

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

Recycled Aggregate Production Facility with associated hardstanding and storage, gatehouse and site office, security gates and lighting, fencing, drainage, and parking (part retrospective) at Land to north East of Cross Keys Coaches, Caesar's Way, Folkestone CT19 4AL- (FH/20/1590)

A report by Head of Planning Applications Group to Planning Applications Committee on 10th February 2021.

Application by G McAleer Contracts Limited for Recycled Aggregate Production Facility with associated hardstanding and storage, gatehouse and site office, security gates and lighting, fencing, drainage, and parking (part retrospective) at Land to north East of Cross Keys Coaches, Caesar's Way, Folkestone CT19 4AL

Recommendation: Permission be GRANTED subject to conditions.

Local Member: Mr David Monk

Classification: Unrestricted

Site

1. The site comprises a 1.01ha area 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 with the Shearway Business Park to the east, industrial and warehouse uses to the south, and Crosskeys Coaches to the immediate south west.
2. The site is generally flat, clear of vegetation and partly paved with part concrete and hardcore hardstanding. Some site preparation and levelling work has been undertaken, and the site appears to be in use with piles of aggregate, a range of machinery, a number of portacabins, a store, and a number of skips and containers on site. Security fencing and gates have been installed at the site entrance. A concrete retaining wall has also been installed 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 applicant's Design and Access Statement indicates that the site was historically in various types of industrial uses, including a brickworks at the turn of the 20th

Item C1 - Recycled Aggregate Production Facility - Land to north East of Cross Keys Coaches, Caesars Way, Folkestone CT19 4AL FH/20/1590 (KCC/FH/0209/2020)

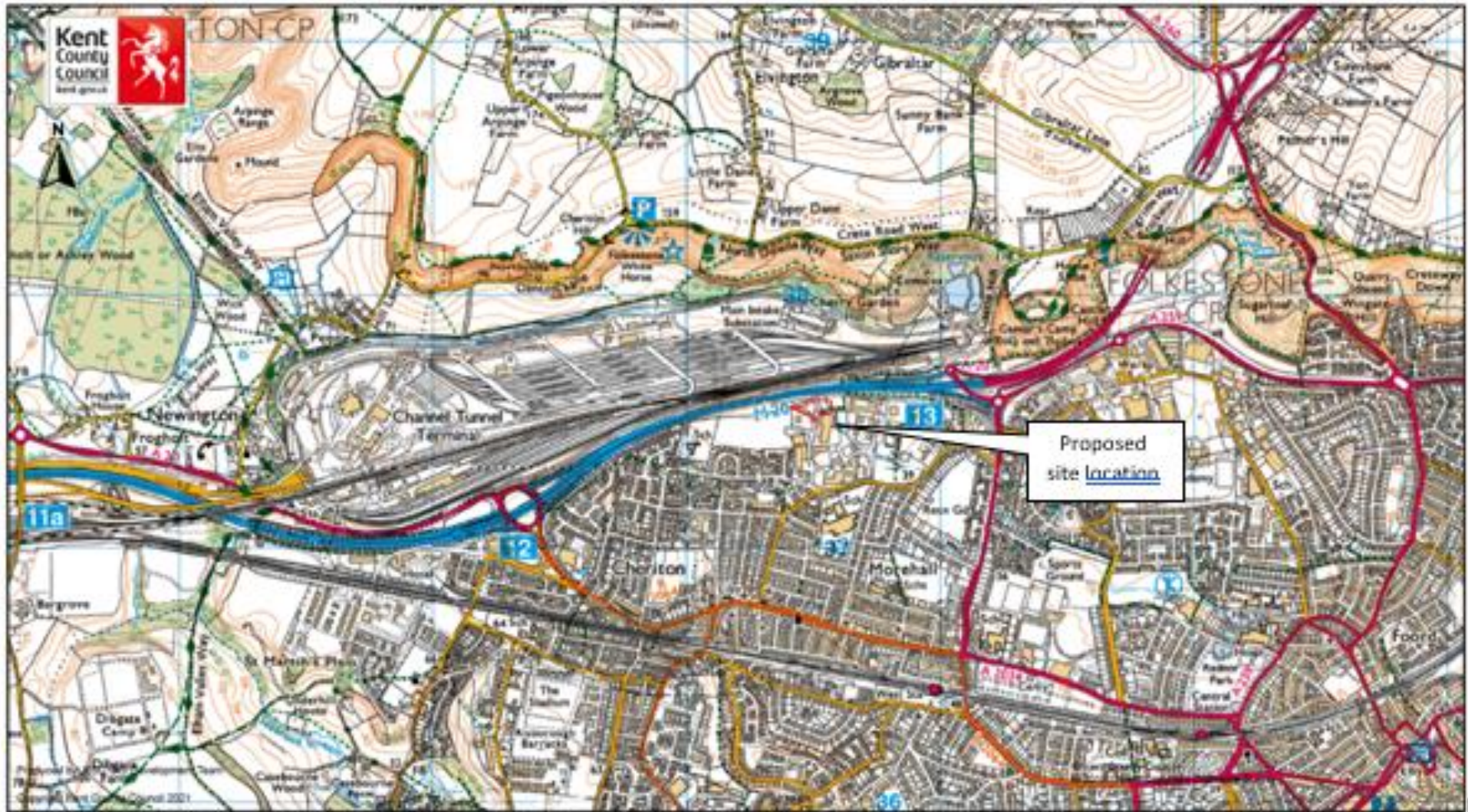
Century and unspecified 'works' including a conveyor (suggesting minerals use) in the 1960s, but that there has been little change to the site and its surroundings for the last 20 years.

