricultural Impact Assessment;*

14. The development to be carried out in accordance with the approved detailed landscape scheme within the first planting season following construction;

15. That if any planting carried out in accordance with the landscape scheme dies within the first 5 years of planting it shall be replaced within 12 months;

16. The external lights shall only be in operation when the school is in use and shall be controlled by a daylight sensor switch, and timed to be switched off by 6:30pm unless otherwise approved in writing by the County Planning Authority;

17. No additional lighting shall be installed without the written approval of the County Planning Authority;

18. The submission of a written specification for archaeological field evaluation works prior to the commencement of development;

19. No infiltration of surface water drainage into the ground other than with the approval of the County Planning Authority;

20. The submission of a detailed sustainable surface water drainage scheme prior to the commencement of any below ground works;

21. The development shall not be occupied until a verification report pertaining to the surface water drainage scheme has been submitted to and approved by the County Planning Authority;

22. That the noise from on-site plant be limited to that set out in the approved Acoustic Survey.

23. The proposed external lights shall be implemented in accordance with the submitted details. Prior to occupation of the new classroom building, evidence shall be provided in writing to the County Planning Authority that the lights are installed and tested to demonstrate compliance.

The development shall also be subject to the submission of a Biodiversity Gain Plan, prior to the commencement of development, in accordance with paragraph 13 of Schedule 7A of the Town and Country Planning Act 1990 (as amended).

The following informatives are also proposed:

Any tree or vegetation removal shall be carried out outside of the bird breeding season (March to August).

The applicant is asked to consider the potential for further provision for electric charging spaces within the development in addition to the 3 spaces incorporated in the development hereby permitted.

3) Upon being put to the vote, the motion was declared CARRIED.

7. County matter applications *(Item E1)*

RESOLVED to note matters dealt with under delegated powers since the meeting on 13 November 2024 relating to:

E1 County matter applications.

8. County Council developments

(Item E2)

RESOLVED to note matters dealt with under delegated powers since the meeting on 13 November 2024 relating to:

E2 County Council developments.

9. Screening opinions under Town and Country Planning (Environmental Impact Assessment) Regulations 2017

(Item E3)

RESOLVED to note matters dealt with under delegated powers since the meeting on 13 November 2024 relating to:

E3 - Screening opinions under Town and Country Planning (Environmental Impact Assessment) Regulations 2017

10. Scoping opinions under Town and Country Planning (Environmental Impact Assessment) Regulations 2017

(Item E4)

RESOLVED to note matters dealt with under delegated powers since the meeting on 13 November 2024 relating to:

Scoping opinions under Town and Country Planning (Environmental Impact Assessment) Regulations 2017

11. F1 - Maidstone Gypsy, Traveller and Travelling Showpeople Development Plan Document (DPD) (Regulation 18b) Consultation (plus appendix 1).

(Item F1)

RESOLVED to note Kent County Council's response to:

F1 - Maidstone Gypsy, Traveller and Travelling Showpeople Development Plan Document (DPD) (Regulation 18b) Consultation

12. F2 - Hurst Green Neighbourhood Plan – Regulation 16 Submission Consultation

(Item F2)

RESOLVED to note Kent County Council's response to:

F2 - Hurst Green Neighbourhood Plan – Regulation 16 Submission Consultation.

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

Applications for: (i) variation of condition 11 of planning permission AS/97/829 (as also varied by planning permission AS/17/1317) to allow additional HGV movements on Bank and Public Holidays - AS/25/0584 (KCC/AS/0153/2024); and (ii) variation of condition 8 of planning permission AS/06/24 (as also varied by planning permission AS/17/1317) to allow additional HGV movements on Bank and Public Holidays - AS/25/0586 (KCC/AS/0172/2024) at Ashford Wastewater Treatment Works & Sludge Treatment Centre, Kinneys Lane, Canterbury Road, Ashford, Kent, TN24 9QB.

A report by Head of Planning Applications Group to Planning Applications Committee on 9 July 2025.

Applications by Southern Water Services Limited:

- (i) the variation of condition 11 of planning permission AS/97/829 (as also varied by planning permission AS/17/1317) to allow additional HGV movements on Bank and Public Holidays - AS/25/0584 (KCC/AS/0153/2024); and
- (ii) the variation of condition 8 of planning permission AS/06/24 (as also varied by planning permission AS/17/1317) to allow additional HGV movements on Bank and Public Holidays - AS/25/0586 (KCC/AS/0172/2024);

at Ashford Wastewater Treatment Works & Sludge Treatment Centre, Kinneys Lane, Canterbury Road, Ashford, Kent, TN24 9QB.

Recommendation: Permission be granted for applications (i) and (ii) subject to conditions.

Local Member: Pamela Williams

Classification: Unrestricted

Site

1. The site is located at Ashford Wastewater Treatment Works (WTW) Canterbury Road, Ashford. It is located to the north of Ashford town centre, immediately to the north of the M20 motorway and to the east of the site is the Canterbury to Ashford 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 river the land is flat flood plain,

(i) the variation of condition 11 of planning permission AS/97/829 - AS/25/0584 (KCC/AS/0153/2024); and (ii) the variation of condition 8 of planning permission AS/06/24 - AS/25/0586 (KCC/AS/0172/2024) at Ashford Wastewater Treatment Works, Kinneys Lane, Canterbury Road, Ashford, Kent, TN24 9QB

beyond which is housing. To the north west of the site 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 WTW site.

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 also provides access to 4 residential properties and to the rugby club. Kinneys Lane varies in width from approximately 5 metres at its narrowest point to over double that at its widest with substantial off road hard surfaced passing areas. Stourfields, the three properties on the north-west side of the access road and Hamilton House to the south-east side were granted planning permission in 2000 and 2003 respectively by Ashford Borough Council. The access road is also part of the Sustrans National 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. The properties either side of the access road on Canterbury Road also have access to the rear of their properties from Kinneys Lane.
3. Part of the larger WTW site to the north of the main works (largely the site of the old reed beds) lies within Flood Zone 2 area, land assessed as having between a 1 in 100 and 1 in 1,000 annual probability of river flooding.
4. The area of land between the rear of the residential properties and the Hotel on Canterbury Road and the Great Stour river is designated a Green Corridor in the Ashford Local Plan (2030). The green corridor is a network of largely open areas mostly surrounding the rivers that have remained undeveloped mainly due to being in the flood plain. Policies ENV1 and ENV2 of the Ashford Local Plan (2030) seek to protect and enhance these green corridors and land adjacent to them, to provide access for pedestrians and cyclists, and leisure opportunities whilst improving their appearance and nature conservation and biodiversity value.
5. As set out above Kinneys Lane is part of Route 17 of the Sustrans National Cycle Network (a 42 mile route that is intended to run from Kent to the south coast when fully developed). At the end of the lane the cycleway meets with National Route 18 which runs alongside the river and is part of a 61 mile route from Canterbury to Tunbridge Wells (via Ashford).

Background and Site History

6. Ashford WTW currently provides sewage treatment to a population of circa 105,000 which is predicted to grow to circa 119,250 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);

(i) the variation of condition 11 of planning permission AS/97/829 - AS/25/0584 (KCC/AS/0153/2024); and (ii) the variation of condition 8 of planning permission AS/06/24 - AS/25/0586 (KCC/AS/0172/2024) at Ashford Wastewater Treatment Works, Kinneys Lane, Canterbury Road, Ashford, Kent, TN24 9QB

- 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); and
- Domestic Tankered Waste from private residences (septic tank waste and cess pool).

7. The wider WTW 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

8. The most relevant planning history is set out below:

Reference	Description of Development	Decision	Relevant Conditions/Notes
AS/97/829	Extension to sludge treatment facilities to accommodate imported sludge from a wider catchment area.	Granted 14/10/97	(11) After commissioning of the sludge treatment centre, large vehicle traffic movements shall be confined to: 0700-1800 hours Monday to Friday, 0700-1300 hours Saturday, and excluding Sundays, Bank and other Public Holidays with the exception of operational emergencies.
AS/97/1587	Erection of three GRP Kiosks to house monitoring equipment.	Granted 25/02/98	No restriction on working hours/days.
AS/98/775	Temporary non-compliance with condition (8) of planning permission AS/97/829 to allow	Granted 13/08/98	No heavy vehicle movements (construction activities) except between 0700-1800 hours Monday to Friday, 0700-1300 hours Saturday.

Item C1

(i) the variation of condition 11 of planning permission AS/97/829 - AS/25/0584 (KCC/AS/0153/2024); and (ii) the variation of condition 8 of planning permission AS/06/24 - AS/25/0586 (KCC/AS/0172/2024) at Ashford Wastewater Treatment Works, Kinneys Lane, Canterbury Road, Ashford, Kent, TN24 9QB

	relaxation of construction working hours for limited period.		
AS/06/24	Tertiary wastewater treatment facilities and new sludge digestion and drying facilities built alongside the existing treatment facilities.	Granted 02/08/06	8) After commissioning of the new development hereby permitted, HGV movements associated with this development to and from the site shall be confined to: 0700-1800 hours Monday-Friday, 0700-1300 hours Saturday and excluding Sundays, Bank and other Public Holidays with the exception of operational emergencies.
AS/08/953	Installation of a combined heat and power unit to enhance the efficiency and cleanliness of the treatment process and to convert to a sustainable energy resource.	Granted 17/07/08	No restrictions on working hours / days.
AS/17/1317	Section 73 application to vary condition (11) of planning permission AS/97/829 and condition (8) of planning permission AS/06/24 to allow a limited number of large vehicles to access the Wastewater Treatment Works on Bank (Public) Holidays which are currently restricted	Granted 18/12/17	Permitted vehicle movements between 0800-1300 hours on Bank and Public Holidays (subject to a maximum of 6 in-out large vehicle movements;

NOTES

JN.63954.02701

REFERENCES

PLANNING APPLICATION: JN.63954.02701
PLANNING APPLICATION: JN.63954.02701

LEGEND

PROPOSED SITE BOUNDARY

CURRENT VERSION INFORMATION

DATE	DESCRIPTION	BY	FOR
18/01/2024	Initial Design	AJ	AS
18/01/2024	Final Design	AJ	AS

Southern Water

In Partnership with

MWH.

ASHFORD WTW

PLANNING APPLICATION AREA LOCATION PLAN

Scale: 1:10000

Grid Ref: TQ2022 4325

ASHFORD WTW
Canterbury Road
Ashford
Kent
TN20 2QB
GRID REF: TQ2022 4325

(i) the variation of condition 11 of planning permission AS/97/829 - AS/25/0584 (KCC/AS/0153/2024); and (ii) the variation of condition 8 of planning permission AS/06/24 - AS/25/0586 (KCC/AS/0172/2024) at Ashford Wastewater Treatment Works, Kinneys Lane, Canterbury Road, Ashford, Kent, TN24 9QB

Site Location Plan

The map illustrates the proposed interchange location relative to the M20 motorway and surrounding infrastructure. Key features include:

- Interchange Area:** The central focus, outlined in red, showing the proposed interchange structure and associated drainage.
- Road Network:** Major roads shown include Canterbury Road, Kinneys Lane, and the M20 motorway. Other roads like Henwood, Waverley Way, and Javelin Way are also visible.
- Water Features:** The Great Stour river flows through the site, with several drains and a cycle track indicated.
- Landmarks:** The map identifies the Sewage Works, several Industrial Estates (including the Mace Industrial Estate), and a Sports Ground.
- Infrastructure:** Features such as the Mast, Cycle Track, and various paths are marked.
- Scale and Orientation:** A scale bar indicates distances in meters (0 to 500m). A north arrow is located in the bottom right corner.

(i) the variation of condition 11 of planning permission AS/97/829 - AS/25/0584 (KCC/AS/0153/2024); and (ii) the variation of condition 8 of planning permission AS/06/24 - AS/25/0586 (KCC/AS/0172/2024) at Ashford Wastewater Treatment Works, Kinneys Lane, Canterbury Road, Ashford, Kent, TN24 9QB

The map shows the River Stour flowing through the Stourfield area. Key locations labeled include Canterbury Road, Stourfields, Hamilton House, and the River Stour. The map also shows a bus stop, a barn, and a church.

9. Planning applications AS/25/0584 and AS/25/0586 seek to amend two of the existing conditions pertaining to the sludge treatment centre to allow access for 15 HGVs on bank (and other public holidays), an increase of 9 from the existing planning permissions in order to improve operational efficiency currently restricted by the conditions in place. The currently approved access window on bank/public holidays of 0800-1300 hours would not change.
10. As set out above Permission AS/97/829 Condition (11) reads:

It is proposed to amend the wording as follows:

C1.7

(i) the variation of condition 11 of planning permission AS/97/829 - AS/25/0584 (KCC/AS/0153/2024); and (ii) the variation of condition 8 of planning permission AS/06/24 - AS/25/0586 (KCC/AS/0172/2024) at Ashford Wastewater Treatment Works, Kinneys Lane, Canterbury Road, Ashford, Kent, TN24 9QB

Holidays there shall be no more than 15 in-out large vehicle movements.

11. Planning Permission AS/06/24 Condition (8) currently reads:

After commissioning of the new development hereby permitted, HGV movements associated with this development to and from the site shall be confined to:

*0700-1800 hours Monday to Friday,
0700-1300 hours Saturdays,
0800-1300 hours on Bank and Public Holidays (subject to a maximum of 6 in-out large vehicle movements);*

excluding Sundays and 25th December with the exception of operational emergencies.

It is proposed the wording be amended as follows:

After commissioning of the new development hereby permitted, HGV movements associated with this development to and from the site shall be confined to:

*0700-1800 hours Monday to Friday,
0700-1300 hours Saturdays,
0800-1300 hours on Bank and Public Holidays (subject to a maximum of 15 in-out large vehicle movements);*

excluding Sundays and 25th December with the exception of operational emergencies.

12. There are six permanent bank holidays in England, (New Year's Day, Easter Monday, Early May Bank Holiday, Spring Bank Holiday, August Bank Holiday and Boxing Day) and Good Friday and Christmas Day are Public Holidays. The government may also occasionally agree other additional public holidays such as the Royal Jubilees.

Planning Policy

13. **National Planning Policy Framework (NPPF) (2024)** 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 6 (Building a strong, competitive economy), 9 (Promoting sustainable transport), 14 (Meeting the challenge of climate change, flooding and coastal change) and 15 (Conserving and enhancing the natural environment).

(i) the variation of condition 11 of planning permission AS/97/829 - AS/25/0584 (KCC/AS/0153/2024); and (ii) the variation of condition 8 of planning permission AS/06/24 - AS/25/0586 (KCC/AS/0172/2024) at Ashford Wastewater Treatment Works, Kinneys Lane, Canterbury Road, Ashford, Kent, TN24 9QB

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) (updated February 2024) supports the NPPF including guidance on planning for air quality, climate change, environmental impact assessment, flood risk and coastal change, light pollution, 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.

The application of the Waste Hierarchy is a legal requirement under the Waste (England and Wales) Regulations 2011. It seeks to ensure that waste is managed sustainably and ranks waste management options according to what is best for the environment. In the UK, the waste hierarchy prioritises waste management options as follows:

1. Prevention: Avoid creating waste in the first place.
2. Preparation for re-use: Reuse products and packaging.
3. Recycling: Recycle materials.
4. Other Recovery: Use waste for energy recovery.
5. Disposal: Landfill as last resort

The NPPW also 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 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.

(i) the variation of condition 11 of planning permission AS/97/829 - AS/25/0584 (KCC/AS/0153/2024); and (ii) the variation of condition 8 of planning permission AS/06/24 - AS/25/0586 (KCC/AS/0172/2024) at Ashford Wastewater Treatment Works, Kinneys Lane, Canterbury Road, Ashford, Kent, TN24 9QB

14. Development Plan Policies:

Kent Minerals and Waste Local Plan 2024-39 (Adopted March 2025) (KMWLP): 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. Policy CSW2 of the KMWLP requires developments to help drive waste to ascend the Waste Hierarchy whenever possible to aid the delivery of sustainable waste management solutions for Kent.

The Plan recognises that some modifications to existing facilities will require planning permission. Whilst Policy CSW 15 relates primarily to new wastewater 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), DM13 (Transportation of Minerals and Waste) and DM15 (Safeguarding of Transport Infrastructure).

Ashford Local Plan 2030: Policies ENV1 (Biodiversity), ENV2 (The Ashford Green Corridor), TRA6 (Provision for Cycling), IMP1 (Infrastructure Provision), TRA7 (The Road Network and Development) and TRA9 (Planning for HGV Movement).

Consultations

Application (i) - the variation of condition 11 of planning permission AS/97/829 (as also varied by planning permission AS/17/1317) to allow additional HGV movements on Bank and Public Holidays - AS/25/0584 (KCC/AS/0153/2024)

- 15. **Ashford Borough Council** – No objections.
- 16. **Kennington Community Council** – No comments received.
- 17. **Transportation Planning** - No objections.
- 18. **Environment Agency** – No comments received.
- 19. **Public Rights of Way (East Kent PROW Team)** – No comments to make.

(i) the variation of condition 11 of planning permission AS/97/829 - AS/25/0584 (KCC/AS/0153/2024); and (ii) the variation of condition 8 of planning permission AS/06/24 - AS/25/0586 (KCC/AS/0172/2024) at Ashford Wastewater Treatment Works, Kinneys Lane, Canterbury Road, Ashford, Kent, TN24 9QB

Application (ii) - the variation of condition 8 of planning permission AS/06/24 (as also varied by planning permission AS/17/1317) to allow additional HGV movements on Bank and Public Holidays - AS/25/0586 (KCC/AS/0172/2024);

20. **Ashford Borough Council** – No objections.
21. **Kennington Community Council** – No comments received.
22. **Transportation Planning** - No objections.
23. **Environment Agency** – No comments received.
24. **Public Rights of Way (East Kent PROW Team)** – No comments received.

Local Member

25. The previous local County Member Paul Bartlett (and neighbouring Members Clair Bell and Steve Campkin) were notified of the applications, no views were received.
26. Following the County Council elections in May 2025 a further round of consultations with the newly elected Members was carried out.
27. The new local County Member Pamela Williams (and neighbouring Members Brian Collins and Dean Burns) were notified of the applications on 30 May 2025 to date no comments have been received.

Publicity

28. The application was publicised by the posting of site notices, an advertisement in a local newspaper, and the individual notification of 8 residential properties adjacent to the access road.

Representations

29. Fifteen letters of objection have been received across both applications, with the same residents mostly commenting on both applications, and the main points of objection can be summarised as follows:

Amenity

- Foul smells emanate from the vehicles
- There are already frequent tanker deliveries outside of the permitted hours from early morning to late at night and including Sundays and Bank Holidays.
- Local residents cannot sit and enjoy their back gardens already, movements as proposed would make matters even worse.
- The delivery vehicles contaminate the environment with noise, vibration,

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diesel fumes, obnoxious smells and debris on the road, especially those removing the waste.

- Lorry drivers fouling the area.
- Lorries crashing over the speed bumps is very noisy.

Access/Traffic

- Increase in vehicle numbers unacceptable 15 vehicle movements actually equates to 30 vehicles passing our properties, which is one every 10 minutes in the 5 hours of Bank Holiday operation.
- The Lane is barely wide enough for a single HGV at points and is widely used by disabled, dog walkers, commuters, cyclists and children walking to school.
- The access road is damaged by the large vehicles with pot holes and cracks in the surface which the lorries clatter over at speed putting pedestrians at severe risk of injury.
- The traffic and associated noise, dust and odour are contrary to the Local Plan Policies which are supposed to safeguard against such impacts.
- Speeding lorries and we have never seen any monitoring of vehicle speed despite assurances they were being carried out.
- Southern Water (SW) should look at finding an alternative access for this site as the current one is no longer fit for purpose, particularly if they are to take up the permitted capacity at the works.

Operations

- SW do not stick to the rules now so why would they in the future.
- Is the import of sludge on a Bank Holiday the only way to solve the problem?
- Is there not enough sludge from the wastewater arriving at the site through the sewerage network to feed the digesters, if not directly then sucked out from the storage tanks and cannot the sludge be stockpiled to cover the three day weekends?
- Build more storage sheds to store the waste in advance of Bank Holidays.

Discussion

30. 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 proposal needs 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 13 and 14 above are particularly relevant. The key planning considerations in this case include:

- Need and sustainability;
- Traffic;

(i) the variation of condition 11 of planning permission AS/97/829 - AS/25/0584 (KCC/AS/0153/2024); and (ii) the variation of condition 8 of planning permission AS/06/24 - AS/25/0586 (KCC/AS/0172/2024) at Ashford Wastewater Treatment Works, Kinneys Lane, Canterbury Road, Ashford, Kent, TN24 9QB

- Noise; and
- Air Quality and odour.

Need and Sustainability

31. 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. The site operates under a number of extant planning permissions, outlined earlier in the report and also an Environmental Permit (EPR/BP3296SB), administered by the Environment Agency, which allows for 690,000 tonnes per annum of imported waste to be processed. At present only c.271,000 tonnes per annum is being processed under the permit. In addition, the site currently processes c.3,560,000 tonnes per annum of waste via the sewer network (i.e. delivered to the site by the sewer pipe network).
32. As a result of the operational issues that result from the current restrictions to HGV movements (i.e. a maximum of 6 movements on Bank and Public Holidays), it is proposed that condition 11 of AS/97/829 and condition 8 of AS/06/24 are varied to allow for a maximum of 15 HGV movements on Bank and Public Holidays. The proposed increase takes into account the site maximising its existing storage in preparation for the bank holiday periods, as well as slowing the digestion process as far as is practicable to reduce the quantity needed. The benefits of the proposed additional HGV movements and steady operation through the digestion process are in summary:
 - Reduced risk to the effectiveness of the sludge digestion process and consequent operational difficulties;
 - Optimal Bio-gas generation and use to power Ashford Wastewater Treatment Works (WTW) and supply to the grid;
 - Reduced risk of non-compliance with environmental and operating permits at other WTWs, as sludge can be moved off on a timely manner;
 - The amount of sludge that can be treated through the digestion process will be maximised with reduced need for use of critical landfill capacity; and
 - Optimal plan delivered to reduce the carbon footprint of haulage operations.
33. The applicant has set out that from an operational efficiency standpoint that importing sludge to the site seven days per week would be desirable however the amenity impact this would have is acknowledged and therefore not considered a possibility. Therefore, they have determined that the proposed increase in HGV movements on Bank Holidays is a pragmatic and reasonable approach to ensuring the efficient and effective ongoing operation of the WTW whilst keeping the overall number of movements to a minimum. The established weekend restrictions would continue to be adhered to.
34. As set out above, the proposed variation of condition 11 would allow for the more consistent importation of liquid sludge necessary to maintain effective operation of the sludge digestion process at the site. This would improve the operational efficiency and

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resilience of the site and would minimise the risk of amenity and odour issues associated with the storage of sludge. Allowing for additional imports of liquid sludge on Bank and Public Holidays would also reduce the likelihood of sludge backups and resilience issues at other wastewater treatment sites in Kent.