5. More recently the planning history indicates that a concrete batching operation has been permitted on the site:
 - **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)

6. A mixed use development of commercial and residential property has been 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), which 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.

Item C1 - Recycled Aggregate Production Facility - Land to north East of Cross Keys Coaches, Caesars Way, Folkestone CT19 4AL FH/20/1590 (KCC/FH/0209/2020)

Site Location Plan



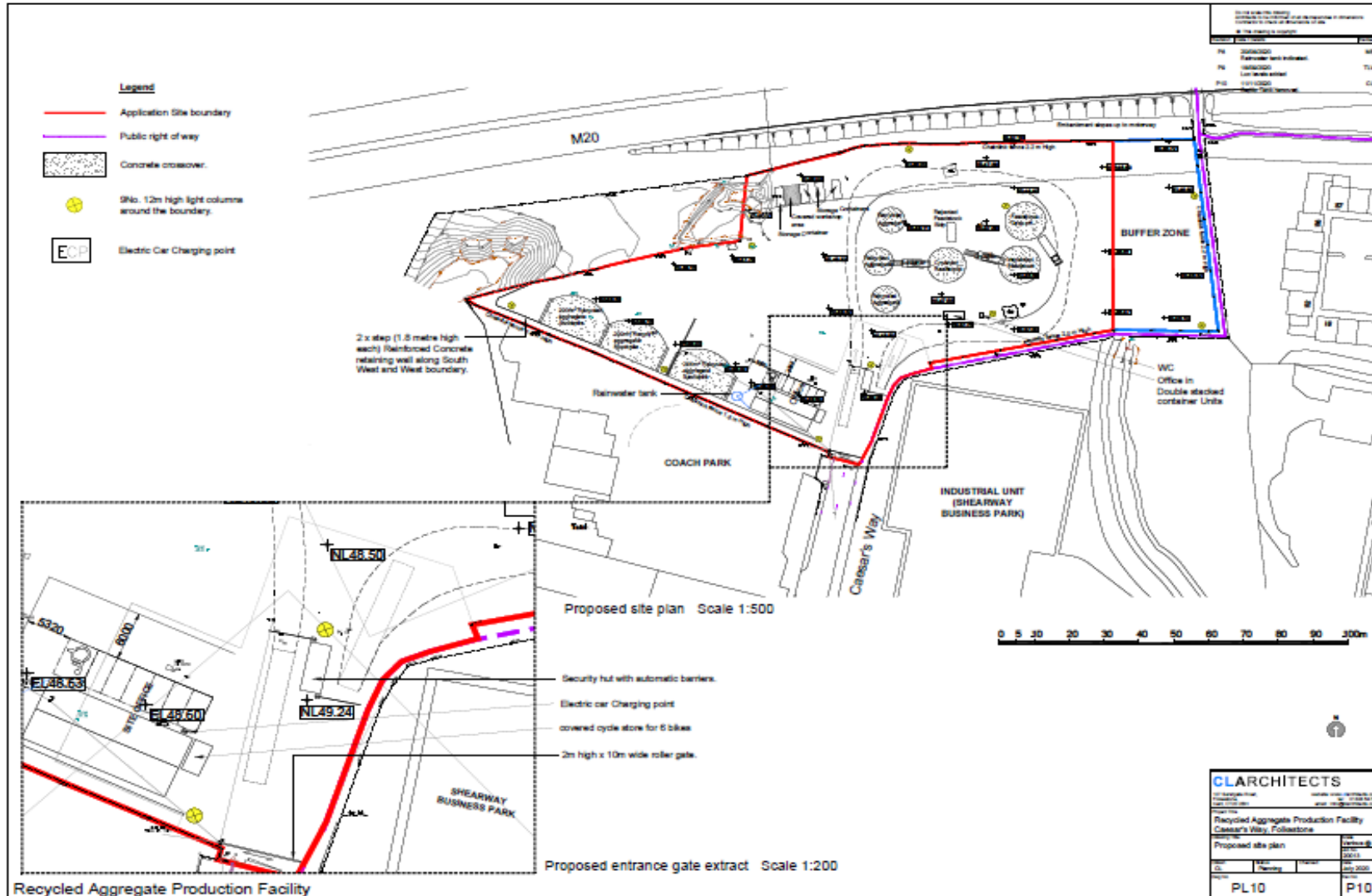
Item C1 - Recycled Aggregate Production Facility - Land to north East of Cross Keys Coaches, Caesars Way, Folkestone CT19 4AL FH/20/1590 (KCC/FH/0209/2020)