Operations

35. The site has operated as wastewater treatment works since 1966 with the addition of sludge processing capacity being added in 1998. As set out above there are two separate waste streams into the site; the wastewater which comes in from the Ashford Sewerage Catchment (direct through sewer pipes) and sludge imports in cake and liquid form from other treatment works. A smaller element of waste imports relates to tankered in liquid waste from commercial waste collection companies. Additional wastewater treatment and sludge digestion facilities were granted permission in 2006.
36. The wastewater treatment processes produces a treated effluent which is discharged to the Great Stour River. Vehicle movements associated with this side of the process are limited to the screenings and grit removed by the preliminary treatment which is taken to appropriate waste disposal facilities and vehicles used by operatives and maintenance personnel. There are no restrictions in relation to these operations, so Members should note that these movements could take place at any time, including bank/public holidays.
37. Sludge imports are blended with indigenous sludge arisings from the wastewater treatment process and treated by screening, thickening, anaerobic digestion (producing a biogas to feed a combined heat and power unit supplying the site), and then dewatered to produce an agricultural soil conditioner and fertiliser. Liquors arising from the sludge treatment are returned back to the wastewater treatment process. It is the vehicles associated with the importation of the sludge that are controlled by conditions in terms of the times they can travel to and from the site.
38. The processes described above need to operate on a permanent basis (24 hours a day, 7 days a week) in order to effectively manage all the waste types coming into the site.

The digestion process

39. To expand further; the digestion process is complex and consists of 3 phases of biological action reducing the amount of volatile solids and generating mainly water, methane and carbon dioxide in the process. To keep these processes steady the plant requires a stable feed in terms of sludge quantity (strength and volume), as well as sludge quality (freshness and calorific value). If this is not achieved the plant becomes unstable and the health of the digesters deteriorates rapidly with a subsequent loss of the destruction rate of the solids and a reduction in the volume and quality of biogas produced. Once the digesters are destabilised in this way it can take a number of days or even weeks to return to steady and healthy operation.

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40. The Applicant has developed a region-wide sludge plan which identifies which Sludge Treatment Centre (STC) receives sludge from which wastewater treatment works (WTW) for optimal sludge operations. Southern Water has 16 STCs across the Southern Water region (Kent, Sussex and Hampshire) serving the smaller WTWs. In Kent these are at Gravesend, Ham Hill (Snodland), Aylesford, Motney Hill (Gillingham), Queenborough, Canterbury and Ashford. Ashford is the largest of these, serving the majority of the south Kent area and is the only one in Kent able to import sludge cake (other STCs are smaller and their digesters can operate only being fed by indigenous sludge arisings). The feed requirements of the digesters at Ashford exceed the production capacity of indigenous sludge. Ashford is the closest STC for Weatherlees (Richborough near Ramsgate) and Broomfield Bank (near Dover) where 80% of their sludge cake imports come from. Edenbridge and Tunbridge Wells also produce cake but as they are to the west of the county Southern Water has the option to take some of this into Sussex if required.
41. There is limited storage capacity at each site, including Ashford, to provide some flexibility to smooth out any fluctuations in the feed volumes to the digesters and this is typically used at Ashford over a normal two day weekend. However the storage is not sufficient to allow for the longer bank holiday periods, where there are two days in a row when sludge cannot be imported to the site. The satellite works clearly continue to generate volumes of sludge that require treatment and they too often have limited storage capacity. Furthermore storing sludge for longer periods of time can reduce its effectiveness during the digestion process as well as potentially leading to an increase in odour problems, so it is not simply a case of extending the storage facilities.
42. The need for this development is therefore driven by a technical requirement to ensure that the digesters and wider processes at Ashford continue to work effectively. Being unable to import sludge over a bank/public holiday weekend results in a destabilising of part of the system which can have a significant impact on the wider treatment process. Storing greater quantities of sludge on site does not provide an environmentally sound solution to the problem and is dismissed as an appropriate or reasonable option.
43. Southern Water has a statutory responsibility to deal with the treatment of wastewater in accordance with national legislation and environmental regulations and have deemed importing a limited but sufficient amount of sludge into the site on bank/public holidays to be the most appropriate way to address the problem. When the planning permissions were initially varied in 2017 to allow 6 HGV movements on bank/public holidays it was considered that this figure was the minimum amount needed. In the intervening time it has become clear that this number is insufficient and it has been determined that 15 is a more realistic amount, that would keep the number of movements to the minimum without compromising on the effective operation of the digesters. On this basis and following the presumption in favour of sustainable development in the NPPF and national waste policy, the proposals accord with Policy CSW1 of the Kent Minerals & Waste Local Plan (KMWLP) and the NPPW.

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Traffic

44. Policy DM13 of the KMWLP requires waste development to demonstrate that emissions associated with road transport movements are minimised as far as practicable and that the highway network can accommodate the traffic flows that would be generated. The traffic generated by developments should not have an unacceptable impact on the environment or local community. Ashford Local Plan Policy TRA9 sets out that proposals which generate significant HGV movements will be supported where the use is acceptable in planning terms and movements are limited to appropriate times of operation given the context of the site.
45. The nature of the current HGV movement restrictions should be viewed in the context of operations at the treatment works. Treatment of wastewater and associated waste arisings from the process necessarily takes place on a 24 hours/7 days a week basis. The majority of traffic movements from the sewage treatment process arise as a result of the need to move quantities of sludge arisings from the network of wastewater treatment works across the region. Southern Water has developed and invested in a strategic network of Sludge Treatment Sites (STC). These sites offer an additional level of treatment to produce a waste product that can be recycled as an agricultural fertiliser whilst at the same time utilising the biogas, produced as a by-product of the digestion process, to provide heat power back to the treatment works.
46. These strategic arrangements necessarily require the movement of the sludge from the works where they arise to an appropriate STC. Planning conditions restricting vehicle movements have only been imposed at sites where there has been the potential for impacts upon residential amenity as a result of the vehicles visiting the site. At Ashford WTW such conditions have been attached to planning permissions relating to the sludge treatment centre in order to control when large vehicles may visit the site. It is noted that only 2 of the other 16 STCs in Southern Water's region have restrictions on Bank Holiday movements (Gravesend and Motney Hill) and 10 of the remaining 14 have no time restrictions at all.
47. Currently large vehicles are only permitted to visit the site 0700-1800 hours Monday to Friday; 0700-1300 hours on Saturdays; and 0800-1300 hours on Public/Bank Holidays but with a limit of 6 in/out large vehicle movements. No such visits are permitted on Sundays or on Christmas Day.
48. Since the conditions were initially varied in 2017, it has become evident that the figure of 6 in/out movements was insufficient and as such Southern Water have assessed the minimum requirements to keep the digesters at a healthy and sustainable level and now consider that the proposed 15 large vehicles is necessary to maintain the appropriate balance over the three day weekend. Consideration has been given to the type and size of vehicle so as to minimise the number of trips that may be required. Furthermore it is proposed to continue to maximise the sludge storage capacity in the run up to a bank/public holiday so that importation is kept at a minimum. It is also noted that Bank Holiday operations are already over a reduced window of working from 0800-1300 hours. Delaying access to an hour later than normal weekend

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(Saturday) visits still gives sufficient time for the vehicles travelling from the more remote satellite works to unload and exit within the shorter window of time.

49. Whilst it would have been desirable for the applicant to have provided quantifiable calculations to justify the proposed increase from 6 to 15 large vehicle movements, I am also mindful that this figure has been born out as a result of the applicant being unable to satisfactorily operate over bank/public holidays in the intervening period and has at times brought in higher numbers of vehicles to the site over these periods, as such I am satisfied that the proposed increase can be relied upon as a result of real world operations. However, should it be necessary to consider future vehicle increases, this will require significant and comprehensive empirical justification.
50. Sludge from smaller wastewater treatment works is brought in by either tanker or skip lorry for full treatment through the Sludge Treatment Centre (STC) and this provides an essential part of the wider treatment programme. The sludge imported to Ashford wastewater treatment works (WTW) primarily comes from the Weatherlees WTW (East Kent) and Broomfield WTW (near Leeds Castle) sites. The deliveries on bank holidays would come from other WTWs across Kent, depending on the circumstances at the time. If the sludge was not treated at Ashford WTW, vehicles would be required to travel past the Ashford site, and into Sussex for processing at other sites. The proposed variation of condition 11 of AS/97/829 and condition 8 of AS/06/24 would result in a relatively minor increase, in highways terms, in the overall numbers of HGVs accessing Ashford WTW, from a maximum of 6 to maximum of 15 on bank/public holidays. The overall number of HGV movements to the WTW during weekdays would remain unchanged, as would the limitations on the permitted hours of operation for vehicle movements at weekends. The relatively minor increase in vehicle movements is considered unlikely to have any significant impact on the capacity of the highway network. It is therefore considered that the proposed variation of conditions is in accordance with Development Plan Policies DM13 and TRA9.
51. Kinneys Lane is a private road owned by Ashford Rugby Club. The applicant has previously identified a number of measures put in place to manage the traffic on the access road. This has included new signage and removing speed bumps at the request of local residents who expressed concerns about the noise associated with vehicles slowing down, driving over it and then speeding up again. However others have argued that taking it away encourages drivers to speed. To date there are 6 speed bumps on Kinneys Lane between Canterbury Road and the bridge at the site entrance with 1 further speed bump on the bridge itself. The applicant state they have also carried out regular speed checks to ensure vehicles are adhering to the 10mph speed limit. Drivers caught speeding are reported and disciplined by the respective vehicle operating companies.
52. I consider that the applicant has acknowledged the potential impacts upon the six properties on Kinneys Lane and at the junction with Canterbury Road and made proportionate efforts to minimise the number of vehicle movements associated with this proposal. I am also mindful that the applicant has, by way of sending letters to the closest local residents, taken steps to notify residents when they are expecting to have to make additional bank/public holiday vehicle movements. The proposed increase in

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vehicle movements sought by these planning applications is expected to provide sufficient headroom to operate effectively over three day weekends whilst balancing the residential amenity in the locality. This along with the measures to control and monitor the speed of vehicles approaching the site would minimise the potential impacts from those additional movements. In addition the applicant has loggers which register time and volume of discharge of liquid tankers and on-site telemetry to show discharge of cake bins and therefore are able to monitor that discharge hours are being adhered to.

53. KCC Highways and Transportation have no objections to the proposed increase in HGV movements. Members should also be mindful that the junction of Kinneys Lane with Canterbury Road has provision of a right turn lane and adequate visibility splays and the proposed limited increase in the number of vehicles proposed is therefore unlikely to create a highway safety issue.
54. I note that objections have been received from local residents about traffic issues as a result of the proposed development, however, as stated above during the assessment of the planning application and consultee responses received from KCC Highways & Transportation, I am satisfied that there is no justification on highways grounds to warrant refusal of the application. I am satisfied that the proposed development would not have an unacceptable impact on the highway network and would accord with the NPPF, KMWLP Policies DM12, DM13, DM15 and Ashford Local Plan Policy TRA9. relating to highway and transport matters.

Noise

55. Local residents have expressed concerns in relation to the noise of the vehicles that visit the site and the potential for this noise intrusion to increase as a result of the increase in bank/public holiday movements. There are currently a range of types of vehicle that visit the site and the suggestion is that the main noise impact comes from the vehicles 'clattering' as they go over the speed humps along Kinneys Lane. As set out above and following discussion with local residents Southern Water have taken away one of the speed humps which was immediately adjacent to the properties at Stourfields. However this has not satisfied all of the residents, some of whom prefer the humps to remain in place to control the speed of the vehicles using the access road. The current situation is that 6 speed bumps remain in place on Kinneys Lane between Canterbury Road and the bridge at the site entrance, and one on the bridge itself. It is my view that this represents the best compromise between controlling the traffic speeds and the potential disturbance of vehicles crossing over the humps.
56. I am satisfied that the cumulative effect of the additional vehicle movements on road traffic noise is likely to be negligible due to nearby proximity of the A28 and M20. I am also mindful that the hours of working on bank/public holidays would remain the same (08:00-13:00) and Members should note Christmas Day movements are already prevented, although this means that the site has to take sludge in each day either side i.e. Christmas Eve and Boxing Day. This is the only period in the normal calendar where two consecutive bank/public holidays occur and given the added sensitivity, I

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am satisfied that it remains entirely appropriate to maintain this additional restriction and that Christmas Day remains excluded from the Bank/Public holiday operations.

57. Policy DM11 of KMWLP sets out that waste development will be permitted if there will be no unacceptable adverse impacts to amenity, including from noise, dust, vibration, odour, emissions, traffic or exposure to health risks. The proposed variation of condition 11 of AS/97/829 and condition 8 of AS/06/24 would allow for an appropriate import of liquid sludge to Ashford WTW that would enable the effective operation of the digesters. This would reduce the risk of amenity and odour issues associated with the storage of sewage sludge at the site and at other WTWs in Kent. Allowing for increased HGV movements on Bank and Public Holidays would also improve the resilience of those WTWs for which Ashford is the Sludge Treatment Centre and minimise the risk of amenity and environmental issues associated with non-compliance with environmental and operating permits.
58. It is accepted that an increase in HGV movements has the potential to affect the amenity of residential properties along the access route to the site, and in particular in Kinneys Lane. This impact needs to be balanced against the wider benefits of improved wastewater management at the Ashford WTW and other WTW across the county. The proposed increase in HGV movements has been kept to the minimum necessary to ensure the effective operation of the digesters and it is proposed that the current restrictions on HGV movements at weekends in terms of the hours of operation, would remain in place, rather than an expansion of operating hours. To minimise impact to amenity for residents there are speed restrictions and speed bumps in Kinneys Lane and all other operational controls would remain in place. It is considered that the proposed variation to conditions would not have an unacceptable adverse impact on residential amenity and the proposals are therefore in accordance with Development Plan Policy DM11.
59. I am aware of the applicant breaching its permitted operating hours on a number of recent bank holidays. Whilst not condoning this activity and the operator has been instructed to operate within the terms of its planning permission, it is illustrative of the practical difficulty of operating a sustainable wastewater facility in this location within the limits of the existing planning permissions, over the longer bank holiday weekends.
60. In the absence of any objections from technical consultees, I am satisfied that an increase in HGV movements does not present an unacceptable risk in terms of noise impacts and I accept that there would be no significant adverse impact on amenity or the environment subject to the continued imposition of hours of operation and the adherence to the 15 in/out HGV movements as proposed. The NPPF makes it clear that the focus of planning decisions should be on whether the proposed development is an acceptable use of land, rather than the control of processes or emissions (where these are subject to separate pollution control regimes – which is the case in this instance with an Environmental Permit regulated by the Environment Agency). The proposed development is therefore in accordance with the NPPF, NPPW and KMWLP Policies DM11 and DM12 with regards to noise.

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Air Quality and Odour

61. Exhaust fumes from vehicles visiting the site have the potential to impact upon air quality in the vicinity. However given that the proposed increase is a relatively small number of vehicles, less than 2 more per hour of operation, it is considered unlikely to be a source of sufficient exhaust gas pollutant or raised dust that could impact on human health or amenity, such as to justify refusing planning permission. Vehicles passing Ashford Rugby Club on Kinneys Lane are unlikely to be noticeable and human exposure at a community leisure facility is likely to be minimal at this location.
62. There have been concerns expressed about odours arising from vehicles transporting sludge to the site. It is not always clear whether these odours are experienced when vehicles arrive at site or when they are leaving having deposited the sludge, however these should be mitigated by proper containment and ensuring vehicles are kept clean and free of debris. Liquid sludge is transferred from tankers into one of three sludge reception tank (each 100m³ capacity). The sludge reception tanks are covered and extracted to an Odour Control Unit (OCU) to ensure capture of odorous air for treatment. A traffic light system in place for use by tankers, which ensures odorous air is not vented to atmosphere but instead discharged into the covered system. Sludge cake is imported to be treated at the Sludge Treatment Centre from nearby wastewater treatment works. Sludge cake arrives on site via Roll On, Roll Off (RO-RO) sealed skips where it is unloaded into a sludge cake reception tank. The sludge cake reception area is enclosed within a building maintained under negative pressure and air is extracted for treatment by the OCU. Tankers and RO-Ros leave the site empty after unloading and cleaning.
63. It is not possible to apply conditions regarding measurable odour levels to transitory vehicles, however good management practice and ensuring that drivers are instructed appropriately would minimise potential odour impacts. Vehicle movements associated with the wastewater treatment element carried out at the works are not subject to specific planning controls but should also be managed appropriately so that amenity impacts are minimised. Furthermore Southern Water has undertaken a scheme to install chemical dosing at a number of their sites which help reduce the odour from the material being transported to Ashford.
64. I am satisfied that the changes to permitted hours alone does not produce a significant impact on air quality or amenity because the sensitivity of the receptors or likelihood of receptors does not change. I am therefore of the view that because the increase in traffic on bank/public holidays is not significant there is limited risk to air quality amenity from emissions resulting from the application. Should Members be minded to approve the applications, I recommend the inclusion of an informative on the planning permissions to remind the applicant that appropriate good practice management measures are rigorously applied to the cleanliness of the vehicles importing the sludge to the site. Both in general cleanliness terms and after the vehicles have emptied and before they leave the facility. On this basis, I am satisfied that the proposed development would be in accordance with the NPPF, KMWLP Policies DM1, DM11

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and DM12 relating to air quality and odour and would not warrant refusal on these grounds.

Other Issues

65. Local residents have suggested that the applicant should find an alternative access into the site. Southern Water has historically looked into using a direct access point from the M20 motorway but this is unlikely to be supported by National Highways. They continue to look at other options for an alternative solution in the future however in order to secure the effective and efficient function of the site in the short term considers utilising the existing access is the only viable option.

Conclusion

66. This application seeks to amend two conditions to allow a maximum of 15 vehicles to visit the treatment works within the limited time of 0800-1300 hours on bank/public holidays (excluding Christmas Day) to import sludge to ensure stable operation of the on-site digesters.
67. The site has been an operational wastewater treatment works since the 1960s for the Ashford catchment area and provides a regional treatment facility for sludge arisings from the smaller satellite treatment works. It offers the only location for treating sludge cake and is the main facility for the south of Kent, forming an important facility in Southern Water's sludge strategy for their area. The operations at the treatment works take place 24 hours a day, 7 days a week but vehicle movements associated with the importation of the sludge are restricted to Monday-Friday, Saturday mornings and Bank and Public Holidays. There is a recognised need to ensure the stability of the digesters, and the operation ensures that the principles of the waste hierarchy are adhered to, on this basis and following the presumption in favour of sustainable development in the NPPF and national waste policy, the proposals accord with Policies CSW1 and CSW2 of the Kent MWLP.
68. The proposed variation of condition 11 of AS/97/829 and condition 8 of AS/06/24 is necessary to enable a stable flow of sewage sludge to optimise the ongoing effective operation of the sludge digestion process at the site. It is acknowledged that the proposals would reduce the risk of amenity and odour issues associated with sludge storage at Ashford WTW and other WTWs in Kent and on balance this amenity improvement outweighs the potential amenity impact of an increase in HGV movements, which effectively amounts to less than two additional vehicles per hour of operation (0800-1300 hours on Bank/Public Holidays) . The proposed development would also increase the resilience of those WTWs for which Ashford is the Sludge Treatment Centre and reduce the risk of environmental issues associated with non-compliance with operating permits at these sites. The additional number of HGV movements would be relatively minor in the context of the overall operation of the WTW and would occur only on the seven bank/public holidays (excluding Christmas day) per year. I am mindful that the applicant could spread the 15 movements out across the day by seeking to extend the working hours, however, on balance, I

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consider it to be preferable to keep the five hour bank/public holiday working hours and consolidate the vehicle movements into this shorter period rather than extending it across a longer period of the day.

69. The additional vehicle movements would have no significant impact on the capacity of the highway network. The proposed numbers and types of vehicles have been demonstrated as the minimum to ensure a steady supply of sludge over the longer bank/public holiday weekends and there is no objection from a traffic safety perspective to the proposals. The main amenity impacts are minimal, very localised and largely confined to those residential properties that share the western end of the access road. I am satisfied that the applicant has made every effort to minimise the number of vehicles and timeframe within which they could visit the site and I note these vehicle movement activities are already precluded on Christmas Day and Sundays, and providing Southern Water ensure the appropriate management of the drivers and their vehicles, the impacts would be kept to a minimum.
70. The proposed variation of conditions 11 of AS/97/829 and condition 8 of AS/06/24 are accepted as necessary to facilitate the ongoing effective operation of Ashford WTW, which provides essential wastewater treatment services to Ashford and the surrounding area of East and South Kent. The proposals are consistent with the policies of the Development Plan, and it is considered that planning permission should be granted. On balance I consider the proposal allows for a sustainable management solution to dealing with the sludge arisings that are served by the Sludge Treatment Centre at Ashford Wastewater Treatment Works and these benefits outweigh the localised amenity impacts.
71. Members will note that the impact of the increase in vehicle movements over the bank/public holiday operating hours of 0800-1300 amounts to less than 2 additional vehicles per hour and on the basis of the assessment carried out above in terms of the impacts associated with noise, air quality/odour and in highways terms, I do not consider there to be justifiable reasons to recommend the applications be refused.

Recommendation

72. I RECOMMEND that PLANNING PERMISSION BE GRANTED TO:
- (i) vary condition 11 of planning permission AS/97/829 (as also varied by planning permission AS/17/1317) to allow no more than 15 HGV vehicles to access the site between 0800-1300 hours on Bank/Public Holidays (excluding Christmas Day); and to
 - (ii) vary condition 8 of planning permission AS/06/24 (as also varied by planning permission AS/17/1317) to allow no more than 15 HGV vehicles to access the site between 0800-1300 hours on Bank/Public Holidays (excluding Christmas Day).

SUBJECT TO the reimposition of all other conditions on the extant permissions and

Item C1

(i) the variation of condition 11 of planning permission AS/97/829 - AS/25/0584 (KCC/AS/0153/2024); and (ii) the variation of condition 8 of planning permission AS/06/24 - AS/25/0586 (KCC/AS/0172/2024) at Ashford Wastewater Treatment Works, Kinneys Lane, Canterbury Road, Ashford, Kent, TN24 9QB

(i) the following informative:

- the applicant is reminded that appropriate good practice management measures are included and applied to the cleanliness of the vehicles importing the sludge to the site and prior to exiting the facility.

Case Officer: Adam Tomaszewski

Tel. no: 03000 410434

Background Documents: see section heading

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Item C2

Section 73 application to vary conditions 2, 5, 7, 10 & 19 of planning permission FH/20/1590 to allow an increase in site throughputs and vehicle movements, hours of operation and changes to the site's drainage arrangement at McAleers Yard, Caesars Way, Folkestone CT19 4AL - FH/25/222 (KCC/FH/0003/2025)

A report by Head of Planning Applications Group to Planning Applications Committee on 9 July 2025.