Proposal

7. The application is submitted on behalf of G McAleer Contracts Limited for the development of a Recycled Aggregate Production Facility with associated hardstanding and storage, gatehouse and site office, security gates and lighting, fencing, drainage, and parking.
8. The throughput of the site would be up to 75,000 tonnes of aggregate per year (75,000 tonnes input of construction and demolition waste, and an equivalent output of recycled aggregates and a small amount of un-recyclable material for disposal).
9. I consider the application to be part-retrospective, as the site appears to be currently in use for processing and storage of aggregates, with a number of structures (fencing, lighting, gatehouse, portacabins, containers and a covered workshop area) as well as machinery already on site. This is confirmed by the photographs in the Design & Access Statement and other supporting documentation.
10. The proposed development is of a recycled aggregate production facility comprising:
 - An entrance zone with concrete crossover, gatehouse (single-storey modular building with floorspace of 2.5mx6m, total 15m²) security barriers, automated gate and CCTV cameras facing the entrance;
 - On-site roadways formed from crushed concrete with geotextile underneath, and trafficked areas surfaced with crushed concrete (existing)
 - Office and welfare facilities (2No single-storey modular buildings with floorspace 18mx4m, total floorspace 144m²)
 - Parking spaces - 7 including 1 disabled space
 - Secure on-site vehicle storage
 - 4No. storage containers and covered workshop on the northern part of the site
 - Vehicle washing station and interceptor
 - 3No. 200m³ aggregate stockpiles along the south western boundary of the site with retaining walls, and feedstock and process aggregates in centre of site
 - 2No. step reinforced concrete retaining walls (1.8m high) along south western perimeter
 - 9No. 12m high lighting columns
 - Steel palisade security fencing (2m high) with dust screening, and automated roller gate (2m high x 10m) at site entrance
 - Mobile machinery including (specified in the Design & Access Statement):
 - ROCO R9 Tracked Jaw Crusher
 - Maximus 518T Tracked Vibrating Screener
 - Other machinery likely to include shovels, dumpers, tractor and dowsers, plus the applicant's own HGV vehicles for delivery and export of material, and smaller vehicles for site visits.
11. The proposed Site Layout is presented below:

Item C1 - Recycled Aggregate Production Facility - Land to north East of Cross Keys Coaches, Caesars Way, Folkestone CT19 4AL FH/20/1590 (KCC/FH/0209/2020)

Site Layout Plan (PL10 P10)



Item C1 - Recycled Aggregate Production Facility - Land to north East of Cross Keys Coaches, Caesars Way, Folkestone CT19 4AL FH/20/1590 (KCC/FH/0209/2020)

12. The application was submitted in September 2020 and validated in October 2020, and was supported by:
- Design and Access Statement
 - Planning Policy Compliance Review
 - Associated plans and drawings:
 - Site Location Plan and Existing Site Plan (PL01 P1)
 - Proposed Site Plan (PL10 P9)
 - Drawings of Proposed Office (PL12 P1)
 - Drawings of Proposed Gatehouse (PL13 P1)
 - Transport Statement
 - Flood Risk Assessment
 - Dust & Noise Management Plan
 - Acoustic Assessment
 - Lighting Plan
13. Further information was provided in December 2020 and January 2021 in response to concerns raised by consultees and the case officer. This included responses to Highways England concerns, primarily the potential risk of dazzling and distraction of drivers on the M20 from lighting and vehicle manoeuvring on the site, drainage plans, and potential for dust emissions to affect the M20 and Highways England assets. These comprised:
- A Highway Visual Impact Assessment
 - Technical specifications for site lighting
 - Flood Risk Assessment & Drainage Strategy
 - Revised Proposed Site Plan (PL10 P10)
 - Proposed Site Office and Parking Plan (PL14 P1)
 - A Dust Environment Management Plan that has been produced in support of an application for a bespoke Environmental Permit at the site.
 - Environmental Desk Study submitted with the previous, withdrawn, application on the Site (FH/0044/2019).
 - Details of lighting columns (P1)
14. The proposed hours of operation are Monday-Friday 07.00-19.00, Saturdays 07.00-14.00.
15. The applicant estimates that the proposed development will require 12 full-time employees working in 2 shifts (6 employees on site at a time), in addition to drivers delivering and exporting material to and from the site.

Planning Policy

16. The most relevant national planning policy and guidance, and development plan policies, to the determination of this application are summarised below:
17. **National Planning Policies** – the National Planning Policy Framework (2019) 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. Other documents of relevance include Clean Air Strategy (2019), Our Waste, Our Resources: A Strategy for Waste (2018), A Green Future – Our 25 Year Plan to Improve the Environment, and Noise Policy Statement

Item C1 - Recycled Aggregate Production Facility - Land to north East of Cross Keys Coaches, Caesars Way, Folkestone CT19 4AL FH/20/1590 (KCC/FH/0209/2020)

for England (2010) (NPSE). Government policy and guidance are material planning considerations.