Application by G McAleer Contracts Limited for a Section 73 application to vary conditions 2, 5, 7, 10 & 19 of planning permission FH/20/1590 to allow an increase in site throughputs and vehicle movements, hours of operation and changes to the site's drainage arrangement at McAleers Yard, Caesars Way, Folkestone CT19 4AL.

Recommendation: Permission be GRANTED subject to conditions.

Local Member: Mr John Baker

Classification: Unrestricted

Site

1. The site comprises an area of approximately 1 hectare (ha) of industrial land situated at the end of Caesars Way at the north western end of Shearway Business Park at the northern edge of Folkestone. The M20 motorway (between junction 12 and 13) lies to the immediate north of the site with the Shearway Business Park to the east, industrial and warehouse uses to the south, and Crosskeys Coaches to the immediate south west. To the west of the site will be a mixed use development approved by Folkestone & Hythe District Council, which will include industrial and residential development, also accessed from Caesars Way.
2. The site is generally flat, clear of vegetation and partly paved with concrete and hardcore hardstanding. The site is currently operating in accordance with planning permission FH/20/1590 as a recycled aggregate production facility. The site is surrounded by security fencing and gates at the site entrance. A concrete retaining wall runs along the south western perimeter of the site.
3. Access to the site is via Caesars Way off Biggins Wood Road and Tile Kiln Lane. The closest residential dwellings are located approximately 150m to the south west at Elventon Close. These are separated from the site by Centurion Business Park and associated industrial buildings.

Background / Recent Site History

4. The site was historically in various types of industrial uses, including a brickworks at the turn of the 20th Century and unspecified 'works' including a conveyor (suggesting minerals use) in the 1960s, but that there has been little change to the site and its surroundings for the last 20 years.

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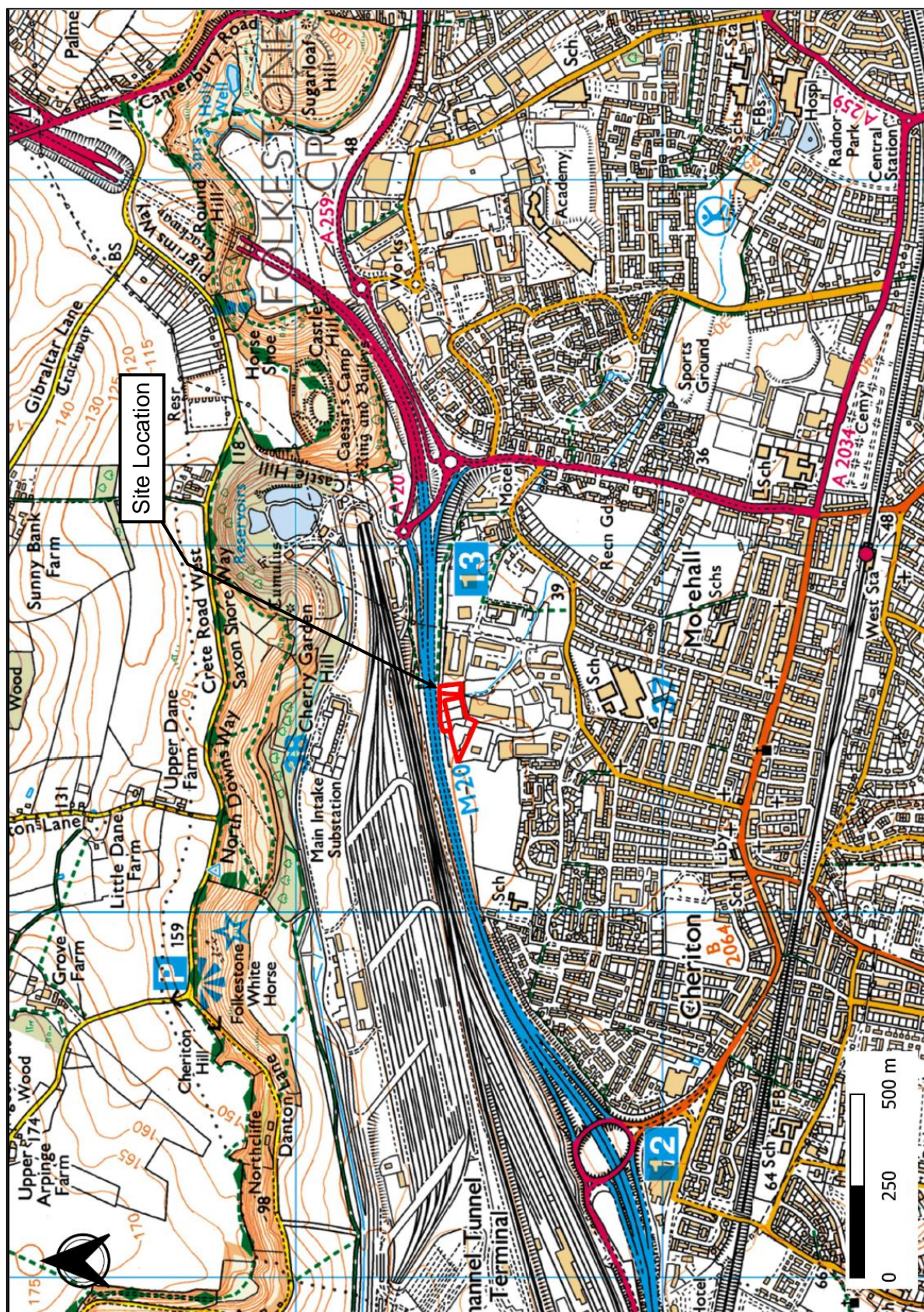
5. Most recently the planning history for the site is as follows:
 - **SH/87/1382** Replacement of existing ready mixed concrete plant by a new plant (Approved May 1988, with conditions)
 - **SH/88/0658** Erection of concrete batching plant together with ancillary facilities (Approved August 1988, with conditions)
 - **89/1218/SH** Installation of a silo for the storage of readymix concrete (Approved November 1989)
 - **SH/89/1420** Installation of plant machinery in connection with production of readymix concrete (Approved June 1990, with conditions)
 - **91/1052/SH** Erection of building for storage use for Multi Mix Concrete (Approved February 1992, with conditions)
 - **95/0094/SH** Retention of a concrete batching plant and mobile office building (Approved by Shepway District Council, April 1995, with conditions including that the buildings be removed and the land restored to its former condition on or before 30th April 1998)
 - **Y14/0066/SH** Retrospective application for the continued use of the land as an over-night lorry park (withdrawn) - covering the eastern part of the application site.
 - **FH/0044/2019** Concrete recycling facility and concrete batching plant, storage area, with associated hardstanding, fencing, drainage, parking and lighting, site office and controlled site access (withdrawn)
 - **FH20/1590** Recycled Aggregate Production Facility with associated hardstanding and storage, gatehouse and site office, security gates and lighting, fencing, drainage, and parking (part retrospective).
 - **FH/25/86** Aggregate washing plant and erection of a workshop/office building to replace the existing open-sided shelter and removal of temporary office/welfare portacabins – **Yet to be determined.**

6. The mixed use development of commercial/industrial and residential property referred to in paragraph 1 was granted permission on the land to the west of the site (Folkestone & Hythe DC reference outline permission Y13/0024/SH, and subsequent applications for details pursuant to the outline planning permission Y16/0065/NMC, Y16/0403/SH and Y17/0888/SH). It includes a 'green mitigation area' (including for reptile translocation) retained in the area to the immediate north of the site next to the M20. The commercial components (light industrial) of this development would be approximately 40m from the site boundary to the west, with the nearest residential property approximately 110m from the site boundary to the south west.

7. Members will note from paragraph 5 that planning application reference FH/25/86 for an aggregate washing plant and the erection of a workshop/office building is currently awaiting determination. This washing plant operation would supplement the existing recycled aggregate production that takes place at the site, which is controlled by planning permission FH/20/1590. FH/20/1590 sets out a number of planning controls over matters that include the throughput of waste, vehicle movement numbers, hours of use and drainage matters. In order for the aggregate washing plant to operate, a number of changes would need to be made to the site's operational practices, and that is what is being applied for in the application before Members. No material planning objections have been received in relation to the aggregate washing plant (FH/25/86) application, however its implementation is intrinsically linked to this S73 application (FH/25/222) and effectively it would be unable to operate unless this application is deemed to be acceptable. All the changes to the operational practices relating to throughputs of waste, vehicle movement numbers, hours of use and drainage related matters, are covered in this application and it is these matters that have attracted objections.

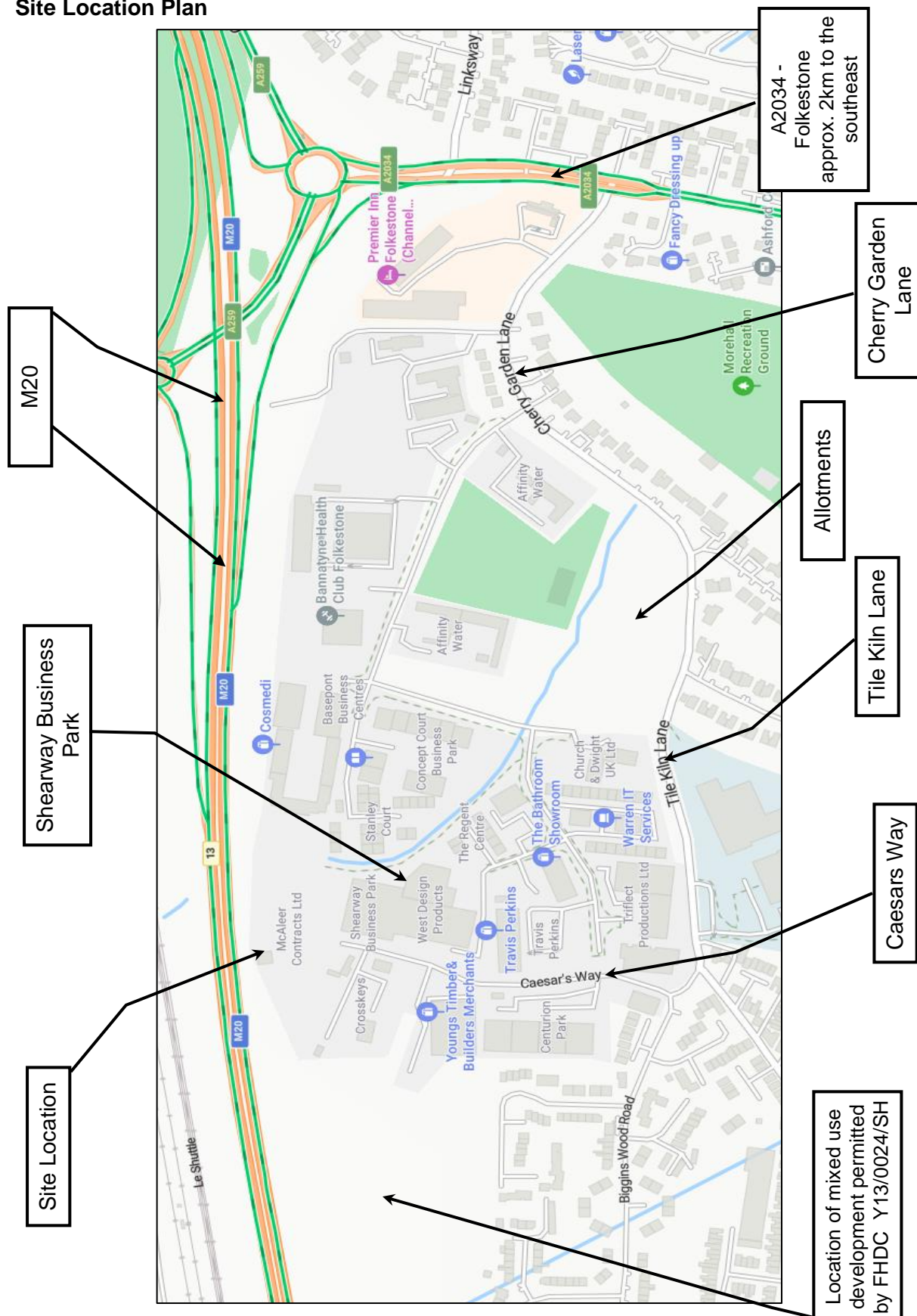
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Location Plan



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Site Location Plan



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Below Ground Drainage General Arrangement

Scale: 1:200 @ A1

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Proposal

8. The application is submitted on behalf of G McAleer Contracts Limited and seeks to vary conditions 2, 5, 7, 10 and 19 of FH/20/1590 which relate to:
 - Condition 2 – approved plans;
 - Condition 5 – annual throughputs of waste (in tonnes);
 - Condition 7 – number of vehicle movements;
 - Condition 10 – hours of operation; and
 - Condition 19 – drainage details.
9. Specific details of the variations to these conditions will be set out later in the report, however, the application is necessary in order to allow the accompanying planning application (reference FH/25/86) for an aggregate washing plant at the same site, to operate appropriately. Planning application FH/25/86 has not yet been determined as it is dependent on the outcome of this application. It has not attracted any objections.
10. As a result of the proposed aggregate washing plant consent is sought to increase the total construction and demolition annual wastes processed on the site to approximately 320,000 tonnes per annum (tpa), an increase of 245,000tpa. This increase would primarily be comprised of overnight delivery deposits of up to 200,000tpa. The applicant has set out that this is in response to the need of the local and regional construction sector and would reduce the quantities of muck-away sent to landfill and reduce transportation in the region by creating a facility in Folkestone. The operations overnight would just be for the deposit of waste, no other site operations would take place on site.
11. The proposed aggregate washing facility could process up to 640 tonnes per day of recycled aggregate which, with the existing recycled aggregate operations, would result in up to 64 HGV movements in total (32 in / 32 out) per day, an increase of 16 HGV movements per day from the current permitted daytime operations. Consent is sought for this increase and in addition to this the applicant is also seeking permission for overnight deliveries of waste deposits which would allow up to a maximum of 40 HGV movements (20 in / 20 out) per night.
12. Condition 10 of FH/20/1590 controls operating hours. The proposed hours of operation of the existing operations along with the new aggregate washing facility are proposed to remain as approved under the original permission FH/20/1590. Revised hours of operation are being sought solely in relation to the delivery of waste to site, which is proposed between the hours of 19:00 and 07:00 on Monday to Saturday. As a result of the changes to the site layout by the proposed aggregate washing plant, changes to the plans approved under condition 2 of FH/20/1590 are also required. As part of these wider changes to the site layout, changes to the approved drainage scheme are also being sought by this application (see plan on page C2.5 and Appendix A).

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Planning Policy

13. The most relevant national planning policy and guidance, and development plan policies, to the determination of this application are summarised below:
14. **National Planning Policies** – the National Planning Policy Framework (2024) and National Planning Policy for Waste (2014) are material planning considerations. Further advice on implementation of national policy is provided in Planning Practice Guidance, including for waste developments.
15. **Kent Minerals and Waste Local Plan 2024-39 (Adopted March 2025)** - Policies: CSM1 and CSW1 (Sustainable Development); CSM8 (Secondary and Recycled Aggregates); CSW2 (Waste Hierarchy); CSW3 (Waste Reduction); CSW4 (Strategy for Waste Management Capacity Net Self-sufficiency and Waste Movements); CSW6 (Location of Built Waste Management Facilities); DM1 (Sustainable Design); DM3 (Ecological Impact Assessment); DM10 (Water Environment); DM11 (Health and Amenity); DM12 (Cumulative Impact); DM13 (Transportation of Minerals and Waste); DM14 (Public Rights of Way); DM16 (Information Required in Support of an Application).
16. **Folkestone & Hythe Places and Policies Local Plan (2020)** – Policies: UA11 (Affinity Water, Shearwater Road, Cheriton); E1 (New Employment Allocations, which includes Shearway Business Park (picture 6.11) including the application site); E2 (Existing Employment Sites); T2 (Parking Standards); T4 (Parking for HGVs); NE2 (Biodiversity); NE3 (Protecting the District's Landscapes and Countryside); NE5 (Light Pollution and External Illumination); NE7 (Contaminated Land); CC3 (Sustainable Drainage Systems); and HW2 (Improving health and wellbeing).
17. **Folkestone & Hythe Core Strategy Review 2022** – Policies: SS1 (District Spatial Strategy); SS2 (Housing and Economic Growth Strategy); SS3 (Place-shaping and Sustainable Settlements Strategy); and SS4 (Priority Centres of Activity Strategy).

Consultations

18. **Folkestone & Hythe District Council** - raises no objection but makes the following comments:

Although the application site is located within an industrial estate setting, where other industrial and commercial activities are commonplace, it is observed that there are also a number of residential and noise sensitive neighbours to the site, that are in close proximity and may be affected by the proposed changes sought.

The revised hours relate only to deliveries to site and deposits which are proposed between the hours of 19:00 and 07:00 Monday to Saturday, in addition to the already permitted hours.

This is essentially proposing deliveries 24 hours a day.

Given these are major increases, FHDC raises concern that the proposed changes would have the potential to cause harm to the residential amenities of nearby properties. We would ask that KCC is satisfied that the proposal would not negatively

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impact on the amenities of neighbouring uses, as well as result in the need for further supporting infrastructure on site that may also cause harm (such as lighting).

Should KCC be minded to grant approval, FHDC requests that the following conditions are imposed on any planning permission granted:

- Noise mitigation, including use of noisy mechanical machinery
- Details of any proposed outdoor lighting

19. **Folkestone Town Council** – raises objection and makes the following comments: The Committee recommends that consideration of the application be postponed until such time as the relevant documents and any comments from residents are available and accessible to the public (given that the relevant KCC page is currently unavailable). One of the critical issues is drainage, since one of the streams that feeds into the Pent Stream passes immediately to the east of the site. Since none of the documents are accessible, it is impossible to judge whether the drainage plan is acceptable. Before any expansion of the site is permitted, the Committee recommends, if this has not already been done, the current activities at the site should be subject to an Environmental and Health and Safety Assessments.

[all application documents have been publicly available online for viewing since 4 February 2025 when the application was validated. When additional documents were received in support of the application these were also made available online. Folkestone Town Council have raised no objection to application reference FH25/86 for the aggregate washing plant]

20. **KCC Highways and Transportation** – raises no objection providing the conditions on the planning permission are updated to reflect the revised waste throughputs and HGV movements.
21. **KCC Flood and Water Management (as Lead Local Flood Authority)** – no objection.
22. **Public Rights of Way (East Kent PROW Team)** – no objection.
23. **Environment Agency (Kent Area)** - no objection subject to the inclusion of the following informative:

Connection to mains foul drainage not feasible (no foul drainage assessment submitted)

The application indicates that a permit to discharge may be required. Government guidance contained within the national Planning Practice Guidance (Water supply, wastewater and water quality – considerations for planning applications, paragraph 020) sets out a hierarchy of drainage options that must be considered and discounted in the following order: 1. Connection to the public sewer 2. Package sewage treatment plant (adopted in due course by the sewerage company or owned and operated under a new appointment or variation) 3. Septic Tank Foul drainage should be connected to the main sewer. Where this is not possible, under the Environmental Permitting Regulations 2016 any discharge of sewage or trade effluent made to either surface water or groundwater will need to be registered as an exempt discharge activity or hold

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a permit issued by the Environment Agency, additional to planning permission. This applies to any discharge to inland freshwaters, coastal waters or relevant territorial waters. Please note that the granting of planning permission does not guarantee the granting of an Environmental Permit. Upon receipt of a correctly filled in application form we will carry out an assessment. It can take up to 4 months before we are in a position to decide whether to grant a permit or not. Domestic effluent discharged from a treatment plant/septic tank at 2 cubic metres or less to ground or 5 cubic metres or less to surface water in any 24 hour period must comply with General Binding Rules provided that no public foul sewer is available to serve the development and that the site is not within an inner Groundwater Source Protection Zone.

A soakaway used to serve a non-mains drainage system must be sited no less than 10 metres from the nearest watercourse, not less than 10 metres from any other foul soakaway and not less than 50 metres from the nearest potable water supply. Where the proposed development involves the connection of foul drainage to an existing non-mains drainage system, the applicant should ensure that it is in a good state of repair, regularly de-sludged and of sufficient capacity to deal with any potential increase in flow and loading which may occur as a result of the development. Where the existing non-mains drainage system is covered by a permit to discharge then an application to vary the permit will need to be made to reflect the increase in volume being discharged. It can take up to 13 weeks before we decide whether to vary a permit. Further advice is available at: Septic tanks and treatment plants: permits and general binding rules

24. **National Highways** – raises no objection subject to the inclusion of a condition requiring the submission of an Operational Management Plan to include the following matters:
- Operational routing plans;
 - Permitted operational traffic arrival and departure times;
 - Management of loose loads;
 - Management of water spray and dust from the aggregate wash facility; and
 - Cleaning of operational vehicles on-site.
25. **Kent County Council Ecological Advice Service** - no comments received.
26. **High Speed 1** - no comments received.
27. **Kent Downs National Landscape** – no comments to make on the application.

Local Members

28. The former local County Member for Folkestone West, Dylan Jeffrey, and adjoining Member for Cheriton, Sandgate & Hythe East, Mr Rory Love were notified of the application on 4 February 2025 and responded as follows:

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Dylan Jeffrey – Former County Member for Folkestone West

1. Traffic

The application seeks variation to an existing agreement, which I cannot support. Concerns have already been raised by local residents about potential breaches to existing conditions regarding the movement of materials.

Residents have been advised to log number plates and take videos of times and dates. I understand that KCC officers also spoke to the company about vehicles moving outside of the permitted hours of operation. Given the previous issues with complaints about vehicles not adhering to the already agreed restrictions, the increase in vehicle numbers would bring misery to local residents with added noise and vibration from the vehicles as they travel through the night and is unacceptable.

It should be noted that the existing conditions allowing 48 heavy goods vehicle movements during permitted hours already concern local residents. Therefore, seeking a variation to increase vehicle movements (*overnight) will cause further nuisance to local residents. Residents reported vehicles shaking their residences due to vibrations from heavy loads or vehicles speeding along Cherry Garden Lane and Tile Kiln Lane. I was also concerned about the weight of the vehicles along this stretch causing the vibrations and potential damage to the road surfaces, which are already in less than pristine condition. The report also does not address the issue of movement of vehicles in nearby roads as they seek access to the site and thereby also causing noise and vibration issues to local residents in those roads. The proposal seeks a huge increase in the volume of the total construction and demolition annual wastes processed on the site. Given the concerns already raised and expressed about the existing work on the site it is inconceivable that permission should be given to increase it to such a level at this time. The application also seeks to have overnight deliveries that would potentially add up to 200,000t/annum of deposits to site. Again, this will cause unnecessary harm and distress to local residents due to noise and vibration from vehicles along roads which are also residential.

2. Dust

Residents have raised issues about dust being emitted from the site through airborne particles. Firstly, the barriers at the site are felt to be insufficient in height and further barriers or shields are required to mitigate against this problem. It was felt that barriers should be to a height which completely obscures the highest point of any waste or buildings on the site. Secondly, it has been observed that there is insufficient dampening down of loads on vehicles at the site or on the site itself which causes problems not just at the site but along the routes used to access the site. The dust mitigation and management measures are essential to have in place, monitored and enforced where needed to avoid this huge potential unnecessary inconvenience to local residents nearby.