Development Plan

18. **Kent Minerals and Waste Local Plan (KMWLP) 2013-30 as amended by Early Partial Review (September 2020)** - Policies: CSM1 and CSW1 (Sustainable Development); CSM8 (Secondary and Recycled Aggregates); CSW2 (Waste Hierarchy); CSW4 (Strategy for Waste Management Capacity); CSW6 (Location of Built Waste Management Facilities); DM1 (Sustainable Design); DM3 (Ecological Impact Assessment); DM10 (Water Environment); DM11 (Health and Amenity); DM13 (Transportation of Minerals and Waste); DM14 (Public Rights of Way); DM16 (Information Required in Support of an Application).
19. The Partial Review of the KMWLP resulted in changes to the previously adopted KMWLP including Policies CSW4 (Strategy for Waste Management Capacity), CSW6 (Location of Built Waste Management Facilities), and DM8 (Safeguarding Minerals Management, Transportation Production & Waste Management Facilities). This updated the assumptions about waste management capacity underlying Policies CSW7 and CSW8 and the consequent impact on the need for a Waste Sites Plan.
20. **Shepway Core Strategy Local Plan 2013** – Policies: DSD (Delivering Sustainable Development); SS3 (Place-Shaping and Sustainable Settlements Strategy); and SS4 (Priority Centres of Activity Strategy).
21. **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).
22. The following plan is at an advanced stage of preparation, and although not yet adopted should be accorded appropriate weight:
23. **Folkestone & Hythe Core Strategy Review 2020 (Submission Regulation 19 incorporating housing Numbers Consultation)** – 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

24. **KCC Highways and Transportation** Accept that the proposed vehicle movements described in the Transport Statement accompanying the application will not impact severely on the background highway network, taking into account the previous use of the site. Further details requested:
 - Confirmation of office space being proposed, to assess adequacy of parking provision (requiring 7 spaces) and accessibility;
 - Parking spaces to be 2.5m x 5m, and the disabled bay 3.7m x 5.5m, which should be detailed on plans;

Item C1 - Recycled Aggregate Production Facility - Land to north East of Cross Keys Coaches, Caesars Way, Folkestone CT19 4AL FH/20/1590 (KCC/FH/0209/2020)

- The disabled bay needs to be in addition to the 7 proposed, ideally next to the EV charging point;
- Bicycle storage should include a space for an adaptive bicycle 1.5m wide.

The applicant subsequently provided these details to the satisfaction of the Highways Authority, subject to conditions being applied to planning permission requiring provision and retention of the parking spaces, covered cycle storage, EV charging point, bound surface for the first 10 metres at the entrance, and measures to prevent water discharge onto the highway.

25. **KCC Flood and Water Management (as Lead Local Flood Authority)** Agree in principle to the proposed development, having considered the Flood Risk Assessment accompanying the application. Recommends conditions to be attached to a permission to ensure the Drainage Strategy is implemented and that storage of materials does not have an impact on groundwater:

Condition:

Development shall not begin in any phase until a detailed sustainable surface water drainage scheme for the site has been submitted to (and approved in writing by) the local planning authority. The detailed drainage scheme shall be based upon the Flood Risk Assessment P02 prepared by Considine dated 11 November 2020 and shall demonstrate that the surface water generated by this development (for all rainfall durations and intensities up to and including the climate change adjusted critical 100 year storm) can be accommodated and disposed of without increase to flood risk on or off-site.

The drainage scheme shall also demonstrate (with reference to published guidance):

- that silt and pollutants resulting from the site use can be adequately managed to ensure there is no pollution risk to receiving waters.
- appropriate operational, maintenance and access requirements for each drainage feature or SuDS component are adequately considered, including any proposed arrangements for future adoption by any public body or statutory undertaker.

The drainage scheme shall be implemented in accordance with the approved details.

Condition:

No building on any phase (or within an agreed implementation schedule) of the development hereby permitted shall be occupied until a Verification Report, pertaining to the surface water drainage system and prepared by a suitably competent person, has been submitted to and approved by the Local Planning Authority. The Report shall demonstrate the suitable modelled operation of the drainage system where the system constructed is different to that approved. The Report shall contain information and evidence (including photographs) of details and locations of inlets, outlets and control structures; landscape plans; full as built drawings; information pertinent to the installation of those items identified on the critical drainage assets drawing; and the submission of an operation and maintenance manual for the sustainable drainage scheme as constructed.

26. **Public Rights of Way (East Kent PROW Team) – no objection.**

Item C1 - Recycled Aggregate Production Facility - Land to north East of Cross Keys Coaches, Caesars Way, Folkestone CT19 4AL FH/20/1590 (KCC/FH/0209/2020)

27. **Environment Agency (Kent Area) - no objection** from a groundwater perspective. Initial concerns were raised over foul water drainage were resolved through provision by the applicant of the Flood Risk Assessment and Drainage Strategy. It recommends that conditions are attached to any permission:

Condition

No development shall commence until a foul drainage strategy is submitted to, and approved in writing by, the local planning authority.

Condition

No infiltration of surface water drainage into the ground is permitted other than with the written consent of the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Informative

Only clean uncontaminated water should drain to the surface water system. Roof drainage shall drain directly to the surface water system (entering after the pollution prevention measures). Appropriate pollution control methods (such as trapped gullies and interceptors) should be used for drainage from access roads and car parking areas to prevent hydrocarbons from entering the surface water system. There should be no discharge into land impacted by contamination or land previously identified as being contaminated. There should be no discharge to made ground. There must be no direct discharge to groundwater, a controlled water.

Condition

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 Local 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 Local Planning Authority. The remediation strategy shall be implemented as approved.

A number of additional informatives relating to Environmental Permitting are also recommended.