3. Water

Concerns have been raised about the increase in the volume of water required and concerns have been raised that it is essential to maintain the cleanliness of the stream and mitigation is required for any excess run off water from the site. However, I remain unconvinced that the application is in the best interest of local residents and, therefore, oppose it. This is too close to a residential area for such an increase as proposed to be viable without extreme mitigation.

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Rory Love – Former County Member for the adjoining Division of Cheriton, Sandgate, and Hythe East

There are two areas of potential impact on my Division;

(1) Traffic attending the site potentially gaining access via Ashley Avenue and other unauthorised routes, and

Traffic in the previous planning application, FH/20/1590 (KCC/FH/0209/2020), a condition was applied to ensure no HGVs would access the site via Ashley Avenue. Condition 9 - No vehicles over a gross vehicle weight of 7.5 tonnes transporting material to or from the site shall use Ashley Avenue. I recognise that this latest application is for variations to different conditions, but may I ask that Condition 9 is formally and specifically reaffirmed, as the increase in the quantity of material to be processed could give rise to a request to enable access from different routes, so as to reduce the impact on the authorised route. In addition, may I ask that Biggins Wood Road and Weymouth Road are formally added to this condition, or its replacement. I note that para 3.1.4 of the applicant's Transport Statement specifically draws attention to vehicles not being permitted to use Biggins Wood Road, so it would appear that this should not be problem. I recognise that there is a short section of Biggins Wood Road with a traffic regulation order preventing vehicles over 7.5T, but it would do no harm to reinforce the message for users of the site. Were a vehicle to seek to access the site from Weymouth Road, it is too late for the Biggins Wood Rd restriction to prevent a nuisance in Weymouth Road and the early part of Biggins Wood Road.

(2) Reports of airborne particles emitted from the site to the surrounding areas.

Dust Mitigation I have heard some concerns from local residents about airborne particles emitted from the site. I make no judgement about any evidence of this, because I have not been in a position to see any evidence. However, the concerns are sensible and rational, and the risks were recognised in the original planning application. So may I ask that Condition 15 (Dust mitigation and management measures) in the previous planning consent is formally and specifically reaffirmed in any new planning consent.

29. Following the County Council elections in May 2025 a further round of consultations with the newly elected Members was carried out.
30. The new local County Member John Baker (and neighbouring Member Tim Prater) were notified of the applications on 21 May and have responded as follows:

John Baker - County Member for Folkestone West

Following contact from local residents, particularly those living on Cherry Garden Lane, I have now been made aware of concerns regarding noise, air quality, heavy vehicle movements, and vibration impacting neighbouring properties. There's a strong feeling among residents that their quality of life is being adversely affected, and that their views have not been adequately considered in the assessment process to date. Given this, I would appreciate it if their objections could be reflected clearly in the Committee report. I also support further scrutiny of the extended operating hours, vehicle traffic, and the drainage and air quality implications as part of the planning

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determination process.

I welcome your efforts to resolve the outstanding highways and rights of way issues and would be grateful for any updates on these ahead of the Committee meeting.

Mr Baker also forwarded some further comments and videographic evidence received from local residents – detail of which is include below in paragraph 32.

Tim Prater - County Member for the adjoining Division of Cheriton, Sandgate, and Hythe East

I wish to object on the basis of loss of amenity to residents along the approach to the site, the majority of which falls in Folkestone West division.

I oppose the amendment of Condition 10, where they seek to remove the conditions around overnight deliveries to the site.

"The revised hours relate only to deliveries to site and deposits which are proposed between the hours of 19:00 and 07:00 Monday to Saturday, in addition to the already permitted hours."

The lorry route directly passes residential housing at the end of Ashley Avenue at the junction with Tile Kiln Lane, at the end of Surrenden Road also at the junction with Tile Kiln Lane, and facing directly onto Tile Kiln Lane and Cherry Garden Lane on the route to the M20.

Condition 10 was in place to protect their overnight residential amenity, and was imposed relatively recently in recognition of the impact that would have.

The statement in support of the variation says:

"The implementation of overnight operations would facilitate a more efficient and sustainable management of highway recycling materials across Kent, with minimal impact on the local highway network (as concluded in the report produced by Charles & Associates)."

Actually, what it would do is put up to 40 additional lorry movements every night (up from zero allowed now) past residential dwellings as discussed above.

I do not feel that meets in any way the spirit of the original planning agreement, will be detrimental to the amenity and health (sleep patterns have a clear impact on mental and physical long term health) of residents on those lorry routes, and the condition should not be varied to allow night-time movements.

Publicity

31. The application was publicised by the posting of a site notice, and an advertisement in a local newspaper (Folkestone & Hythe Express, 12 February 2025).

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Representations

32. Four letters of objection have been received (two from the same person) and the main points of objection can be summarised as follows:
- Noise and amenity impacts from the introduction of overnight vehicle movements;
 - Vehicles parking on Tile Kiln Lane on the approach to the site;
 - The persistent noise from engines, braking, and loading/unloading is not suitable for a residential setting;
 - Traffic safety impacts;
 - Air pollution;
 - Vibration impacts;
 - Poor conditions of Cherry Garden Lane will only get worse;
 - Impacts on the Pent Stream; and
 - The applicant's vehicles already operate out of hours.

Discussion

33. 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 proposal needs 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 14-17 above are particularly relevant.
34. The proposed development is seeking to vary conditions 2, 5, 7, 10 & 19 of FH/20/1590 in order make changes to the approved site layout, the annual throughput to the site, number of vehicle movements, the hours of operation and changes to the site's drainage in order for an application for an aggregate washing plant on the site to operate in accordance with the permission for the existing recycled aggregate production facility. The site has a long history of use for concrete batching, other industrial uses and more recently as a facility for the manufacturing of recycled aggregate.
35. KMWLP Policies CSW1, CSM1 and the National Planning Policy Framework (NPPF) reflect sustainable development objectives and provide for applications for mineral or waste development that accord with the development plan to be approved without delay, unless material considerations indicate otherwise.
36. The application has also been screened in accordance with the Environmental Impact Assessment (EIA) Regulations 2017 and it was concluded that the development as proposed, due to nature, size and location would not give rise to significant effects in EIA terms and therefore does not need to be accompanied by an Environmental Impact Assessment. The reports and assessments received with the application have been assessed and considered appropriate to enable the Planning Applications Committee to determine the application.

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37. The key material planning considerations in this case include:

- Principle & Need;
- Transportation Matters;
- Amenity Matters; and
- Water Environment.

Principle & Need

38. Paragraphs 7-14 of the NPPF sets out national policy on achieving sustainable development, including the three overarching objectives (economic, social and environmental), which are interdependent and need to be pursued in mutually supportive ways. The presumption in favour of sustainable development means approving development proposals that accord with an up-to-date development plan without delay. Paragraph 85 of the NPPF states that planning decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, considering both local business needs and wider opportunities for development.
39. The NPPF requires planning decisions to ensure new development can integrate with existing business and community facilities. Where there are significant adverse effects the applicant should be required to provide suitable mitigation as part of the development and before the development is completed. The focus of planning policies and decisions should be on whether proposed development is an acceptable use of land, rather than the control of processes or emissions (where these are subject to separate pollution control regimes, as in this case where an Environmental Permit would be monitored and enforced by the Environment Agency). Planning decisions should assume that these regimes will operate effectively.
40. Policy CSW1 of the adopted KMWLP sets out that when considering waste development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.
41. The application documents set out that the principle of the proposed development is to reduce landfill waste by re-using, recycling or recovering construction waste materials and therefore limit the landfill waste by reducing the level of primary production of aggregates and sands to preserve the depleting natural resources. The Caesars Way yard is sustainably located near to the strategic highway network, reducing the carbon footprint of transportation. The closest recycled aggregate production facility is located in Sandwich (over 20 miles away), as such the augmentation of this existing facility would continue to reduce the transportation for many construction sites in this part of southeast Kent and improve the quality and type of recycled aggregate produced.
42. The applicant also seeks to meet the emerging demand for the recycling of highways materials, specifically life-expired asphalt and concrete which arise from overnight renewal work on the National Highways network. In the vicinity of Folkestone, this includes the M20/A20 corridor and the M2/A2 corridor. There are already sites in Kent which can recycle these types of material but the closest sites to Folkestone are located in Allington, Aylesford and Manston, some considerable distance, so it can be

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considered that this location provides a sustainably located site and would enable improved facilities on an already existing site, which is supported by policy.

43. Policy CSW2 of the adopted KMWLP requires developments to help drive waste to ascend the Waste Hierarchy whenever possible to aid the delivery of sustainable waste management solutions for Kent. Policy CSW2 also requires proposals for waste management to demonstrate how the proposed capacity will ensure that waste to be managed at the facility will be managed at the highest level of the waste hierarchy as practicable.
44. The application of the Waste Hierarchy is a legal requirement under the Waste (England and Wales) Regulations 2011. It seeks to ensure that waste is managed sustainably and ranks waste management options according to what is best for the environment. In the UK, the waste hierarchy prioritises waste management options as follows:
 1. Prevention: Avoid creating waste in the first place.
 2. Preparation for re-use: Reuse products and packaging.
 3. Recycling: Recycle materials.
 4. Other Recovery: Use waste for energy recovery.
 5. Disposal: Landfill as last resort.
45. The premise of the operation is to drive waste up the waste hierarchy and it would enable an improved recycled aggregate product to be produced, which is supported by both national and local planning policy. The proposal would provide for a management solution to recycle and recover material keeping them in productive use for longer and helping to meet circular economy principles. The proposed development is in waste hierarchy terms considered to be intrinsically linked with the existing operations on site and the proposed aggregate washing operations.
46. Policy CSM8 of the KMWLP (Secondary and Recycled Aggregates) provides for maintenance of processing capacity to allow the production of at least 2.7 million tonnes per annum of recycled and secondary aggregates throughout the plan period. Proposals for additional capacity for secondary and recycled aggregate production including those relating to the expansion of capacity at existing facilities that increases the segregation and hence end product range/quality achieved, will be granted planning permission if they are well located in relation to the source of input materials or need for output materials, have good transport infrastructure links and accord with the other relevant policies in the development plan.
47. The National Planning Policy for Waste (NPPW) recognises that when determining planning applications, waste planning authorities should only expect applicants to demonstrate the quantitative need for new waste management facilities where proposals are not consistent with an up-to-date Local Plan.
48. Condition 5 of the approved planning permission FH/20/1590 limits the import of the construction and demolition wastes to site to 75,000tonnes per annum (tpa). The proposal would increase this number to approximately 320,000tpa, it is projected that 200,000tpa of this increase would take place overnight as part of the proposed importation of highways recycling material. The totality of operations during daytime hours would not alter significantly to that which currently takes place, further detail on

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this point is covered in the transportation section below. It is considered that the site layout demonstrates that the site is of adequate size and arrangement to accommodate the facility proposed and enable safe and efficient access, turning and egress of vehicles. The proposed development is considered to be in line with national and local planning policy and is in terms of both principle, need and sustainability and considered to be acceptable.

49. Given that there is no requirement in KMWLP policy or national planning policy to demonstrate need for additional capacity, and KMWLP policy is enabling of new capacity, I consider that the proposal would be in accordance with KMWLP Policies CSM8, CSW2 and CSW4, through contributing to and maintaining provision of capacity for production of recycled aggregate and move waste management up the waste hierarchy. I therefore give this significant weight. Should Members approve the application I recommend that, save for conditions being varied, all the existing controls of FH/20/1590 be reimposed, however, it is still necessary to assess the application in terms of the transportation, amenity matters and the water environment.

Transportation Matters

50. The site is accessed via Caesars Way which also serves a number of premises (Crosskeys Coaches, units in Centurion Park, Youngs Timber and Builders merchants, Kidz Planet) and terminates at the entrance to the site. Public Right of Way (PROW) HF61 runs around the south east perimeter of the site, then heading north under the M20, and also east as PROW HF67 south of the M20.
51. At its southern end, Caesars Way bends to the east, and continues into a priority junction with Tile Kiln Lane/Cherry Garden Lane. Approximately 800m to the east, Cherry Garden Lane forms a signalised junction with the A2034 Cherry Garden Avenue, which in turn leads north to the M20 motorway (Junction 13). Ashley Avenue runs west from Caesars Way to a priority junction with the B2064 Cheriton High Street, leading west to the M20 motorway (Junction 12) approximately 2km from the site. The local access routes are presented in Figure 1 below. Condition 9 of FH20/1590 restricts vehicles weighing over 7.5 tonnes from transporting material to or from the site from using Ashley Avenue, this condition would not change in the event that this planning application is approved.
52. KMWLP Policy DM13 requires proposals for minerals and waste development to demonstrate that emissions associated with road transport are minimised, and where road transport is required that: (1) they demonstrate that access arrangements are safe and appropriate and traffic is not detrimental to road safety; (2) that the highway network can accommodate traffic flows, that traffic doesn't have an adverse effect on the environment or community; and (3) emission reduction measures are taken including scheduling movements to avoid peak hours. The site is not in, or in close proximity to, an Air Quality Management Area (AQMA).
53. The access to the site via Caesars Way is separate to the rest of the business park to the east which is accessed via Shearway Road and Pent Road. However, the permitted mixed-use development (reference Y13/0024/SH and associated applications for details pursuant to the outline permission) will be serviced by a new access off Caesars Way to the south of the Cross Keys Coaches site, and so traffic

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associated with the proposed development would be in addition to that likely to be generated by the mixed use development to the west.

54. The main eastern part of Shearway Business Park and the majority of the business premises on the Park are accessed via Shearway Road and Pent Road off Cherry Garden Lane to the east.

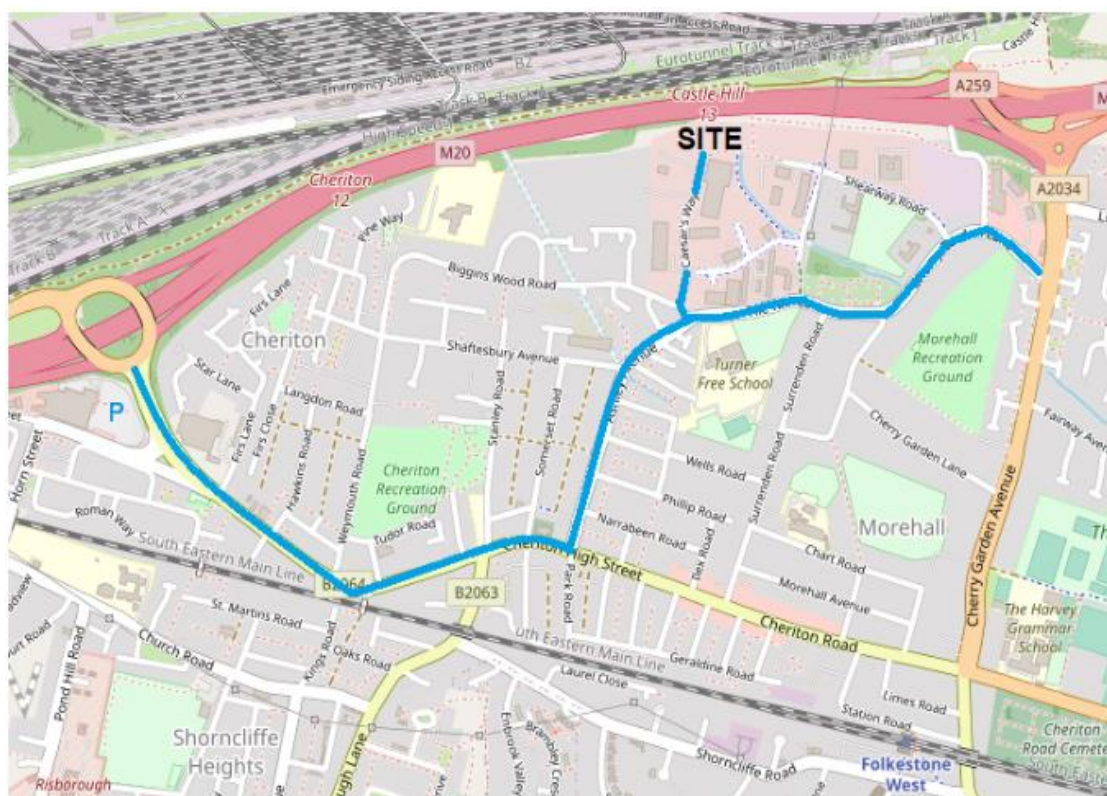


Figure 1 Local access routes to the Site

55. The current permission at the site covering the recycled aggregate production facility has a condition restricting the number of HGV movements to 48 per day (24 in / 24 out) and a condition restricting the hours of operation on site (including vehicle movements) to between the hours of 07:00 and 19:00 Monday to Friday, 07:00-14:00 on Saturdays, with no operations taking place on Sunday, Bank or Public Holidays. Whilst some of the representations received have stated that they have seen vehicle movements taking place outside of these hours, I am mindful that no complaints have been received, by the County Planning Authority, since the aggregate production facility was approved, in relation to any operational activity, including HGV movements.
56. This application is seeking a variation to increase the overall throughput of waste to the site and consequently is also requesting an increase to the number of permitted HGV movements each day, from the current 48 per day (24 in / 24 out), to 64 (32 in / 32 out) an increase of 16 HGVs per day (8 in / 8 out) or equivalent to 1.3 vehicles per working hour across a standard 12 hour weekday.
57. The application also seeks to introduce overnight vehicle movements of up to 20 HGVs (20 in / 20 out movements) during an overnight period (19:00 - 07:00 Monday to

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Saturday). This would represent a waste case scenario and is not anticipated to be an operation that would take place every night. It is proposed to assist in delivering short term contracts, based on operational needs, and to minimise day time working on the public highway, where the material arises. During the consultation process, and as a result of representations received, discussions took place with the applicant, to see if it would be possible to include some additional restrictions on overnight vehicle movements in order to mitigate against impacts on residential amenity.

58. Further discussions with the applicant took place and it was evident that the additional 20 HGVs nighttime movements is very much anticipated to be a maximum and unlikely to occur continuously every operational night of the year. Furthermore the applicant has advised that as an example of the enquiries they have received in relation to nighttime highways works, that the following hypothetical scenarios demonstrate a realistic example of the likely type of operations:
 - a) Smaller highways project on a local A road - anticipated that this could lead to 3 deliveries over 2 nights;
 - b) Medium scale project on a larger A road - 7 nights work of up to 10 deliveries per night;
 - c) Larger scale road works on a local dual carriageway/motorway - up to 14 days with 20 deliveries per night.
59. As such it is not anticipated that the operation would be running the full 20 HGVs every night continuously, as this level of work and need, does not regularly exist. Therefore as a result of these additional discussions, the applicant has set out that they would be prepared to accept additional restrictions to apply to nighttime operations in order to allay any overriding concerns that may be held around the introduction of nighttime delivery operations. This would balance amenity impacts locally, against the wider economic and public benefits of the waste management operation. Should Members be minded to approve the application I therefore recommend a new condition be included to cover the following:
 - Nighttime deliveries shall take place on no more than 60 working nights in any 90 day period.
60. The proposed aggregate washing facility could process up to 640 tonnes of aggregate per day. As a worst case scenario the proposed daily HGV movements assume that all raw material would be delivered and all output products removed in 20 tonne vehicles, which would result in up to 32 arriving and 32 departing HGV movements per day. In practice though, some larger 32-tonne vehicles would be used and some backloading would occur, which would both reduce the number of daily vehicle movements.
61. The proposed aggregate washing facility would complement and enhance the existing recycling activities on the site and the introduction of overnight works would allow for more effective and sustainable handling of highways recycling materials within Kent, albeit by introducing a new overnight activity to the site. Members should note that the overnight activities would consist of vehicles entering the site, depositing the waste and leaving again, no other operations would take place overnight. The additional activity on the site would result in an increase in HGV movements, but it would not result in a severe impact on the local highway network.

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62. The application site benefits from reasonable access by non-car modes. Safe and suitable access can be achieved via the existing arrangement on Caesars Way which is within a predominantly industrial area. The existing restrictions on HGV access would continue to apply and appropriate parking for staff and visitors would be provided within the site.
63. Kent County Council Highways & Transportation were consulted on the application and do not object or raise concerns about vehicle movements or highways safety. This also complies with Policies T2 and T4 of the Folkestone & Hythe Places and Policies Local Plan.
64. National Highways were consulted on the application given the site's proximity to the M20 motorway and have raised no objection subject to the inclusion of a condition requiring the submission of an Operational Management Plan to include the following matters:
- Operational routing plans;
 - Permitted operational traffic arrival and departure times;
 - Management of loose loads;
 - Management of water spray and dust from the aggregate wash facility; and
 - Cleaning of operational vehicles on-site.
65. Folkestone & Hythe District Council, local County Members and local residents have raised concerns regarding the increase in vehicle movements, specifically overnight, however, I am mindful that the impacts as such are in relation to potential amenity impacts of this change, not regarding the totality of the change in highways terms. The amenity impacts will be discussed later in the report.
66. Initial comments were received from KCC Highways and Transportation and KCC Public Rights of Way objecting to the proposed development on the grounds that there was no pedestrian footpath for the final part of Caesars Way closest to the site entrance. This has the effect that users of the footpath HF61 exit the footpath adjacent to McAleers Yard and then have to share the road with vehicular traffic until the pedestrian footpath restarts further along Caesars Way. Upon further investigation, KCC Highways colleagues have discovered that there was a pedestrian footpath in this location that had fallen into significant disrepair, responsibility for these repairs lie with KCC as the Highway Authority and as such an objection to the proposals on the grounds of lack of footpath provision is not justifiable.
67. Given the relatively low increase in vehicle movements, and the lack of objection from KCC Highways & Transportation and Highways England on highway safety and capacity grounds, I consider that the proposed access arrangements are safe and appropriate, and that the highway network is able to accommodate these traffic flows. In addition, the number of movements would not have an unacceptable adverse impact on the environment, and the potential impacts on highway safety would not be unacceptable, and residual impacts on the road network would not be severe. Regarding impacts on highway safety, the NPPF states that development should only be refused on highways grounds if there would be an unacceptable impact (on highway safety) or the residual cumulative impacts on the road network would be severe.

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68. Therefore, I consider that the proposed development would be in accordance with KMWLP Policy DM13 and consistent with the locational criteria of KMWLP Policy CSM8 and Policy CSW6 and KMWLP Policy DM11 in terms of unacceptable adverse impacts on road safety or congestion from traffic. It would also be consistent with National planning policy for waste (NPPW) and the locational criterion (f) regarding suitability of the road network.

Amenity Matters

69. KMWLP Policy DM11 provides for minerals and waste development where it is demonstrated that there are unlikely to be unacceptable adverse impacts from dust and emissions to air and from noise and vibration.
70. The wider operations proposed in the form of an aggregate washing plant, is very much akin to the operations that are already permitted at this site, i.e. the open air crushing and screening, and production of recycled aggregate. Indeed the augmented processes of washing the aggregate, would lessen the potential impact from air borne emissions. I am also satisfied that given the site's existing use, its position within an industrial estate, adjacent to the M20 motorway and the existing controls in place in terms of hours of operation and the mitigation measures set out in the approved Dust and Noise Management Plans, that there would be no discernible change or impact on amenity to the nearest sensitive receptors, including the nearest residential properties on Elventon Close approximately 160m to the south west of the site boundary.
71. The main remaining potential amenity impact would be in terms of the introduction of overnight vehicle movement operations, primarily to those residential properties located on the route into the site along Cherry Garden Lane and Tile Kiln Lane. Members will note the objections received from local residents on this matter. The properties most likely to notice the vehicle movements are those located on the most easterly part of Cherry Garden Lane as these front onto the road itself, however, I am mindful that these properties are also closest to the A2304 Cherry Garden Avenue (located just to the east) which is one of the arterial routes to and from the M20 and Folkestone, and so will receive a certain degree of background related traffic noise at all times. These properties also benefit from some quite large areas of grass verge, in front of their driveways, so are not located immediately adjacent to the public highway. These properties are also approximately 200m south of the M20 itself and are also closest to Shearway Avenue which is the main access route into the Shearway Business Park, which is occupied by a significant number of industrial/business units, which do not all have night time delivery restrictions.
72. There are other properties which abut Tile Kiln Lane and are closer to Caesars Way, but these do not face onto the road directly as they are situated on Surrenden Road which extends southwards away from Tile Kiln Lane. These closer properties are oriented in an east/west manner and do not directly face the road upon which the vehicles would be travelling and as such I do not consider that there would be a significant adverse impact as a result of the vehicles travelling along Tile Kiln Lane towards the site. I am also mindful that in amenity terms the condition on the existing planning permission restricting vehicles from using Ashley Avenue would remain in place should this planning application be approved.

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73. I am satisfied that the additional aggregate washing operations on the site itself, would have no additional impact on residential amenity, and I am also satisfied that the introduction of overnight vehicle movements would not be sufficient to justify refusal of planning permission on amenity grounds. Whilst I acknowledge that there are residential properties located along the route into the site, I am also mindful that this area is also the main access point into the Shearway Business Park and the industrial activities further along in Caesars Way, and these uses are longstanding. Given the industrial uses nearby; the proximity to the arterial road network and the M20; that the overnight vehicle movements would take place on a campaign basis and are not anticipated every night; that there would be a limit on waste importations, overnight HGV movements and the number of nights that movements can take place, I am satisfied that there would be enforceable measures in place to ensure these restrictions are adhered to and as such am satisfied that the application accords with national and local development plan policies in terms of amenity.
74. Members will note that comments have been received about concerns of delivery lorries stopping and idling on the approach to the site, during overnight hours. However, I am mindful that there is a Traffic Regulation Order in place from approximately the junction of Shearway Road on Cherry Garden Lane, heading towards the site, that prevents vehicles weighing above 7.5 tonne from stopping overnight, which will mitigate the risk of this taking place.
75. I recommend that the existing conditions in relation to the site operating in accordance with the Noise and Dust Management Plans are reimposed in order to ensure the proposed development is in accordance with KMWLP Policy CSM8, Policy CSW6, and Policy DM11. It would also be consistent with National planning policy for waste (NPPW) locational criterion (g) in that potential adverse dust emissions can be controlled through use of appropriate and well-maintained equipment and vehicles. I consider that the proposed development would not generate unacceptable adverse impacts from noise or dust as a result of the increase in vehicle movements and so would be in accordance with KMWLP Policy DM11. It would also be consistent with National planning policy for waste (NPPW) locational criterion (j) in that potential adverse effects of noise and vibration on receptors can be avoided.

Water Environment

76. The NPPF states that permitted operations should not have unacceptable impacts on the natural environment or on the flow and quantity of surface and groundwater or give rise to contamination. Policy DM10 of the Kent MWLP states that permission will be granted where it does not result in the deterioration of physical state, water quality or ecological status of any waterbody (e.g. rivers, streams, lakes and ponds); have an unacceptable impact on groundwater Source Protection Zones; and exacerbate flood risk in areas prone to flooding and elsewhere, both now and in the future.
77. Whilst this application proposes no built development itself that would affect drainage matters, it does require drainage conditions attached to FH/20/1590 to be varied in order to amend the previously approved drainage scheme to allow the proposed aggregate washing plant to operate. As such the proposed drainage scheme for aggregate wash plant application reference FH/25/86 has also been submitted for approval by this application.

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78. The wider development works involve the erection of a two storey workshop and welfare building, including a small kitchenette plus toilet and shower facilities. Externally, an aggregate washing facility would be installed, made up of a modular network of external machines / plant equipment. The development area currently has no formal surface water drainage, with all runoffs flowing overland to the low point in the southeast corner of the site.
79. The southeast corner of the site lies within Flood Zone 2, the majority of activities on site pose little or no risk to the site, however, the available mapping for flooding due to surface flow does indicate flows across to the southeast of the site and out to the Pent Stream watercourse and adjacent industrial estate. The applicant sets out that this ties in with the situation noticeable on site, but considers that the proposed surface water drainage strategy for the scheme would mitigate and control this risk and concludes that the proposed development would actually reduce flood risk both on and off site by the implementation of the mitigation set out in the submitted drainage strategy.
80. Surface water from the roof of the proposed workshop would be collected via a series of gutters and rainwater pipes before being conveyed through a gravity network into an attenuation trench sited parallel to the eastern boundary (see drainage strategy plan at Appendix A). Surface water flows from the open yard area would then flow into the attenuation trench (with a heavy duty grated cover). As well as the attenuation purpose, the trench would have a sump to facilitate the settling out of the silts within the water (present due to the nature of the work undertaken on site). The grating would be removable in order to facilitate the removal of the accumulated silt as necessary. The discharge flows from this tank would pass through a vortex separator in order to remove any remaining silt, before passing through a flow control chamber, then pollution interceptor. The surface water network would discharge into the Pent Stream by means of a new chamber constructed on the existing culvert passing through the site, subject to receiving the required approvals from the appropriate bodies. Foul wastewater from the workshop would be conveyed under gravity into a package treatment plant, before discharging into the adjacent surface water system, and eventually into the Pent Stream to the south, again this will be subject to receiving the required approvals from the appropriate bodies.
81. Initial consultation with KCC's Flood Risk Project Officer highlighted that the modelled flood levels, were above the cover level of the attenuation trench at the lowest part of the site, albeit by no more than a few millimetres, as a result the applicant adjusted the design to include a 300mm high earthwork bund around the lowest part of the site. This would contain any exceedance flows within the development, protecting adjacent land from overland flows from the site. Following this amendment to the scheme KCC's Flood Risk Project Officer removed their concerns on drainage grounds providing the proposed bund is created prior to the operation of the aggregate washing plant, as they agree with the applicant, that the bund would contain exceedance flows arising from the attenuation tank during the most extreme events (climate adjusted 100-year scenarios).
82. The Environment Agency has also been consulted and raises no objection.
83. I note the objections received on drainage grounds, particularly those received from Folkestone Town Council, however, as stated above during the assessment of the planning application and consultee responses received from the Environment Agency

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and KCC's Flood Risk Project Officer, I am satisfied that subject to the implementation of the proposed drainage strategy referred to above, there is no justification on drainage grounds to warrant refusal of the application.

84. With regard to groundwater protection, the proposed use is considered unlikely to result in an increased risk of pollution as no significant excavation is proposed (apart from where necessary to implement the Drainage Strategy). In the absence of any objections from key technical consultees, including the Environment Agency and KCC's Flood Risk Project Officer, I am satisfied that the development proposed by this application does not present an unacceptable risk to groundwater or surface water quality and would not exacerbate flood risk and therefore, accords with the NPPF, KMWLP Policies CSW6 and DM10 relating to the water environment. The implementation of the attenuation trench would also comply with Folkestone & Hythe Places and Policies Local Plan Policy CC3.

Conclusion

85. The site is on the edge of the Folkestone settlement boundary and immediately adjacent to the M20 to the north, with open storage use (Crosskeys Coaches) to the immediate south west and Shearway Business Park to the east. The site has a long history of use for concrete batching, brick making and currently as a site for the production of recycled aggregate. It is largely flat and open, aside from the existing operation's buildings, structures and plant.
86. The application seeks to vary conditions 2, 5, 7, 10 & 19 of planning permission FH/20/1590 to allow throughputs of up to 320,000tpa, increase the number of HGV movements to 64 (32 in / 32 out) per day, allow overnight deliveries of waste deposits to include up to 40 HGV movements (20 in / 20 out) per night and make changes to the site's drainage.
87. The development plan and national planning policy and guidance support waste and minerals development on previously developed land and sites including industrial estates. The location, within an industrial estate on previously developed land at the edge of the urban area of Folkestone, with good access to the primary and strategic road networks, also receives policy support. Given that there is no requirement in KMWLP policy or national planning policy to demonstrate need for additional capacity, and KMWLP policy is enabling of new capacity, I consider that the proposal would be in accordance with KMWLP Policies CSM8, CSW2 and CSW4, through contributing to and maintaining provision of capacity for production of recycled aggregate and move waste management up the waste hierarchy. Should Members approve the application I recommend that, save for conditions being varied, that all the existing controls of FH/20/1590 be reimposed, as set out in paragraph 94 below.
88. A number of existing businesses are accessed via Caesars Way, and the permitted mixed use development to the west of the site will also be accessed off Caesars Way. No objections were received from Kent County Council Highways & Transportation and National Highways on highway safety grounds or on impacts to the road network. Therefore I consider that the highway network is able to accommodate the traffic flows and access is safe and appropriate to the scale of movements, I recommend that a condition requiring an Operational Management Plan is prepared and approved to reflect the advice received from National Highways.

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89. The proposed development has the potential to affect the amenity of some residential properties situated on Cherry Garden Lane and Tile Kiln lane through the generation of noise as a consequence of overnight HGV deliveries. Whilst this is finely balanced, I am satisfied that, given these are located on an access route to the Shearway Business Park and their close connection to the arterial road network that it is not unreasonable for the roads to be utilised at night for deliveries. There are traffic restrictions in place that prevent HGVs from stopping on the approach roads so this prevents impacts on residential properties through the parking up and idling of vehicles in their vicinity. Existing vehicle movement restrictions on Ashley Avenue would also be reimposed should this application be approved. Therefore I am satisfied that the additional operations on the site itself, would have no additional impact on residential amenity, and I am also satisfied that the introduction of overnight vehicle movements would not be sufficient to justify refusal of planning permission on amenity grounds, subject to the reimposition of all the controls previously imposed and conditions to limit the vehicle movements. Members will also note the additional restriction that has been agreed with the applicant to further limit the overnight vehicle movements to ensure that operations take place on no more than 60 working nights in any 90 day period.
90. Dust generation and potential emissions would be controlled adequately through the continued implementation of the approved Dust (and Noise) Management Plans which contain extensive mitigation measures.
91. The applicant satisfactorily addressed the concerns that were initially raised over drainage which demonstrated to my satisfaction and that of the relevant technical consultees that the proposed development would be acceptable and in accordance with development plan policies, subject to conditions being applied to the planning permission. I am satisfied that this addresses the concerns raised surrounding the potential impact on the Pent Stream.
92. Having considered the evidence submitted with the application and additional information provided by the applicant during my consideration of the application, and the recommendations of the technical consultees, I am satisfied that the application would represent sustainable development and could be controlled by the imposition of conditions, such that it would not have unacceptable or significant impacts on the local land uses, including residential development.
93. I am satisfied that, subject to the conditions included in my recommendation below, the application accords with the development plan and there are no material planning considerations that indicate the application should be refused. KMWLP Policies CSW1 and CSM1 apply, and I therefore recommend planning permission be granted and the relevant conditions of FH/20/1590 be varied in order to facilitate the operation of the aggregate washing plant for which planning permission is being sought under application reference number FH/25/86.

Recommendation

94. I RECOMMEND that PERMISSION BE GRANTED, SUBJECT TO the reimposition of the existing conditions from permission reference FH/20/1590 and the highlighted changes to conditions 2,5,7,10 &19 covering (amongst other matters) the following:

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(Amended or new conditions in **bold**)

1. The development to which this permission relates shall be begun not later than the expiration of 3 years beginning with the date of this permission. Written notification of the actual date of commencement shall be sent to the County Planning Authority within 7 days of such commencement.
2. **The development hereby permitted shall be carried out and completed in all respects in accordance with the submitted details, documents and plans referred to in Schedule 1 (attached) and as stipulated in the conditions set out above and below, together with those further details required to be submitted for approval. No variations or omissions shall take place without the prior approval in writing of the County Planning Authority.**
3. A copy of this permission and the approved plans and other details shall be available in the operator's site office at all times during the operational life of the site. Any subsequent approved amendments shall also be displayed.
4. The buildings erected on the site as components of the development hereby permitted shall be used solely for the purposes specified in this planning permission.
5. **No more than a total of 320,000 tonnes per annum of construction and demolition (C&D) wastes shall be imported to and processed to produce recycled aggregate at the site in any calendar year; and no more than 200,000 tonnes per annum (of the overall 320,000tpa) shall be imported during overnight operational hours. Records detailing the quantities and nature of waste imported, (including differentiating between daytime and nighttime imports) to the site shall be maintained for the life of the facility hereby permitted and shall be made available for inspection at any reasonable time following a request from the Waste Planning Authority.**
6. Only inert construction and demolition waste (as specified in the application) shall be imported to, stored and processed to produce recycled aggregate at the site.
7. **No more than 64 HGV movements (32 in / 32 out) per day associated with the import and export of materials to and from the development hereby permitted shall take place in any one day. No more than 40 HGV movements (20 in / 20 out) per operational night shall take place. Records shall be maintained by the site operator of all vehicle movements and be made available to the Waste Planning Authority on request.**
8. There shall be no deliveries of waste to the site by members of the public.
9. No vehicles over a gross vehicle weight of 7.5 tonnes transporting material to or from the site shall use Ashley Avenue.
10. **With the exception of the operation of the screener and crusher plant, operations on site shall only take place between the hours of 07:00 - 19:00 Monday to Friday and 07:00-14:00 on Saturdays. The screener and crusher plant shall only be operated between the hours of 07:00 and 18:00 Monday to Friday. Overnight deliveries of waste shall only take place between the hours of 19:00 - 07:00 Monday to Saturday and no other site operations shall take place during these overnight hours. No operations shall take place on Sunday, Bank or Public Holidays.**
11. A Travel Plan shall be submitted to and thereafter approved by the Waste Planning Authority within two months of the date of the planning permission

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- hereby granted which shall set out measure to promote vehicle movements outside of peak periods of 07:30-09:30 and 16:30- 18:30.
12. Measures shall be taken to ensure that vehicles leaving the site do not deposit mud or other materials on the public highway. Such preventative measures shall include site floor cleaning, the use of wheel and chassis cleaning equipment and the netting/sheeting or enclosure of loaded vehicles to and from the site.
 13. No vehicles associated with the development hereby permitted and operation of the site shall park or wait on Caesar's Way at any time.
 14. The noise mitigation and management measures set out in the Dust and Noise Management Plan shall be fully implemented and adhered to at all times during the development hereby permitted.
 15. The dust mitigation and management measures set out in the Dust and Noise Management Plan shall be fully implemented and adhered to at all times during the development hereby permitted.
 16. The height of recycled aggregate or other material stockpiles shall not exceed 0.5 metres below the height of the retaining walls of the aggregate storage bays (as set out in Drawing PL10 P10).
 17. Plant and machinery shall only be operated from ground level and shall not be undertaken from stockpiles
 18. All vehicles, plant and/or machinery and shall be maintained and serviced in accordance with the manufacturer's specification at all times and fitted with closed engine covers and effective silencers.
 19. **The development hereby permitted shall be undertaken in accordance with the Flood Risk Assessment and Drainage Strategy. No water run-off that may arise will be accepted into the M20 highway drainage systems and there shall be no connections into those highway drainage systems.**
 20. The development hereby permitted shall be undertaken in accordance with the approved Surface Water Drainage Scheme and it shall be fully implemented and adhered to at all times during the development hereby permitted.
 21. A Drainage Scheme Verification Plan shall be submitted to and approved by the Local Planning Authority within 6 months of the date of the planning permission hereby granted. The Report shall contain information and evidence (including photographs) of implementation of the drainage scheme.
 22. The development hereby permitted shall be lit in accordance with the lighting details shown in drawings PL10 Rev P10 and PL14 Rev P1. No lighting structures other than those shown in these drawings shall be installed closer to the M20 boundary fence than 1.5 times the column height nor be directed towards the M20 unless approved in writing by the Waste Planning Authority who shall consult National Highways.
 23. Unless otherwise approved beforehand in writing by the Waste Planning Authority, no piling or other foundation works using penetrative methods shall take place at the site.
 24. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Waste Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Waste Planning Authority. The remediation strategy shall be implemented as approved.
 25. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development Order) 2015, no additional buildings, fixed plant or

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machinery shall be installed on site without prior permission in writing by the Waste Planning Authority of their siting, design and external appearance.

New Conditions

26. Nighttime waste delivery operations shall take place on no more than 60 working nights in any 90 day period.
27. Submission and approval in writing of an Operational Management Plan to include the following matters:
- Operational routing plans;
 - Permitted operational traffic arrival and departure times;
 - Management of loose loads;
 - Management of water spray and dust from the aggregate wash facility; and
 - Cleaning of operational vehicles on-site.

I FURTHER RECOMMEND that the following INFORMATIVE be imposed as requested by the Environment Agency:

Connection to mains foul drainage not feasible (no foul drainage assessment submitted)

The application indicates that a permit to discharge may be required. Government guidance contained within the national Planning Practice Guidance (Water supply, wastewater and water quality – considerations for planning applications, paragraph 020) sets out a hierarchy of drainage options that must be considered and discounted in the following order: 1. Connection to the public sewer 2. Package sewage treatment plant (adopted in due course by the sewerage company or owned and operated under a new appointment or variation) 3. Septic Tank Foul drainage should be connected to the main sewer. Where this is not possible, under the Environmental Permitting Regulations 2016 any discharge of sewage or trade effluent made to either surface water or groundwater will need to be registered as an exempt discharge activity or hold a permit issued by the Environment Agency, additional to planning permission. This applies to any discharge to inland freshwaters, coastal waters or relevant territorial waters. Please note that the granting of planning permission does not guarantee the granting of an Environmental Permit. Upon receipt of a correctly filled in application form we will carry out an assessment. It can take up to 4 months before we are in a position to decide whether to grant a permit or not. Domestic effluent discharged from a treatment plant/septic tank at 2 cubic metres or less to ground or 5 cubic metres or less to surface water in any 24 hour period must comply with General Binding Rules provided that no public foul sewer is available to serve the development and that the site is not within an inner Groundwater Source Protection Zone.

A soakaway used to serve a non-mains drainage system must be sited no less than 10 metres from the nearest watercourse, not less than 10 metres from any other foul soakaway and not less than 50 metres from the nearest potable water supply. Where the proposed development involves the connection of foul drainage to an existing non-mains drainage system, the applicant should ensure that it is in a good state of repair, regularly de-sludged and of sufficient capacity to deal with any potential increase in flow and loading which may occur as a result of the development. Where the existing non-mains drainage system is covered by a permit to discharge then an application to

Section 73 application to vary conditions 2, 5, 7, 10 & 19 of planning permission FH/20/1590 at McAleer's Yard, Caesars Way, Folkestone CT19 4AL - FH/25/222 (KCC/FH/0003/2025)

vary the permit will need to be made to reflect the increase in volume being discharged. It can take up to 13 weeks before we decide whether to vary a permit. Further advice is available at: Septic tanks and treatment plants: permits and general binding rules

Case Officer: Adam Tomaszewski

Tel. no: 03000 410434

Background Documents: see section heading

Section 73 application to vary conditions 2, 5, 7, 10 & 19 of planning permission FH/20/1590 at McAleer's Yard, Caesars Way, Folkestone CT19 4AL - FH/25/222 (KCC/FH/0003/2025)

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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

Erection of a new two storey teaching block, reorientation of existing playing pitch, expansion of wellbeing garden, hard and soft landscaping, construction of new service road and ancillary works to facilitate a 1 Form Entry (1FE) expansion at Northfleet Technology College, Colyer Road, Northfleet, Gravesend, Kent, DA11 8BG - GR/25/328 (KCC/GR/0034/2025)

A report by Head of Planning Applications Group to Planning Applications Committee on 9th July 2025.

Application by Kier Construction (On behalf of Kent County Council) for the erection of a new two storey teaching block, reorientation of existing playing pitch, expansion of wellbeing garden, hard and soft landscaping, construction of new service road and ancillary works to facilitate a 1FE expansion at Northfleet Technology College, Colyer Road, Northfleet, Gravesend, Kent, DA11 8BG - GR/25/328 (KCC/GR/0034/2025)

Recommendation: Permission be granted subject to conditions.

Local Member(s): Matthew Fraser Moat & Sharon Roots

Classification: Unrestricted

Site

1. The application site lies within the defined urban area of Gravesend, midway between the A2 to the south and the River Thames to the north. Northfleet Technology College is a non-selective secondary school, educating boys from age 11 through to 18 (years 7-13 - years 12 & 13 being sixth form). The school is bordered by residential development on all boundaries, Colyer Road to the south-east, Vale Road to the north-east, Waterdales to the north-west and Mitchell Avenue to the south-west. The wider area is also predominantly residential, but in the vicinity are also the Cygnet Leisure Centre to the south-east, Northfleet Urban Country Park to the north, Wombwell Park to the south-west, and Northfleet School for Girls to the south. The school site is roughly rectangular in shape with the school building and parking area located at the north-eastern end and the grassed playing fields and dedicated habitat area at the south-western end.
2. Vehicular access to the school site is from Colyer Road on the south-eastern boundary. It is a gated access which leads to a car park providing 151 spaces, including 9 spaces for disabled users. 45m to the north of this access is a secondary gated vehicular access which is used for deliveries and servicing. There are two wide pedestrian accesses into the site, both from Colyer Road, but separate from the vehicular one. 100 sheltered cycle parking spaces are also available on site. There is a third access at the southern end of the Colyer Road frontage (also gated) which is a grassed track leading to the sports field and used for emergency access only.