28. **Kent County Council Archaeology** – unlikely that the proposed development would have a significant archaeological impact and no additional comment.
29. **Highways England (HE) – No objection**. Raised a number of detailed concerns relating to traffic generation and potential impact on Highways England assets (M20) and the safe operation of the road. It considered that there is insufficient information to satisfy that the proposals would not materially affect the safety and/or operation of the Strategic Road Network (SRN), and requested that the application is not determined until all of the requested information is provided. Further information was requested as follows:

Traffic Generation

- Clarification required on vehicle movements and whether the 75,000 tonnes refers to movements each way or only imports, and consideration of worst-case scenario should a higher number of smaller vehicles be used resulting in more movements . In response the applicant confirmed that the 75,000 tonnes per year is the maximum two-way throughput and includes all vehicles. HE requested that conditions be

Item C1 - Recycled Aggregate Production Facility - Land to north East of Cross Keys Coaches, Caesars Way, Folkestone CT19 4AL FH/20/1590 (KCC/FH/0209/2020)

applied to restrict throughput to no more than 75,000 tonnes per annum, and that a Travel Plan be submitted and approved within two months of permission being granted to promote vehicle movements outside of peak periods of 0730-0900 and 1630-1830.

Strategic Road Network

- Site boundary: The site boundary is within 9.5m of the M20. The Tensioned Corrugated Beams in place are sufficient to restrain vehicles [in the event of an accident]. Confirmation required that construction and maintenance of boundary features (the chain link fence on the northern boundary and retaining walls) does not require encroachment on Highways England land or affect Highways Assets. The extent of the reinforced concrete wall (on SW boundary of site) should be clearly shown on Site Layout drawings. In response the applicant confirmed that the chain-link fence on the northern boundary is already in place, and that the retaining wall is constructed along the south west boundary with the Cross Keys site, which is over 85m from the M20, and all access for maintenance is via the application site and no access to any other site structures will require encroaching on Highways England land.
- Driver distraction: Need for demonstration that vehicles manoeuvring on the site will not dazzle or distract motorists on the M20, as well as demonstration that vehicles will not represent a risk to HE assets or M20 traffic. Details of boundary treatment suitable to screen the site from the M20 and of boundary restraint details should be provided. In response, the applicant provided a Highway Visual Impact Assessment report demonstrating that no dazzling or distraction will be caused to users of the M20 by onsite operations, to the satisfaction of Highways England.
- Drainage: Clarifications demonstrating that the proposed drainage will be sufficient to prevent any surface run-off, and confirmation that there will not be any surface water draining into Highways England drainage systems. A condition to this effect is required to be attached to any permission. The site drains east to west and north to south and so there is a risk of surface waters flowing towards the M20 and must be intercepted to avoid risk of undermining the embankment. In response the applicant provided a Flood Risk Assessment and Drainage Strategy and confirmed that the site will have its own drainage arrangements and will not drain to the Highways England system. HE requested that a standard condition be applied to any permission requiring no water run-off into the highway drainage systems, and connections made to those systems.
- Recycled aggregate: There is no indication of the height of spoil or stockpiles. Details of working methods to demonstrate that there is no risk to SRN assets or highway safety due to materials (dust/debris) blowing onto the SRN. In response the applicant confirmed that stockpiles would be kept 0.5m below the height of the retaining wall and that operations will be undertaken in accordance with the Dust Emissions Management Plan submitted with the application. It also highlighted that the site operations would be subject to an Environment Agency Environmental Permit. These measures satisfied Highways England subject to a condition requiring implementation of the Dust Emissions Management Plan. HE requested these restrictions be applied through condition.

Item C1 - Recycled Aggregate Production Facility - Land to north East of Cross Keys Coaches, Caesars Way, Folkestone CT19 4AL FH/20/1590 (KCC/FH/0209/2020)

- Signage: Confirmation required on whether any signage are to be provided within a distance less than 1.5x the overall height of any structure. In response the applicant confirmed that no advertisement signage is proposed.
 - On-site lighting: Further information to demonstrate there will be no dazzling of motorists on the M20, and structural drawings of lighting columns that are proximate to the M20 (within 1.5x the height of the column, so 18m). In response the applicant referred to the light spill diagram, and provided details of the fittings and installation of the lighting columns including a sectional drawing and confirmation that this had been to the manufacturers' standards with a root-mounted base driven 2m below ground level, and that light spill shields had been fitted. They also confirmed that all lighting was already in situ, and that the lighting column closest to the M20 is 12m from the carriageway. Highways England confirmed it was content that the structures, foundations and lighting heads are acceptable.
30. **Natural England - No objection** - it considered that the proposed development will not have likely significant effects on the Folkestone to Etchingill Escarpment Special Area of Conservation (SAC). Based on the plans submitted, Natural England considers that the proposed development will not damage or destroy the interest features for which the Folkestone to Etchingill Escarpment Site of Special Scientific Interest (SSSI) has been notified and has no objection.
31. **Kent County Council Ecological Advice Service** - the proposed development has limited potential to result in ecological impacts due to the current industrial use of the site and lack of ecological features/habitats on site.
32. **Kent County Council Public Rights of Way Team (East) - no objection**.
33. **Folkestone & Hythe District Council - no objection** subject to taking its comments into consideration:
- The site is an existing employment site protected for business purposes under Places and Policies Local Plan policy E2 for B1 and B8 uses, yet the proposed use would be likely to fall within use class B2. There is extensive history of the site being used as a concrete batching plant, which would be a B2 use. Consequently, as the use already falls outside of the protected use, this issue has fallen by the wayside.
 - The principle of locating the use here is, therefore, supported by KMWLP Policy CSM8 subject to the criteria it lists. In this respect, the key considerations would be with regard to mitigation of noise, dust, vibration and vehicular movements (the routing & volume of these), and how they would impact upon existing surrounding land uses and those emerging, such as in reference to Y16/0403/SH for 77 dwellings at Land rear of Church & Dwight, Caesar Way. The findings of the submitted reports and the recommendations within these should be secured via condition. The Environmental Health team have also suggested that hours of operation reflect those of surrounding businesses.
 - In reference to vehicle routing, the Transport Statement identifies that vehicles over 7.5 tonnes are not permitted on Tile Kiln Way at weekends, but will instead use Ashley Avenue after entering via Cheriton. As Ashley Avenue runs through a residential area with many traffic control measures, this is unacceptable and alternative options should be explored.