Erection of a new two storey teaching block, reorientation of existing playing pitch, hard and soft landscaping and ancillary works to facilitate a 1 FE expansion at Northfleet Technology College, Colyer Road, Northfleet, Gravesend, Kent, DA11 8BG - GR/25/328 (KCC/GR/0034/2025)

3. The school itself is a flat-roof two-storey modern building in an arch form with two arms enclosing a centralised courtyard. It is constructed from a mixture of blue stock brick and cladding panels. Circulation for the building is via a continuous covered walkway running round the external edge of the school, with external staircases providing access to the first floor. The playing fields are marked out for a variety of sports, and a 6 court multi-use games area (MUGA) is located to the south of the school behind properties in Colyer Road. Sited to the south of this are two single storey modular classrooms which were installed on site in 2024 for a temporary period of 3 years (see planning history in paragraph 5) and a sports pavilion.
4. The school frontage along Colyer Road is quite open, with low railings and hedges forming the boundary treatment. A brick wall runs down the edge of the maintenance and delivery access road at the northern end of the site, and the remainder of the boundaries are a mixture of trees, hedgerow and fencing. The site is not within any designated landscape or heritage areas.

Planning History

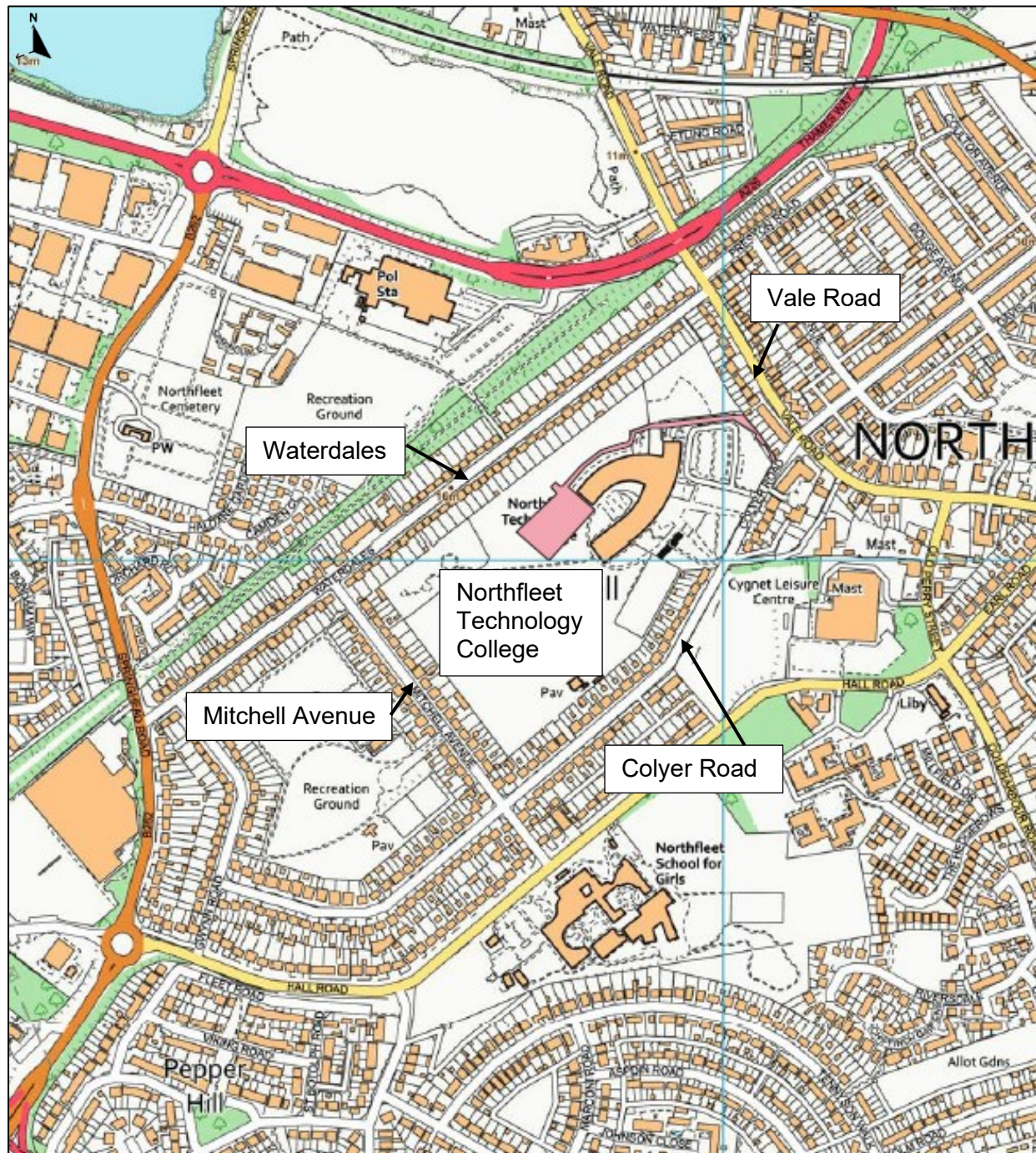
5. Since 2008 the following applications have been submitted and determined by KCC:

- | | |
|------------------|--|
| <u>GR/08/138</u> | Complete replacement of the existing secondary school on the site with a new two storey school building together with revised access arrangements, new car park, hard play areas, landscape works and the demolition of the existing school buildings (with the exception of the sports pavilion) on completion of the development.
Approved 31 July 2008 |
| <u>GR/12/803</u> | 8 metre high fibreglass flagpole (white) installed within the school grounds
Approved 26 October 2012 |
| <u>GR/24/177</u> | Temporary permission for the erection of two one-storey modular prefabricated buildings for school use (Class F1), pathway and associated works.
Approved 17 April 2024 for temporary period of 3 years |

Item D1

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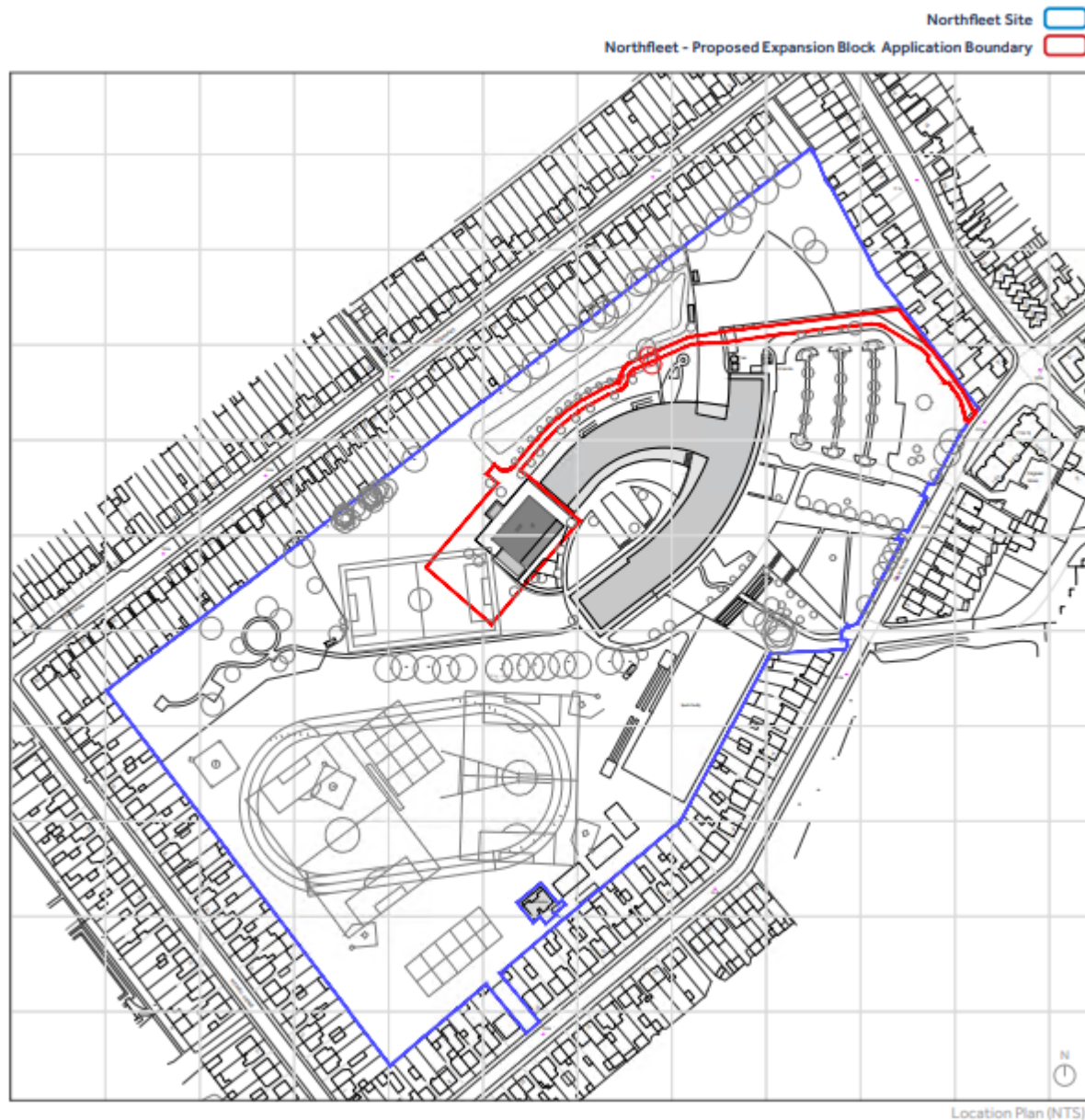
General Location Plan



Item D1

Erection of a new two storey teaching block, reorientation of existing playing pitch, hard and soft landscaping and ancillary works to facilitate a 1 FE expansion at Northfleet Technology College, Colyer Road, Northfleet, Gravesend, Kent, DA11 8BG - GR/25/328 (KCC/GR/0034/2025)

Site Location Plan

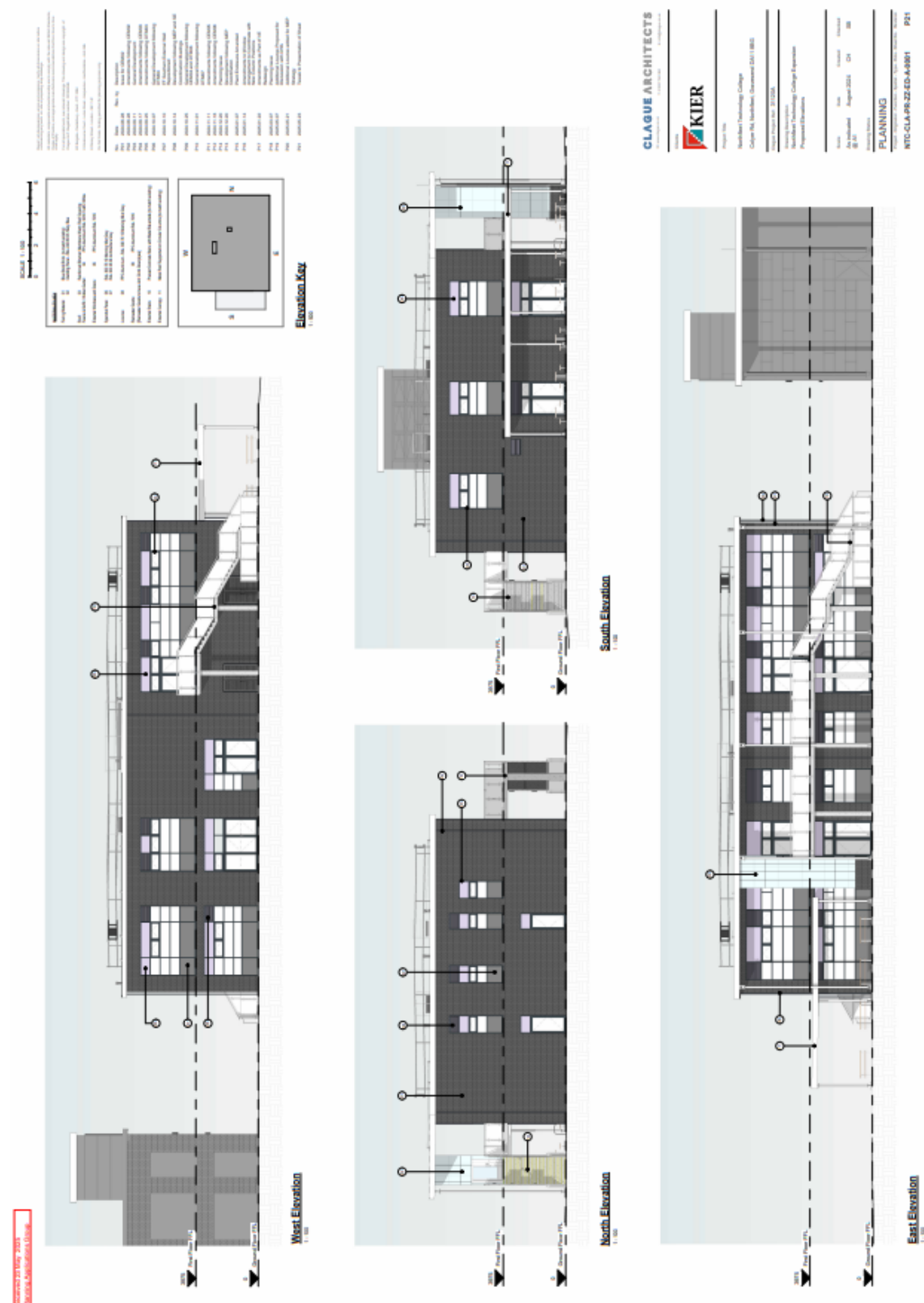


Erection of a new two storey teaching block, reorientation of existing playing pitch, hard and soft landscaping and ancillary works to facilitate a 1 FE expansion at Northfleet Technology College, Colyer Road, Northfleet, Gravesend, Kent, DA11 8BG - GR/25/328 (KCC/GR/0034/2025)

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Proposed Elevations



Item D1

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Proposed Floor Plans



Erection of a new two storey teaching block, reorientation of existing playing pitch, hard and soft landscaping and ancillary works to facilitate a 1 FE expansion at Northfleet Technology College, Colyer Road, Northfleet, Gravesend, Kent, DA11 8BG - GR/25/328 (KCC/GR/0034/2025)

Background

6. Northfleet Technology College was re-established in 2010 when the new school was constructed as part of the 'Building Schools for the Future' programme. The school provides open teaching spaces and combined classrooms as 'zonal teaching' rather than a traditional school layout and the model has been so successful that the school requested the same layout be applied to the proposed new building. Due to residential development in the area, Northfleet Technology College is under pressure to increase the number of pupils on role.
7. The Published Admission Number (PAN), which is the number of pupils a School admits each academic year, has been steadily increasing at Northfleet Technology College since the 2015/2016 academic year. The Kent Commissioning Plan¹ 2024/28, which provides projections of future school places, indicates that there will be a shortfall of year 7 places in the Gravesham and Longfield Non-Selective planning group. In 2024 temporary consent was given for two modular classrooms to accommodate the expanding pupil numbers on site and the current application seeks to provide a permanent solution to address this identified need. The modular buildings are required to be removed from the site on or before 30th April 2027.

Proposal

8. This application seeks permission for the 1 Form of Entry (1FE) (one class per year group) expansion of Northfleet Technology College through the construction of a new stand-alone two storey teaching block located at the end of the northern 'arm' of the existing building. The development would allow for the accommodation of an additional 210 pupils across years 7-13 and an increase of 15 new members of staff. The new block would have a rectangular footprint and would follow the design of the existing school building, in that there would be an oversailing roof above a covered walkway, external staircases and lift shaft on the southern side. There would be a hard landscaped area separating the end of the existing school and the new block, but the proposed new building would appear as an extension to the original school, as the northern and southern elevations would follow the same building line.
9. The materials proposed for the new building would match the existing school with blue stock bricks, cladding panels in hazy blue for the lift shaft, grey spandrel panels on the main elevations (which are non-structural panels located between the floor slab and the window head in a building façade, which conceal the floor structure and provide a continuous surface for the facade) and louvres in a contrasting grey colour. Powder coated aluminium rainwater goods and external windows and doors would be in anthracite grey. The external staircases would be precast concrete with metal balustrades, again to match the existing. A metal canopy would also be positioned wrapping round the southern corner of the new building above an external seating area associated with the proposed dining hall at ground floor.

¹ The Kent Commissioning Plan for Education Provision is a strategic document that outlines how Kent County Council will ensure there are enough high-quality school places for all learners in Kent, considering where those places are needed and the needs of different learners.

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10. At ground floor level the new building would accommodate a new dining hall and servery, an engineering workshop for electronics and a heavy engineering workshop, plus a Design and Technology (DT) prep room, staff workroom and leadership office, an intervention room, mechanical and electrical plant rooms and a bank of toilets with one accessible WC. At first floor there would be a catering training kitchen (above the dining hall) with a catering prep and store room and a fire escape staircase the northern side. There would also be two general classrooms and a large zonal teaching area, staff workroom, intervention room, store room, further toilets, and an access staircase to the roof. On the roof, areas have been indicated for the installation of photo-voltaic panels. A metal balustrade would be installed round the edge of the roof.
11. The existing sports pitch would be reorientated so that both it and the proposed building could be accommodated on site without affecting sports pitch provision. Hard landscaping around the new building would be provided with areas of both coloured asphalt and flag paving, and soft landscaping would include the planting of trees, wildflower turf areas, grass embankment, hedge and shrub planting. The existing wellbeing garden, which lies to the north of the main school would be enhanced with a new seating feature and pergola, shrub planting and trees, a gravel garden and boulders and new fencing. Biodiversity Net Gain for the site would be achieved through the above planting features and a gain of 10.82% in area habitat units, and a 1551.24% increase in linear units would be delivered.
12. There would be no alteration to the primary vehicular access to the site, however the existing delivery and servicing road (at the north-eastern corner) would be extended to run along the northern edge of the existing school to reach the new building. This would result in the removal of 4 trees, but additional trees are proposed to be planted along the length of the new section of road. No additional vehicle or cycle parking is proposed on site (as it was determined that sufficient spaces already existed) and as a result no electric vehicle charging infrastructure is proposed.

Planning Policy

13. The following Guidance/Statements and Development Plan Policies summarised below are relevant to the consideration of the application:
 - (i) **National Planning Policy Framework (NPPF) December 2024** and the **National Planning Policy Guidance** sets 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).

In determining applications, the NPPF states that local planning authorities should approach decisions in a positive and creative way, and decision takers at every level should seek to approve applications for sustainable development where possible.

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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:

- That development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road would be severe;
- Achieving the requirement for high quality design and a good standard of amenity for all existing and future occupants of land and buildings;

In addition, Paragraph 100 states that: *It is important that a sufficient choice of early years, school and post-16 places are 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: a) give great weight to the need to create, expand or alter early years, schools and post-16 facilities through the preparation of plans and decisions on applications; and b) work with early years, school and post-16 promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted.*

- (ii) **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. It is the Government's view that the creation and development of state-funded schools is strongly in the national interest and that planning decision-makers can and should support that objective, in a manner consistent with their statutory obligations.

The Government believes that the planning system should operate in a positive manner when dealing with proposals for the creation, expansion and alteration of state-funded schools, and that the following principles should apply:

- There should be a presumption in favour of the development of state-funded schools, as expressed in the National Planning Policy Framework.
- Local authorities should give full and thorough consideration to the importance of enabling the development of state-funded schools in their planning decisions. The Secretary of State will attach significant weight to the need to establish and develop state-funded schools when determining applications and appeals that come before her for decision.
- Local authorities should make full use of their planning powers to support state-funded school applications. This should include engaging in preapplication discussions with promoters to foster a collaborative approach to applications and, where necessary, the use of planning obligations to help to mitigate adverse impacts and help deliver development that has a positive impact on the community.
- Local authorities should only impose conditions that clearly and demonstrably meet the tests set out on the Planning Practice Guidance website. Planning conditions should only be those absolutely necessary to making the development acceptable in planning terms.
- Local authorities should ensure that the process for submitting and determining state-funded schools' applications is as streamlined as possible, and in particular be proportionate in the information sought from applicants.

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- A refusal of any application for a state-funded school, or the imposition of conditions, will have to be clearly justified by the local planning authority. Given the strong policy support for improving state education, the Secretary of State will be minded to consider such a refusal or imposition of conditions to be unreasonable conduct, unless it is supported by clear and cogent evidence.

(iii) The adopted **Gravesham Borough Council Local Plan Core Strategy (Adopted September 2014)**

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

- Policy CS01 Sustainable Development.** This states that planning applications that accord with the policies in the development plan for Gravesham should be approved without delay unless material considerations indicate otherwise and that the Council will work proactively to secure development that improves the economic, social and environmental conditions in the area.
- Policy CS10 Physical and Social Infrastructure.** This policy states that support should be given to proposals that protect, retain or enhance existing physical and social infrastructure, or lead to the provision of additional infrastructure that improves community well-being.
- Policy CS11 Transport.** This policy states that new developments should mitigate their impact on the highway and public transport networks as required. Transport assessment and Travel Plans should be provided and implemented to ensure the delivery of travel choice and sustainable opportunities for travel, and sufficient parking for new development should be provided in accordance with adopted parking standards.
- Policy CS12 Green Infrastructure.** This policy states that there should be no net loss of biodiversity in the Borough, and opportunities to enhance, restore, re-create and maintain habitats will be sought.
- Policy CS13 Green Space, Sport & Recreation.** This policy states that the Council will seek to make adequate provision for and to protect and enhance the quantity, quality and accessibility of green space, playing pitches and other sports facilities, in accordance with an adequate and relevant evidence base.
- Policy CS18 Climate Change.** This policy states development will be directed sequentially to those areas at least risk of flooding. Proposals in areas at risk of flooding must be accompanied by a Flood Risk Assessment (in accordance with national policy and Environment Agency standing guidance) and a Flood Risk Management Plan to demonstrate that they are adequately defended. The Council will seek to minimise the impact from new development on waste water systems. In particular the Council will require that surface water run-off from all new development has, as a minimum, no greater adverse impact than the existing use;

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require the use of Sustainable Drainage Systems on all development where technically and financially feasible. The Council will seek to manage the supply of water in the Borough. All non-residential development of 1000m² and above should meet the BREEAM² standards of water efficiency and include provision for the collection of rainwater. The Council will seek to reduce the overall carbon footprint of the Borough.

Policy CS19 Development and Design Principles. This policy states that new development should be visually attractive, fit for purpose and locally distinctive. It should conserve or enhance the character of the local area and integrate well; incorporate sustainable construction standards and techniques; safeguard residential amenity, avoid adverse impacts from pollution (noise, air, light, or ground contamination); provide appropriate hard and soft landscaping; enhance biodiversity; and build in resilience to the effects of climate change.

Policy CS20 Heritage and the Historic Environment. This policy states that the Council should accord a high priority towards the preservation, protection and enhancement of its heritage and historic environment – relevant in relation to the heritage asset of archaeology.

(iv) The **Gravesham Local Plan First Review (Adopted 1994)**

The following ‘saved’ policies from the Gravesham Local Plan First Review are also deemed relevant to the consideration of this application:

Policy T1 Impact of Development on the Highway Network. This policy states that the Local Planning and Highway Authorities will consider the impact on the transport system and on the environment of traffic generated by new development and will wish to ensure that all proposed developments are adequately served by the highway network.

Policy P3 Vehicle Parking Standards. This policy states that the Council will expect development to make provision for vehicle parking in accordance with Kent County Council Vehicle Parking Standards. All vehicle parking provision should normally be made on the development site.

Policy TC7 Other Archaeological Sites. The policy states that in order to determine a planning application, the Council may require the developer to provide additional information in the form of an assessment of the archaeological or historic importance of the site and the likely impact of development.

² BREEAM (Building Research Establishment Environmental Assessment Method) is a sustainability assessment method for the built environment. It incorporates water efficiency and management as part of its overall assessment of a building’s sustainability, focusing on areas like water consumption, rainwater harvesting and water management.

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Consultations

14. The following consultee responses were received as a result of the consultations carried out.

Gravesham Borough Council raise no objection provided there are no objections from Sport England or the County Council Ecologist.

KCC Highways and Transportation Officer raises no objection subject to the imposition of conditions to ensure the development is carried out in accordance with the submitted Construction Environmental Management Plan and for the submission of an updated School Travel Plan prior to occupation of the new classroom building.

KCC Biodiversity Officer raises no objection subject to the deemed condition requiring the submission and approval of the Biodiversity Gain Plan prior to the commencement of development; a condition to secure the submission of a Landscape and Ecological Management Plan and an informative regarding undertaking works outside of the core bird nesting season (typically March to August, with the most active period being from March to July).

Sport England raise no objection as the proposed development is considered to accord with exception E3 of the Sport England Playing Fields Policy.

Environment Agency raise no objection subject to the imposition of a condition to secure a strategy for dealing with contamination not previously identified on site and informatives to ensure that only clean uncontaminated water should drain into the surface water drainage system; and those for the removal of waste from the site.

KCC County Archaeological Officer raises no objection subject to a condition securing the undertaking and submission of a Written Scheme of Investigation (WSI) prior to the commencement of the development, to detail further archaeological field evaluation works and any safeguarding measures.

KCC Flood Risk and Water Management Officer raises no objection subject to the imposition of conditions to secure the submission of a detailed sustainable surface water drainage scheme prior to commencement of the development, and that the new building shall not be occupied until a verification report has been submitted.

KCC School Travel Planner raises no objection but suggests that the School Travel Plan should be submitted on the County Council's 'Jambusters Travel Plans for Schools' system to allow the College to benefit from various grant initiatives which encourage active and sustainable travel.

Local Member

15. The former local County Members for Northfleet & Gravesend West, Dr Lauren Sullivan and Conrad Bradely were notified of the application on 31 March 2025. Following the County Council elections in May 2025, the newly elected Members, Matthew Fraser Moat and Sharon Roots, were notified of the application on the 6 June 2025. No views have been received.

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Publicity

16. The application was publicised by the posting of six site notices at relevant locations along Colyer Road, Mitchell Avenue and Waterdales, along with an advertisement in a local newspaper.

Representations

17. In response to the publicity, one letter has been received from a local resident objecting to the application. The key points raised can be summarised as follows:
- Development will bring further traffic to the area which is already busy at peak times;
 - Local roads come to a standstill on a regular basis;
 - Damage to parked cars is caused as a result of the congestion;
 - Increase in student numbers (without supervision once they have left the school grounds) will also increase anti-social behaviour in the area.

Discussion

18. In considering this proposal regard must be had to the Development Plan Policies outlined in paragraph 13 above. 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. Therefore the proposal needs to be considered in the context of the Development Plan Policies, Government Guidance and other material planning considerations arising from consultation and publicity. In my opinion, the key material planning considerations in this particular case can be summarised by the following headings – the principle of development and education need; siting, design, massing and appearance; impact on playing fields; impact on residential amenity; transportation impacts; construction; landscaping and trees; ecology and Biodiversity Net Gain; flood risk and drainage; sustainability; contamination; and archaeology.

Principle of Development and Education Need

19. The existing school site lies within the built-up area of Gravesend where there is a presumption in favour of development. The applicant states that the Kent Commissioning Plan 2024/28 indicates that there will be a shortfall of year 7 places in the Gravesham and Longfield Non-Selective planning group. Furthermore, the 2023-2027 Commissioning Plan anticipates an ongoing increasing demand for secondary school places in the Gravesham area, as a result of increased dwelling constructions along with migration from the greater London area. The proposed development would allow for a 1 Form of Entry (FE) expansion of the school to help address this need. An additional 210 pupils would be accommodated on site across years 7-13, and the number of staff would increase by 15 to a total of 135.
20. Paragraph 100 of the NPPF (December 2024) states that it is important that a sufficient choice of early years, school and post 16 places are available to meet the needs of

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existing and new communities. It goes on to state that local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement. The Policy Statement Planning for Schools Development acknowledges that there should be a presumption in favour of the development of state funded schools as it is the Government's view that the creation and development of state-funded schools is strongly in the national interest, and that planning decision-makers can and should support that objective, in a manner consistent with their statutory obligations. In addition, Policy CS10 of the Local Plan Core Strategy states that support should be given to proposals that protect, retain or enhance existing physical and social infrastructure or lead to the provision of additional infrastructure that improves community well-being.

21. Subject to consideration of the matters outlined below, the principle of development is accepted in order to provide for the additional school places required and I would give substantial weight to the need for the development, and subsequent Policy Support.

Siting, Design, Massing & Appearance

22. The proposed building, although stand-alone, would very much be seen as an extension to the existing school building, in that it would follow the same building line as the northern arm of the school. The roof height would be the same and the general design replicated, including the use of the overarching canopy above external walkways and external staircases for access to the first floor. The proposed materials would also match the existing building, so that the site would be viewed cohesively upon completion.
23. The scale and mass of the new building would replicate that of the existing school, specifically the northern arm to which it is adjacent, and would respond positively to the wider school setting. There is ample space on the school site to accommodate the new building, such that it would not appear overdeveloped, and the overall setting of the new building would be enhanced with the landscape scheme, which is considered in more detail below.
24. A condition is recommended to ensure that the development is built using the materials as set out in both the Design and Access Statement and on the elevation drawings. Subject to the imposition of this condition, it is considered that the proposed new teaching block would be visually attractive, locally distinctive and fit for purpose, in accordance Policy CS19 of the Local Plan Core Strategy. I would therefore give great weight to this consideration.

Impact on Playing Fields

25. The proposed teaching block would be located on an existing area of playing field and would therefore result in its permanent loss from the school site. As such the development needs to be assessed against Sport England's Playing Field Policy. This policy states that Sport England will oppose the granting of planning permission for any development which would lead to the loss of, or prejudice the use of:
- all or any part of a playing field; or
 - land which has been used as a playing field and remains undeveloped; or
 - land allocated for use as a playing field

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unless in the judgement of Sport England, the development as a whole meets with one or more of five specific exceptions. These exceptions are:

- E1. A robust and up-to-date assessment has demonstrated, to the satisfaction of Sport England, that there is an excess of playing field provision in the catchment, which will remain the case should the development be permitted, and the site has no special significance to the interests of sport.
 - E2. The proposed development is for ancillary facilities supporting the principal use of the site as a playing field and does not affect the quantity or quality of playing pitches or otherwise adversely affect their use.
 - E3. The proposed development affects only land incapable of forming part of a playing pitch and does not:
 - reduce the size of any playing pitch;
 - result in the inability to use any playing pitch (including the maintenance of adequate safety margins and run-off areas);
 - reduce the sporting capacity of the playing field to accommodate playing pitches or the capability to rotate or reposition playing pitches to maintain their quality;
 - result in the loss of other sporting provision or ancillary facilities on the site; or
 - prejudice the use of any remaining areas of playing field on the site.
 - E4. The area of playing field to be lost as a result of the proposed development will be replaced, prior to the commencement of development, by a new area of playing field:
 - of equivalent or better quality, and
 - of equivalent or greater quantity, and
 - in a suitable location, and
 - subject to equivalent or better accessibility and management arrangements.
 - E5. The proposed development is for an indoor or outdoor facility for sport, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss, or prejudice to the use, of the area of playing field.
26. The closest playing pitch on site would be reorientated to accommodate the proposed building, and the site layout plan demonstrates that this pitch, including the required run off area, could be accommodated without being impacted by the footprint of the new building and surrounding hardstanding areas. Sport England were consulted on the application and have advised that they consider the proposed development to meet their planning policy exception E3, in that the development affects only land incapable of forming a playing pitch and does not affect the size or usability of remaining playing pitches. The scheme is therefore considered to be acceptable in terms of the loss of playing field land, and in accordance with both the Sport England Playing Field Policy and Policy CS13 of the Local Plan Core Strategy. I would therefore give moderate weight to this consideration.

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Impact on Residential Amenity

27. As set out above, the proposed building would, in effect, extend the built form of the northern arm of the original school. It would follow the same building line, and the northern elevation would replicate that of the existing school. This elevation would face towards the rear gardens and rear elevations of properties in the residential road of Waterdales and given its two-storey structure would be visible to the occupants of these properties. However, there would be a substantial separation of over 75 metres between the rear of the houses and the new school building, such that there would be no direct overlooking from classroom windows, and no loss of light or overshadowing caused by the building. The view of the proposed building as seen by the occupants of these properties would be no different than that of the existing school from other properties in the road, and it would be seen within the context of the existing school building and the wider school site, such that any loss of outlook is considered not to be of significant harm. Furthermore, the proposed landscape scheme would include elements which would soften the external appearance of the proposed building.
28. The extended road that would run along the northern edge of the existing school to also serve the new building would be screened with new tree planting. Given its use would be for maintenance and deliveries vehicles only, it is considered that this would not materially affect the amenity of the occupants of the houses to the north-west in Waterdales. The scheme is therefore considered to accord with the objectives of Policy CS19 of the Local Plan Core Strategy, and I would give this matter moderate weight.

Transportation Impacts

29. The application is supported by the submission of a Transport Statement (TS) and details of the existing access and parking arrangements are given at the beginning of this report in paragraphs 2 and 8. The development would allow for the accommodation of an additional 210 pupils across years 7-13 and an increase of 15 new members of staff. Advice on the access and highway issues were sought from the County Council's Highways and Transportation Officer.
30. The Highway and Transportation Officer noted that the applicant submitted a comprehensive Transport Statement that demonstrates that the existing car park (of 151 spaces) within the school grounds has sufficient capacity to accommodate the additional 15 staff expected to be employed as a result of this expansion. The proposed development would not require any changes to the existing vehicular or pedestrian accesses, which would be retained, and no additional car or cycle parking is proposed. There is also sufficient cycle space provision on site to accommodate existing and proposed pupil and staff numbers. No electric vehicle charging points are required as there is no increase in parking. The only proposed change to existing arrangements would be the extension to the service access road within the School site.
31. Parking stress surveys in the adjacent roads have demonstrated that there are sufficient on-street parking places to accommodate the additional dropping off / picking up and vehicle movements likely to be generated by the proposed expansion, which are projected to be two additional movements per minute during the AM and PM peak. It is also noted that the use of a robust School Travel Plan is of particular importance in reducing the number of private car trips to the site, both by pupils and staff. Such a plan

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has been submitted to support the application and will need to be reviewed regularly to ensure monitoring is undertaken. As requested by Highways and Transportation, I consider that a condition should be applied to any consent granted requiring an updated Travel Plan to be submitted and approved by the School Travel Plan Team prior to occupation of the proposed building. In addition, there is adequate existing parking on site and sufficient cycle provision to accommodate the increase in pupils and staff. On balance I am satisfied that these measures offer adequate provision to accommodate the increase.

32. A local resident has raised objection to the application on highway related grounds and commented on the development bringing further traffic to the area, local roads coming to a standstill on a regular basis, damage to parked cars caused as a result of the congestion, and an increase in student numbers increasing anti-social behaviour in the area. Taking account of the views of the Highways and Transportation Officer who has considered the submitted documentation and content of the current School Travel Plan, I note the concerns of the local resident and am satisfied that subject to the updating of the Travel Plan, the additional staff and pupil numbers envisaged would not result in an overriding detrimental impact on highways grounds. Parking and congestion issues at the school start and finish times in local roads is not uncommon and it is considered that in this instance these are of short duration and need to be balanced against the need for additional school places in this part of Gravesham. The submission of an updated School Travel Plan, as required by condition, would support the review and ongoing assessment of local circumstances and travel patterns. The concerns of the local resident with respect to antisocial behaviour is noted, however as it relates to school pupil behaviour this is considered to be a school management issue. It is noted that such behaviour is unacceptable. The School has policies in place to manage behaviour and these exist to support appropriate conduct of pupils when at school and in the vicinity of the school.
33. Given all of the above, it is considered that the development would not give rise to any unacceptable impact on the operation of the local highway network and would be acceptable in relation to Highway and Transportation considerations, in accordance with Policy CS11 of the Local Plan, subject to the imposition of conditions to ensure the development is carried out in accordance with the submitted Construction Environmental Management Plan and that an updated School Travel Plan is submitted and approved prior to occupation. I would give this matter moderate weight.

Construction

34. The application is supported by the submission of a Construction Environment Management Plan, which sets out details of the construction access, site compound, hours of working, mitigation of noise, vibration, dust and emissions, liaison with local residents, and adherence to the 'Considerate Constructors Scheme', amongst other matters. The Highways and Transportation Officer is satisfied with the details and content of this document, and as such has confirmed that the development can be carried out in accordance with this document. I therefore recommend that a condition is imposed to require the construction of the development to be undertaken in accordance with the submitted Construction Environment Management Plan. Subject to this condition, I am satisfied that the construction works would not have an unacceptable impact on local residential amenity or the local highway network.

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Landscaping and Trees

35. The existing site benefits from mature trees, grassed areas and established planting. There are large areas of playing fields, and hedgerows/trees along some of the boundaries. The existing building sits to the eastern end of the site with large open areas of playing field to the west.
36. In order to ensure the development is accommodated on site without compromising the existing landscape setting, a hard and soft landscape scheme is proposed and the application is supported by a landscape plan, tree and shrub planting plan, an Arboricultural Impact Assessment, Tree Survey Plan, Tree Protection Plan, and Detailed and Site Wide Landscape Masterplans. The application includes the planting of trees, wildflower turf areas (with bee friendly native species), grass embankment, and hedge and shrub planting. The existing wellbeing garden, that lies to the north of the proposed building, is to be extended and enhanced, with a new seating feature and pergola, shrub planting and trees, a gravel garden and boulders and new fencing. Soft landscaping is proposed around the new building and alongside the extended access road that aims to integrate this with appropriate planting.
37. The application identifies the removal of two field maples located close to the north east of the existing building, along with two apple trees, none of which can be seen from outside the site. Three small hedges are also proposed to be removed. None of these trees are required to be removed as a result of the proposed built extension. It is noted that the extension of the existing delivery and servicing road (at the north-eastern corner) would result in the removal of the trees, but additional trees are proposed to be planted along the length of the new section of road and no objections have been received with respect to the landscaping proposals.
38. It is regrettable that trees need to be removed, however it is noted that these are not significant or prominent trees within the site or wider setting. Mature and established trees on site would be retained, and it is considered that the overall appearance of the site from Colyer Road and the site boundaries would not be affected by the proposed tree removal as those trees are not visible from any boundary. In order to compensate for the tree loss, a comprehensive landscaping scheme has been submitted that includes tree replacement, hedgerows and lawns, the emphasis being on enhancing existing landscaping and new landscaping to mitigate any impact of the new development with the built form of the School. This includes new trees to the north of the existing building, and to the south and west of the proposed building, along with areas of hedgerow to the south and shrub planting. The proposals also include improvements by way of an extension to the existing wellness garden to help mitigate the impact of the new access road extension. New access gates are proposed in the existing internal fence lines to control vehicle access from the existing service road into the new access road. These are proposed to match existing.
39. The landscape scheme submitted is considered to be acceptable and comprehensive and would both enhance the appearance of the site and benefit biodiversity. It is proposed that a condition be included in any permission to ensure a Landscape and Ecological Management Plan be submitted to include habitat creation and enhancement (including full details of tree, shrub and hedgerow planting), full planting schedule (including primarily native species), and long-term maintenance, amongst other matters.

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Thereafter the scheme would be implemented in accordance with the submitted plans and documents, and be undertaken within the first planting season following completion of the development. Subject to the imposition of this condition, the scheme is considered to be acceptable with regard to landscape and trees and would accord with Policies CS12 and CS19.

40. I am satisfied that the proposed landscaping scheme is acceptable and would meet the objectives set out in Policy CS12 and CS19 of the Gravesham Local Plan (2014). I would give this matter limited weight.

Ecology & BNG

41. On the 12th February 2024 the Government introduced legislation under Schedule 7A of the Town and Country Planning Act 1990 (as amended) requiring developers to deliver a minimum of 10% Biodiversity Net Gain (BNG) over the existing habitat and biodiversity value on the site. Policy CS12 of the Gravesham Local Plan (2014) states that there should be no net loss of biodiversity in the Borough, and opportunities to enhance, restore, re-create and maintain habitats will be sought. This policy was adopted prior to the introduction of the new legislation, however the need to ensure opportunities to enhance habitats should be considered.
42. In support of the application a Biodiversity Net Gain feasibility assessment was submitted alongside the Statutory Biodiversity Metric Calculation along with a Preliminary Ecological Appraisal, Arboricultural report and Arboricultural impact assessment.
43. Documents were then amended and resubmitted following the initial consultation response of the County Council's Biodiversity Officer. Following receipt of the revised documents, he noted the application site is of very limited ecological interest, comprising an area of predominantly modified grassland, scattered trees and garden adjacent to the main existing school building. The site does not fall within any statutory designated sites and no priority habitats are located on the site itself. The reports concluded that the majority of the increase in habitat units are attributed to the provision of additional tree planting and off-site mixed scrub creation.
44. The proposed development provides a unit uplift for both area and linear habitat units, of a 10.82% increase in area units, and 1551.24% increase in linear units. In addition to this, recommendations are proposed for the provision of enhancement features for roosting bats include two integrated bat boxes.
45. The County Council's Biodiversity Officer has confirmed that sufficient information has been submitted to assess the impact of the development on ecology and is satisfied (following the revised BNG assessment) that the scheme as proposed would meet the requirements of the legislation. He notes that onsite hedgerow gains of 1,551.24% are anticipated and deemed feasible (and noted that a 30m loss of non-native hedgerow is to be compensated for with the planting of 91m of native hedgerow/native hedgerow with trees), alongside a required 30 - year monitoring schedule. The partial removal of 30m of hedgerows and some trees on site all have the potential to support nesting birds and hence an appropriate informative should be included in any permission to ensure that any works which may result in impacts to nesting birds should be conducted outside

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of the core nesting season. Some onsite (within the red line of the development) biodiversity gains are proposed (including planting of 24 small trees and enhancement of a 110m² of grassland) but an onsite biodiversity net loss of -11.01% is anticipated. As such, offsite gains are necessary; a 350m² of 'poor' condition modified grassland is to be planted with mixed scrub so that the scheme delivers an overall BNG of 10.82%. In this instance, offsite gains are such that they are outside of the red line application site, however would be provided on land owned/controlled by the applicant (within the school site) and hence are not required to be secured by a legal agreement.

46. Taking account of the Biodiversity Officer's comments, a Landscape and Ecological Management Plan, required by condition is recommended to ensure all biodiversity gains are established and are retained. This condition would need to include details of habitat creation and enhancement measures, including full details of tree, scrub and hedgerow planting and modified grassland enhancement; a full planting schedule utilising primarily native species; revised elevations drawings detailing the model and location of two integral bat boxes; rolling, long-term maintenance measures covering up to a 30-year period; and details of responsible persons.
47. Development shall be subject to the deemed condition requiring the submission and approval of the Biodiversity Gain Plan prior to the commencement of development. a condition to secure the submission of a Landscape and Ecological Management Plan and an informative regarding undertaking works outside of the core bird nesting season. Subject to these conditions, I consider that the development accords with Policy CS12 of the Gravesham Local Plan (2014) in that there would be no net loss of biodiversity and that opportunities to enhance biodiversity would be secured. I would give this moderate weight.

Flood Risk and Drainage

48. The application site is located in Flood Zone 1 and is therefore classified at a low risk of flooding. However, the application has been accompanied by a Flood Risk Assessment (FRA) and Drainage Strategy. The FRA confirmed that the risk of flooding at the site from any watercourse, drains, other waterbodies or surface water flooding was considered to be low, therefore the development of the site is considered acceptable in terms of flood risk.
49. The Drainage Strategy Report addresses surface water and foul water drainage for the proposed development. Foul water would be collected from the building via pipes and discharge to the existing foul water sewer. Surface water drainage would be dealt with using a combination of Sustainable Drainage Systems (SUDS), including the provision of a new soakaway.
50. The Environment Agency and the County Council's Flood Risk and Water Management Team were consulted on this application. The Environment Agency are satisfied that there would be no adverse impact in terms drainage as a result of the planning application and suggest that an informative be attached to any permission to remind the applicant of their obligations with respect to the appropriate considerations to surface water drainage. The County Council's Flood Risk and Water Management team have considered the application and supporting information and are content with the principle of the proposed drainage strategy and have therefore raised no objection to the

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application, subject to a more detailed scheme being submitted (prior to commencement of development) pursuant to a condition imposed on any permission given. In addition to this condition, they also require a further condition requiring that there shall be no occupation of the new building until a verification report for the surface water drainage scheme has been submitted to and approved by the County Planning Authority. Subject to the imposition of these conditions, I am satisfied that the development would be acceptable in terms of drainage and flood risk considerations and would accord with the objectives of Policy CS18 of the Local Plan Core Strategy. I would give this matter limited weight.

Sustainability

51. The application was supported by the submission of a 'Energy Statement Report', prepared in line with the planning and building control requirements at both national and local level. The report states that the design would utilise the 'Be Lean, Be Clean, Be Green' hierarchy through a fabric first approach to ensure the school's external building fabric is as thermally efficient as possible to minimise heat loss and energy consumption. Passive design measures such as energy efficient LED lighting, the use of water saving fittings, natural ventilation, and increased insulating properties would be incorporated into the new building. Renewable and low/zero carbon technologies were also considered for the site, and the development proposes the use of an Air Source Heat Pump for heating and cooling, extracting thermal energy from the ambient external air. Air source heat pumps have zero nitrogen oxide emissions and are considered a clean technology. Although they require electricity to operate, they have a high coefficient of performance which is why they are classed as a renewable source of energy. In addition, the new building benefits from a large amount of flat roof space and this has been considered suitable for the positioning of an array of photovoltaic panels which would offset carbon emissions. details of which have been provided in the application documents.
52. Whilst the method of construction proposed ("Be Lean, Be Clean, Be Green") does not directly correlate to BREEAM, the energy requirements of BREEAM are incorporated through the sustainable design of the building fabric and the mechanical, electrical and plumbing systems. The proposed development achieves or in some cases surpasses the BREEAM technical standard of 'very good' in terms of energy efficiency. Furthermore, the development would comply with Part L of the Building Regulations, which was updated in 2022 to require sustainable building standards comparable with the BREEAM requirements. The development is considered to incorporate sustainable methods of construction and renewable energy technology, as well as demonstrating excellent standards of water efficiency, that would create a sustainable development and would accord with the aims and objectives of Policies CS18 and CS19 of the Local Plan Core Strategy despite not achieving the formal BREEAM accreditation. I therefore am satisfied with the sustainability credentials of the proposed development and give this matter moderate weight.