Item C1 - Recycled Aggregate Production Facility - Land to north East of Cross Keys Coaches, Caesars Way, Folkestone CT19 4AL FH/20/1590 (KCC/FH/0209/2020)

- As regards visual impact, the site is an industrial one amongst other industrial buildings and the proposal would not result in a negative visual impact relative to the existing appearance. However, there should be some restriction upon the maximum height of imported material awaiting processing.
34. **Kent County Council's Lighting consultants (Amey)** reviewed the Lighting Plan, Design & Access Statement and Site Plan accompanying the application. It advised that further details are required in order to determine Light Intrusion and Sky Glow, including manufacturers data sheet of proposed floodlight to confirm luminaire details (types, number, dimensions, weight, lamp output and finish) and details of any cowls/hoods/shades/baffles and compliance of Upward Light Ratio <5%. Due to proximity of nearby properties to the east and motorway to the north it is recommended that light shields and/or baffles are to be fitted to the floodlights to the east and north of the facility. This would reduce the glare into neighbouring properties and the possible effect of disability glare from the installation for motorists using the nearby M20. The applicant provided details and confirmed that the lighting has been installed to the manufacturers specifications which satisfied Amey's requests.
35. **Kent County Council's Air Quality consultants (Amey)** reviewed the Design & Access Statement, Noise & Vibration Assessment and Transport Statement, Dust and Noise Management Plan accompanying the application. It noted that the site is not within an Air Quality Management Area (AQMA) and the number of and change in predicted HGV movements falls below the threshold set out in IAQM guidance at which further assessment would be required. It is satisfied that the mitigation measures committed to in the Dust Management Plan including damping, minimising drop heights, sheeting and monitoring will minimise risk to neighbouring receptors and if implemented any residual impact would not be significant. Due to the nature of the materials to be handled on site, odour does not require further assessment.
36. **Kent County Council's Noise consultants (Amey)** reviewed the Design & Access Statement, Noise & Vibration Assessment and Transport Statement accompanying the application. It was satisfied that the assessment was carried out with reference to the appropriate guidance and are confident that the predicted levels of noise from the recycling operations are correctly derived. It agreed with the conclusion to the assessment that noise from the site will have a "low impact" and is therefore considered acceptable. It recommended a condition restricting the use of the crusher and screener to between the hours of 0700 and 1800 and the submission of a noise management plan.
37. **Folkestone Town Council** strongly **objects** to such a potentially dirty and heavy traffic-creating proposal, complaining about the lack of details and consultation. It should be noted that the consultation letter included a link to the Kent County Council planning applications website where all documentation associated with the application providing the required details are available].

Local Members

38. The local County Member for Folkestone West, Mr David Monk, and adjoining Member for Cheriton, Sandgate & Hythe East, Mr Rory Love were notified of the application on 26 October 2020. No views have been received.

Item C1 - Recycled Aggregate Production Facility - Land to north East of Cross Keys Coaches, Caesars Way, Folkestone CT19 4AL FH/20/1590 (KCC/FH/0209/2020)

Publicity

39. The application was publicised by the posting of a site notice, and an advertisement in a local newspaper (Folkestone & Hythe Express, 4th November 2020).

Representations

40. No additional representations were received in response to the publicity of the application described above.

Discussion

41. The proposed development is a Recycled Aggregate Production Facility with associated hardstanding and storage, gatehouse and site office, security gates and lighting, fencing, drainage, and parking.
42. The application is similar to that previously submitted and withdrawn for a recycled aggregates facility as well as a concrete batching plant on the site in 2019 (reference FH/0044/2019).
43. I consider that the application is part-retrospective, as there are a number of structures already present on site including portacabins and workshop area, retaining walls along the south west boundary, security fencing and gate, lighting columns, and there are aggregates stored on the site. The site has a long history of use for concrete batching and so receipt of aggregates and export of concrete.
44. In considering this proposal regard must be had to the Development Plan Policies outlined in paragraphs 16-23 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.
45. KMWLP Policies CSW1 and CSM1 and the 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.
46. In my opinion, the key material planning considerations in this particular case can be summarised by the following headings:
- Policy & need
 - Locational considerations including flood risk and drainage, ecology, and impact upon neighbouring Business Park
 - Highways and access
 - Air emissions including dust
 - Noise
 - Landscape and Visual Impact (including lighting)

Item C1 - Recycled Aggregate Production Facility - Land to north East of Cross Keys Coaches, Caesars Way, Folkestone CT19 4AL FH/20/1590 (KCC/FH/0209/2020)

Policy/need

47. KMWLP Policy CSW4 (Strategy for Waste Management Capacity) sets out the strategy to provide sufficient waste management capacity to manage at least the equivalent of the waste arising in Kent, with some additional non-hazardous waste from London, and achieve targets for recycling and other recovery, although these targets do not specifically include inert construction and demolition (C&D) waste.
48. The updated Waste Needs Assessment for Construction Demolition and Excavation (CDE) Waste (2017), produced to support the Early Partial Review of the KMWLP, suggests appropriate targets to apply to the hard inert fraction of CDE waste (for production of recycled aggregate) would rise from 48% in 2021 to 56% in 2031.
49. KMWLP Policy CSM8 (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. It states that the Minerals Sites Plan will identify sites to deliver this, with the supporting text clarifying that this includes provision to compensate for loss of capacity located on temporary sites. However, the adopted Minerals Sites Plan (September 2020) does not identify any sites for production of recycled aggregates. Applications for such facilities will be considered against the policies in the Plan.
50. The supporting text to Policy CSM8 identifies that current consented capacity for secondary and recycled aggregates processing exceeds 2.7mtpa (of which 0.63mtpa is temporary) which exceeds estimated arisings of construction, demolition and excavation waste in Kent of 2.6mtpa. The Waste Needs Assessment (2017) identifies that the requirement for inert waste recycling (production of recycled aggregates) would be 1.2mtpa in 2021 rising to 1.4mtpa in 2031, against capacity of between 2.07 and 2.7mtpa.
51. The 13th Annual Minerals and Waste Monitoring Report (May 2020) also indicates that sales of secondary and recycled aggregates in Kent have only exceeded 1mtpa in two years (2009 and 2016) in the preceding decade (2009-2018), with the ten-year average of sales being 0.816mtpa, indicating that capacity exceeds supply. The latest Kent Local Aggregates Assessment data (November 2020 'dashboard') indicates that 2018 sales of recycled aggregates were slightly below the 10 year average at 0.757mt, while the 3 year average of 0.897mt indicates overall trend of growth. So, on the face of it there is no clear need for additional capacity.
52. The applicant has not provided evidence to demonstrate the need for additional recycling capacity at this location, nor details regarding the need for or market to be served by concrete mixed at the proposed concrete batching plant.
53. However, KMWLP policy CSM8 does not preclude new increased capacity being permitted where sufficient capacity already exists. The Policy is positively worded to permit additional capacity for secondary and recycled aggregate production that meet the locational criteria, addressed in the following section of this report.
54. Increasing capacity for recycling of the hard fraction of CDE waste would, in principle, help to reduce the need for disposal or other recovery of this material and move management of this waste up the waste hierarchy, in accordance with KMWLP Policy

Item C1 - Recycled Aggregate Production Facility - Land to north East of Cross Keys Coaches, Caesars Way, Folkestone CT19 4AL FH/20/1590 (KCC/FH/0209/2020)

CSW2 (Waste Hierarchy) and the National Planning Policy for Waste (NPPW), although no evidence has been provided by the applicant to demonstrate that waste to be treated at this site is not currently being recycled and is being disposed of. It would also be consistent with the NPPF that requires that planning policies should as far as practicable take account of the contribution that substitute or secondary and recycled materials and minerals waste would make to supply of materials.

55. The NPPW explains that when determining planning applications, waste planning authorities should only expect applicant's to demonstrate the quantitative need for new waste management facilities where proposals are not consistent with an up-to-date Local Plan.
56. 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.
57. I consider the location and potential effects on amenity and the environment below, together with the consistency with the development plan as a whole.

Locational Considerations

58. The Site is not allocated for minerals or waste use in the KMWLP (which only allocates one 'Strategic Site for Waste'), and the Minerals Sites Plan does not allocate sites for CDE waste recycling or production of recycled aggregates. As a result of the KMWLP Early Partial review a Waste Sites Plan is not being progressed.
59. KMWLP Policy CSM8 states that proposals for additional capacity for secondary and recycled aggregate production will be permitted if they:
 - are well-located in relation to source of waste or output of materials;
 - have good transport links;
 - accord with other development plan policies; and
 - should be on a range of types of sites including industrial estates (clause 4) where proposals are compatible with other development plan policies including those relating to employment and regeneration.
60. Policy CSW6 (Location of Built Waste Management Facilities) sets out a range of criteria against which proposals will be considered, and for proposals to be permitted where the criteria are satisfied and it is demonstrated that the proposal will deal with waste further up the waste hierarchy or replace capacity lost elsewhere, and will not result in adverse impacts on communities or the environment as a whole, on land including that within industrial estates (clause 3) and other previously developed land not allocated for another use (clause 4).
61. The supporting text to Policy CSW6 also identifies the benefits of locating waste uses in industrial estates, using previously developed land that is likely to be proximate to waste arisings.
62. The majority of the site will not be a 'built facility' as the processing of CDE waste will be in the open through a mobile crusher, but I have considered the proposal against

Item C1 - Recycled Aggregate Production Facility - Land to north East of Cross Keys Coaches, Caesars Way, Folkestone CT19 4AL FH/20/1590 (KCC/FH/0209/2020)

these as they are a useful guide to the general suitability of locations for waste management use and the policy is taken as being intended to apply to 'non-landfill' waste developments.