Contamination

53. The application was supported by the submission of a Phase 1 Preliminary Contamination Assessment, a Phase 2 Ground Investigation report, and a Foundation Works Risk Assessment to establish potential contamination risks and hazards on site

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prior to development. The reports concluded that given past uses of the site, overall there is a low risk of significant contamination being present at the site, or in the vicinity. The conclusions also note that given the findings, and previous investigations, there was not considered to be any need for further assessment of contamination risks.

54. The Environment Agency (EA) were consulted on the planning application and confirmed that they have no objection to the planning application subject to the imposition of an appropriate planning condition requiring the submission of a remediation strategy should any contamination be found following the commencement of the development, and informatives regarding waste disposal.
55. Based on the findings of the submitted reports, and taking into account the views of the EA, it is considered that the development of the site would be acceptable with regard to land contamination matters, subject to the condition recommendation by the EA. The provisions of Policy CS19 of the Local Plan to ensure no adverse impact on the environment as a result of the proposal is noted and any impact in terms of contamination would be minimal. I therefore have included the recommended condition and informatives in my recommendation, and give this matter limited weight.

Archaeology

56. The site lies within an area of multi-period archaeological potential and has particular interest for Palaeolithic archaeology. The application is supported with an archaeological desk-based assessment to consider the impact of the proposal on any features of interest.
57. Given the potential, the County Council's Archaeology Officer was consulted on the application and has considered the information submitted. The officer noted the potential for archaeological features to be present on the site. The officer also noted that there appears to have been some landscaping for the creation of the playing fields and this may have had some impact on any below-ground archaeological remains and geoarchaeological deposits. As such the officer recommends a condition be imposed on any consent given to secure archaeological field evaluation works, in accordance with an agreed written specification. Subject to this condition, the scheme would be considered acceptable in relation to its potential impact on archaeology and would accord with Policy TC7 of the Local Plan and I would give this matter limited weight.

Conclusion

58. This planning application proposes a 1 Form of Entry expansion of Northfleet Technology College through the construction of a new two storey teaching block, with materials to match existing, to be located at the end of the northern 'arm' of the existing building. This would allow for an additional 210 pupils across years 7-13 and an increase of 15 new members of staff. The application includes hard and soft landscaping and the reorientation of an existing sports pitch. No changes are proposed to the existing vehicular and pedestrian entrances; however, an existing delivery and service road would be extended within the site to reach the new building.
59. The development would be able to achieve biodiversity net gain in excess of 10%. The County Council's Biodiversity Officer has confirmed that sufficient information has been

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submitted to assess the impact of the development on ecology and is satisfied that the scheme as proposed would meet the requirements of the legislation, subject to the deemed condition requiring the submission and approval of the Biodiversity Gain Plan, a condition to secure the submission of a Landscape and Ecological Management Plan and an informative regarding undertaking works outside of the core bird nesting season. The development is therefore considered to accord with Policy CS12 of the Gravesham Local Plan (2014).

60. The teaching block would be located on an existing area of playing field and would therefore result in its permanent loss from the school site. The closest playing pitch on site would be reorientated to accommodate the proposed building and this pitch. Sport England were consulted on the application and have advised that they consider the proposed development to meet their planning policy exception E3 and have raised no objection and hence the scheme is therefore considered to be acceptable in terms of the loss of playing field land, and in accordance with Policy CS13 of the Gravesham Local Plan (2014).
61. One letter of objection has been received to the application that raises concerns with respect to traffic and amenity. The Highways and Transportation Officer has raised no objection to this application and is satisfied that the increase in vehicle movements as a result of the increase in staff and pupil numbers could safely be accommodated on the local highway network. A condition to ensure the updating of the School Travel Plan would further mitigate the impact of the small increase, and I am satisfied that the site and existing arrangements can adequately support the increase in numbers.
62. There is policy support in both the adopted Gravesham Borough Local Plan (2014) and the Gravesham Local Plan First Review (1994) for the improvement of community facilities. Support for the provision of school places is also heavily embedded within the NPPF and the Planning for Schools Development Policy Statement and this development would satisfy a required need for secondary school places in the Gravesham area. In my view it would deliver necessary community infrastructure to meet growth in the locality and address community need.
63. I note the objection to this application, however I consider that the existing parking arrangements are sufficient, and the education need and the provision of additional teaching space to suitably accommodate the increase in pupils at the school would outweigh these concerns. With regard to all other matters discussed in the report above, it is my view that the development would be acceptable, would not give rise to any severe, significant or demonstrable harm that would be overriding as far as highways, environmental, amenity and ecological aspects are concerned.
64. The proposed development would accord with the relevant policies of the Gravesham Borough Local Plan (2014), the Gravesham Local Plan First Review (1994) and the revised NPPF (2024) and is considered acceptable in regard to these other matters.

Recommendation

65. I RECOMMEND that PERMISSION BE GRANTED SUBJECT TO the imposition of conditions covering (amongst other matters) the following:

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1. A 3-year time limit for commencement of the development;
 2. The development to be carried out in accordance with the permitted details and plans;
 3. The development shall be constructed in accordance with the details of all construction materials set out in the submitted documents and application drawings;
 4. That all construction works be undertaken in accordance with the submitted Construction Environmental Management Plan;
 5. The submission and approval of an updated School Travel Plan prior to occupation of the new classroom building, and ongoing review;
 6. That any contamination not previously identified is found to be present at the site then a remediation strategy to be submitted and thereafter implemented as approved;
 7. The submission of a detailed sustainable surface water drainage scheme prior to commencement of the development;
 8. The submission of a verification report pertaining to the surface water drainage scheme prior to occupation of the building;
 9. The submission of a Landscape and Ecological Management Plan (LEMP) prior to occupation of the new building, to include habitat creation and enhancement measures, details of tree, scrub and hedgerow planting and modified grassland enhancement, tree protection measures, full planting schedule utilising primarily native species, elevation drawings detailing the model and location of two integral bat boxes, rolling, long-term maintenance measures covering up to a 30-year period; and details of responsible persons; and
 10. The submission of a written scheme of investigation for archaeological field evaluation works prior to the commencement of development;
 11. The development to be carried out in accordance with the submitted landscape scheme and associated plans within the first planting season following completion of the development.
66. The development shall also be subject to the submission of a Biodiversity Gain Plan, prior to the commencement of development, in accordance with paragraph 13 of Schedule 7A of the Town and Country Planning Act 1990 (as amended).
67. The following informatives are also proposed:
- a. only clean uncontaminated water should drain into the surface water drainage system; and those for the removal of waste from the site;
 - b. the School Travel Plan should be submitted on the County Council's 'Jambusters Travel Plans for Schools' system to allow the College to benefit from various grant initiatives which encourage active and sustainable travel;

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- c. ensure that any works which may result in impacts to nesting birds should be conducted outside of the core nesting season;
- d. the standard Biodiversity Net Gain informative.

Case Officer: Mrs Caroline Maclean

Tel. no: 03000 416348

Background Documents: see section heading

**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.

CA/24/380/R16	Details submitted pursuant to condition 16 of planning permission CA/24/380 - Ecological Enhancement Plan. Shelford Farm Estate, Shelford Waste Management Facility, Broad Oak Road, Canterbury, Kent, CT2 0PU Decision: Approved
DA/24/1459	Section 73 application to vary condition 2 (Duration of Extraction) of Planning Permission DA/17/2025 to extend the date by which all moveable plant and machinery shall be removed from site upon the completion of extraction and the site be restored to 31st December 2028. Joyce Green Quarry, Joyce Green Lane, Dartford, Kent, DA1 5PN Decision: Permitted
DA/24/1460	Section 73 application to vary condition 2 of Planning Permission DA/17/2081 to extend the date by which all moveable plant and machinery shall be removed from site to 31st December 2028. Joyce Green Quarry, Joyce Green Lane, Dartford, Kent, DA1 5PN Decision: Permitted
GR/23/376/R10	Details of a built survey report confirming a continuous tidal flood defence level of 7m AOD pursuant to Condition 10 of planning permission GR/23/376. Britannia Refined Metals Ltd, Britannia Metal Refinery And Premises, Lower Road, Northfleet, Gravesend, Kent, DA11 9BG Decision: Approved
GR/23/376/R23	Details of a scheme of external lighting pursuant to Condition 23 of planning permission GR/23/376 for an enclosed electronic waste (E-Scrap) transfer facility. Britannia Refined Metals Ltd, Britannia Metal Refinery And Premises, Lower Road, Northfleet, Gravesend, Kent, DA11 9BG Decision: Approved
GR/23/376/R42	Details of a report on the economic viability and development potential for the adjacent wharf pursuant to condition 42 of planning permission GR/23/376 for an enclosed electronic waste (E-Scrap) transfer facility. Britannia Refined Metals Ltd, Britannia Metal Refinery and Premises, Lower Road, Northfleet, Gravesend, Kent, DA11 9BG Decision: Approved

GR/25/0191	<p>Section 73 application to vary condition (11) of planning permission GR/96/837 to allow a limited number of large vehicles to access Gravesend Wastewater Treatment Works on Bank (Public) Holidays. Gravesend Wastewater Treatment Works (WTW), Dering Way, Denton, Gravesend, Kent DA12 2QF</p> <p>Decision: Permitted</p>
MA/24/504928	<p>Continued operation of existing waste management facility authorised under permission reference MA/20/502817 for the treatment and packaging of non-hazardous and hazardous wastes, including amendments to increase the permitted throughput, allow 24-hour operations, changes to internal and external layout, erection of new buildings, fixed plant, enclosures and amending conditions 2, 4, 5, 6, 7, 8, 15 and 17 of permission MA/20/502817 (part retrospective). Elliot Environmental Drainage Limited, St Michaels Close, Aylesford, Kent, ME20 7XE</p> <p>Decision: Permitted</p>
SE/25/00174	<p>The proposed installation, operation and decommissioning of a ground mounted solar photovoltaic (PV) array with associated infrastructure and biodiversity enhancement at Edenbridge Wastewater Treatment Works, Skinners Lane, Edenbridge, Kent, TN8 6LW.</p> <p>Edenbridge Wastewater Treatment Works, Skinners Lane, Edenbridge, Kent, TN8 6LW</p> <p>Decision: Permitted</p>
KCC/SW/0066/2025	<p>Application to determine whether prior approval under Part 14, Class J to Schedule 2 of the Town and Country Planning (General Development Procedure)(England) Order 2015 is required for the installation of a solar array to the roof of a non-domestic building. Energy Recovery Facility, Barge Way, Sittingbourne, Kent, ME10 2FP</p> <p>Decision: Permitted</p>
TM/24/958	<p>Section 73 application to vary conditions 1, 2, 25 & 30 and remove condition 12 of planning permission TM/20/2400 (the main quarry) to allow an extension of time to extract additional sand reserves identified in the main quarry and to progressively restore the site by 31 December 2030</p> <p>Borough Green Sand Pit, Maidstone Road, Platt, Sevenoaks, Kent TN15 8JL</p> <p>Decision: Permitted</p>
TM/24/959	<p>Section 73 application to vary conditions 2 & 37 of planning permission TM/22/2292 (the eastern extension) to allow sand extraction to continue in the eastern extension area until 31 December 2025 with all other operations to infill and restore the site to be completed by 31 December 2030</p> <p>Borough Green Sand Pit, Maidstone Road, Platt, Sevenoaks, Kent TN15 8JL</p> <p>Decision: Permitted</p>

- TM/24/960 Section 73 application to vary conditions 1, 3 & 35 of planning permission TM/20/2397 (the northern extension) to allow for an extension of time to extract additional sand reserves identified in the quarry and the site progressively restored until 31 December 2030
Borough Green Sand Pit, Maidstone Road, Platt, Sevenoaks, Kent TN15 8JL
Decision: Permitted
- TM/24/961 Section 73 application to vary the wording of Condition 1 and 5 of planning permission TM/21/461 to allow for an extension of time in which to re-route the temporary drainage ditch onto its original path and the land restored to its former condition on or before 31 December 2030
Borough Green Sand Pit, Maidstone Road, Platt, Sevenoaks, Kent TN15 8JL
Decision: Permitted

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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/25/0555	Removal of existing modular office buildings and siting of a new two-storey mobile office building with associated parking. Ashford Highways Depot, Javelin Way, Ashford, TN24 8AD Decision: Permitted
AS/25/0607	Supply and installation of a temporary two-storey modular classroom block incorporating 8 classrooms and associated stairwell and lobbies for a period of 1 year. Chilmington Green Temporary School, Jemmett Road Ashford, Kent TN23 4QE Decision: Permitted
CA/21/01854	Minor non-material amendments to the viaduct section only, of planning permission CA/21/01854 for the north-south alignment of the A28 Sturry Link Road. Minor non-material amendments to the viaduct section only, of planning permission CA/21/01854 for the north-south alignment of the A28 Sturry Link Road Decision: Permitted
CA/24/1141/R4	Details of External Materials pursuant to condition 4 of planning permission CA/24/1141. St John's CEP School, 7 St. Johns Place, Canterbury, Kent, CT1 1BD Decision: Approved
CA/24/1141/R6	Details of the Method Statement, giving details of the method of repair/stabilisation of the flint wall pursuant to Condition 6 of planning permission CA/24/1141. St John's CEP School, 7 St. Johns Place, Canterbury, Kent, CT1 1BD Decision: Approved
CA/24/1722/R3	Details of the external materials (including specifications and colour finishes) pursuant to Condition 3 of planning permission CA/24/1722. Chislet CEP School, Church Lane, Chislet, Canterbury, Kent, CT3 4DU Decision: Approved
CA/24/05151/R27	Details of a Ground Investigation Report pursuant to Condition 27 of Planning permission CA/24/05151. Land at Cockering Farm, Cockering Road, Thanington Without, Kent, CT1 3UR Decision: Approved

CA/25/0338	<p>Minor non-material amendments to the viaduct section only, of planning permission CA/21/01854 for the north-south alignment of the A28 Sturry Link Road.</p> <p>A28 Sturry Link Road, Sturry, Canterbury, Kent CT20</p> <p>Decision: Approved</p>
DA/24/985	<p>New tunnel and associated road works for bus, cycling and pedestrian access to the east of Bluewater Shopping Centre, to link the Eastern Quarry, being developed as part of Ebbsfleet Garden City, and Bluewater shopping centre through a chalk spine which separates the two former quarries.</p> <p>Land through the chalk spine under the B255 Bean Road, Bluewater Shopping Centre and Eastern Quarry, Dartford, Greenhithe, Kent DA9 9ST</p> <p>Decision: Permitted</p>
DA/25/400	<p>Construction of a two-storey school building with associated soft and hard landscaping and infrastructure to facilitate a 2FE expansion at the school.</p> <p>Sir Geoffrey Leigh Academy, Green Street, Green Road, Dartford, Kent, DA1 1QE</p> <p>Decision: Permitted</p>
DO/20/1048/R20	<p>Details of Verification Report pursuant to condition 20 (ground contamination) of planning permission DO/20/1048.</p> <p>Dover Fastrack - Land to the north of Dover and to the south of Whitfield, Kent</p> <p>Decision: Approved</p>
DO/22/1591/RA	<p>Non-Material amendment to planning application reference DO/22/1591 for an additional louvre to provide a kitchen extract.</p> <p>The Beacon Satellite, Salisbury Road, Walmer, Deal, Kent, CT14 7QJ</p> <p>Decision: Approved</p>
DO/24/1246	<p>Section 73 planning application to vary Condition 2 of planning permission DO/23/354, to allow the Applicant to include i) the installation of new rainwater downpipes to the external wall, ii) replacement of the approved ramp to stepped access, iii) omission of one window from the Northwest elevation and iv) alteration to the plant screen to roof to a more appropriate position to coordinate with the existing structural openings in the roof slab.</p> <p>Dover Discovery Centre, Market Square, Dover, Kent, CT16 1PH</p> <p>Decision: Permitted</p>
DO/24/1246/R4(part)	<p>Details of foundation designs, staging or other temporary access works, and any other proposals involving below ground excavation pursuant to Condition 4 of Planning Permission DO/24/1246 (partial discharge of condition only).</p> <p>Dover Discovery Centre, Market Square, Dover, Kent, CT16 1PH</p> <p>Decision: Approved</p>
DO/24/1246/R5	<p>Details of an Archaeological Watching Brief written scheme of investigation pursuant to condition 5 of Planning Permission DO/24/1246.</p> <p>Dover Discovery Centre, Market Square, Dover, Kent, CT16 1PH</p> <p>Decision: Approved</p>

DO/24/1246/R6	<p>Details of Heritage Programme and timetable for Delivery in a Heritage Benefit Report pursuant to condition 6 of Planning Permission DO/24/1246.</p> <p>Dover Discovery Centre, Market Square, Dover, Kent CT16 1PH</p> <p>Decision: Approved</p>
GR/20/848/RA	<p>Non Material Amendment for the relocation of one of the opportunity chargers at the Gravesend Bus Hub along with the removal of an existing bus shelter.</p> <p>Barrack Row and Garrick Street, Gravesend, Kent</p> <p>Decision: Approved</p>
GR/23/1208/R15&16	<p>Details pursuant to Condition 15 (Improvements to the main school vehicular access) and Condition 16 (Improvements to the pedestrian footway along Church Walk) of Section 73 planning permission GR/23/1208 (KCC/GR/0147/2023), dated 18th January 2024 (original consent reference GR/21/0823 dated 22.10.2021, and subsequent Section 73 planning consent reference GR/23/0006).</p> <p>Gravesend Grammar School for Boys, Church Walk, Gravesend, Kent, DA12 2PR</p> <p>Decision: Approved</p>
MA/22/503012/R8	<p>Details of weather proof cycle parking pursuant to condition 8 of planning permission MA/22/503012.</p> <p>Maidstone Grammar School For Girls, Buckland Road, Maidstone, Kent, ME16 0SF</p> <p>Decision: Approved</p>
MA/24/503757 /RBNG	<p>Biodiversity Gain Plan.</p> <p>Coxheath Primary School, Stockett Lane, Coxheath, Maidstone, Kent ME17 4PS</p> <p>Decision: Approved</p>
MA/24/503842	<p>Erection of a single-storey extension to allow for the expansion of the school from 1FE to 2FE, internal and external alterations to include a new relocated school entrance, separate nursery entrance and covered walkway and associated landscaping and parking provision.</p> <p>Lenham Primary School, Ham Lane, Lenham, Maidstone, Kent, ME17 2QG</p> <p>Decision: Permitted</p>
MA/24/503893	<p>Expansion of school car park and provision of new external canopy for outdoor play.</p> <p>Hunton C of E Primary School, Bishops Lane, Hunton, Maidstone, Kent ME15 0SJ</p> <p>Decision: Permitted</p>
SW/23/504960/RVAR	<p>Details of External Materials (Condition 4) and details of Construction Management Plan (Condition 6) pursuant to planning permission SW/23/504960.</p> <p>Rodmersham Primary School, Rodmersham Green, Rodmersham, Sittingbourne, Kent, ME9 0PS</p> <p>Decision: Approved</p>

SW/25/500264	<p>Erection of single storey building to facilitate 5no. classrooms, changing room, toilets, utility, boot room & storage areas. Erection of stand alone barn structure to south of teaching block to facilitate animal feed store & hay barn.</p> <p>Westlands Secondary School, Westlands Avenue, Sittingbourne, Kent, ME10 1PF</p> <p>Decision: Permitted</p>
TM/22/2500/R	<p>Non-material amendment to planning permission TM/22/2500 to change part of the roof materials.</p> <p>Kings Hill Primary School, Crispin Way, Kings Hill, West Malling, Kent ME19 4LS</p> <p>Decision: Approved</p>
TH/25/0360	<p>Proposed renewal of temporary planning permission for the mobile staffroom unit.</p> <p>Garlinge Primary School and Nursery, Westfield Road, Margate, Kent CT9 5PA</p> <p>Decision: Permitted</p>
TM/25/438	<p>Retrospective Section 73A Planning Application for the proposed variation of Conditions 2, (Approved Plans), 3 (External Materials), and the removal of Condition 4 (Containment Strategy) associated with application reference TM/23/3249 (dated 08.05.2024) for the new replacement outdoor cricket practice facility</p> <p>The Judd School, Brook Street, Tonbridge, Kent TN9 2PN</p> <p>Decision: Permitted</p>
TW/24/2744	<p>A two classroom replacement building.</p> <p>Bidborough Primary School, Spring Lane, Bidborough, Tunbridge Wells, Kent TN3 0UE</p> <p>Decision: Permitted</p>
TW/24/3081	<p>Erection of a wooden shelter for use by Forest School classes.</p> <p>Speldhurst Primary School, Langton Road, Speldhurst, Tunbridge Wells, Kent, TN3 0NP</p> <p>Decision: Permitted</p>

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/CA/0006/2025	Synthetic turf pitch with perimeter fencing, floodlights, storage container, link paths, bund and biodiversity enhancements plus school entrance improvements. Synthetic turf pitch with perimeter fencing, floodlights, storage container, link paths, bund and biodiversity enhancements plus school entrance improvements.
KCC/FH/0003/2025	Section 73 application to vary conditions 2, 5, 7, 10 & 19 of planning permission FH/20/1590 to allow an increase in site throughputs and vehicle movements, hours of operation and changes to the site's drainage arrangements. Mcaleers Yard, Caesars Way, Folkestone, Kent, CT19 4AL
KCC/FH/0121/2023	Aggregate washing plant and erection of a workshop/office building to replace the existing open-sided shelter and removal of temporary office/welfare portacabins. Mcaleers Yard, Caesars Way, Folkestone, Kent CT19 4AL
KCC/SCR/TM/0182/2024	Request for a Screening Opinion as to whether the proposed development of a Waste Treatment and Transfer Facility on land at the Allington Quarry/Allington EFW facility requires an Environmental Assessment. Laverstock Road, Allington, Maidstone, Kent, ME16 0LE

- (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

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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.

KCC/SCO/FH/0193/2024	Request for a Scoping Opinion for continuation of the shingle recycling operations at Dungeness post 2026. Dungeness Borrow Pit, Dungeness, Romney Marsh, Kent, TN29 9NA
KCC/SCO/MA/0002/2025	Request for a scoping opinion to determine the information to be provided in an Environmental Statement to accompany a future planning application for the creation of a new quarry to extract soft sand. Chapel Farm, Lenham Heath Road, Lenham Heath, Kent
KCC/SCO/TM/0055/2025	Request for a Scoping Opinion to determine the extent of an Environmental Impact Assessment to accompany a planning application for improvement works, roundabouts, and widening of approximately 4.2km of the A229 southbound carriageway between Lord Lees Roundabout and Cobtree Roundabout. M20 Junction 6 to M2 Junction 3 at A229 Blue Bell Hill, Kent

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*

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