Landscape and Ecology

63. The site is not within or proximate to any areas designated for landscape or wildlife interest (clauses a and b), the edge of the closest Site of Special Scientific Interest (Folkestone to Etchinghill Escarpment SSSI) lying approximately 350m to the north east of the site, and Natural England has confirmed that development would not have significant adverse effects on designated sites including the SAC, given the context and distance of the site from the SSSI/SAC and the measures proposed to manage and mitigate dust emissions on site. There are no trees or vegetation on site and as previously developed land with some existing activity occurring, the development would not adversely affect any protected habitats. The proposed development is therefore in accordance with KMWLP Policy CSW6 (clauses a and b) and Policy DM2, and with Policy NE2 of the Folkestone & Hythe Places and Policies Local Plan. It is also consistent with the NPPF .
64. The site is well located in relation to Kent's Arterial Routes (KMWLP Policy CSW6 clause c), being very close and easily accessible to the M20. I consider highways and access elsewhere in this report.

Flood Risk and Drainage

65. The site is within Flood Zone 1 with a low probability of fluvial flooding, but is considered to be at high risk of pluvial (surface water) flooding. It is within a Groundwater Source Protection Zone 1, which Policy CSW6 (clause e) requires developments to avoid, and Policy DM10 (Water Environment) provides for permission to be granted where this does not have an unacceptable impact. Policy CC3 of the Folkestone & Hythe Places & Policies Local Plan requires consideration of sustainable drainage systems including that all run-off receives appropriate treatment (clause 7) and all hard surfaces to be permeable where practicable (clause 10).
66. The Flood Risk Assessment and Drainage Strategy submitted in support of the application proposes that foul water, and surface water arising from the roofs of the proposed buildings, discharges to the existing public combined sewer in Caesar's Way. The Assessment identifies that there is no formal drainage system at the site and existing hardstanding areas pond or drain to the nearby Pent Stream.
67. The Drainage Strategy is for the majority of the site to remain as hardstanding, including existing impermeable concrete in the centre of the site and permeable unbound surface in the east of the site, with new areas (in the south west of the site) comprising permeable unbound MOT Type 3 hardcore on a geotextile layer to capture silt. Around half of the site currently has an impermeable surface, and the proposed development will increase this by 156m² through introducing the new office building (a 1.5% increase in the impermeable area).
68. The Drainage Strategy considers sustainable drainage options for managing surface water but discounts most of these due to the character of the site, but incorporates permeable surfacing, and an attenuation tank to restrict discharge from the new

Item C1 - Recycled Aggregate Production Facility - Land to north East of Cross Keys Coaches, Caesars Way, Folkestone CT19 4AL FH/20/1590 (KCC/FH/0209/2020)

surface area created by the roof of the proposed office building. Gullies may also be required to drain water used in dust suppression, with suitable traps to prevent ingress of silt to the downstream sewer.

69. The Flood Risk Assessment acknowledges that parts of the site are at a high risk of pluvial (rainwater/surface) flooding (>3.3%), but concludes that recycled aggregates production and storage is itself a low risk use as long as resilience measures are adopted including fixing containers to prevent flotation, and ensuring fixtures and fittings are high level.
70. The application is supported by an Environmental Risk Assessment (that was prepared for the previous application for the site that was withdrawn, but re-submitted in support of this application (in December 2020) which concludes that:
- The on-site environmental risks to the site occupants and other on-site receptors were low;
 - The environmental risks to surface water and ecological systems were considered low;
 - The risk from off-site sources via airborne dust and ground gases was considered low;
 - The risk to controlled waters from on-site contamination from rainfall runoff was considered low. The site was close to a surface water ditch but runoff will be controlled. The site does not overlie an aquifer and the risk to groundwater was considered low;
 - The site was not classified as at risk from flooding from rivers and seas.
71. The Environment Agency has no objection, subject to foul drainage being discharged to a combined sewer, and recommends that conditions are attached to a permission to ensure that the proposed development does not contribute to surface and groundwater pollution. Likewise Kent County Council Flood and Water Management (Lead Local Flood Authority) recommends conditions requiring submission, approval, and verification of implementation of a detailed surface drainage scheme based on the submitted documents prior to commencement of the development. I propose suitable conditions but note that as the application is part-retrospective, pre-commencement conditions are not suitable and so propose that discharge is required within a set time period from any planning permission being granted.
72. Highways England raised concerns over drainage and potential effects on its estate and the M20 to the north. The site has been in a similar use to that proposed or has been in the same condition for many years without issues arising from the existing surface water drainage. The proposed development does not involve an increase in impermeable hardstanding but does introduce a small additional area of impermeable surface on the roof of the office. The proposed Drainage Strategy would ensure that the small increase in the impermeable surface on the site would be addressed satisfactorily, and take into account the potential effects of climate change in terms of increased amount and intensity of rainfall events. In order to ensure implementation of the Drainage Strategy, I recommend that a condition is attached to a planning permission to that effect. I also consider that even though parts of the site are at high risk from pluvial flooding, the proposed use would be low risk and the proposed resilience measures would be effective in mitigating this risk.

Item C1 - Recycled Aggregate Production Facility - Land to north East of Cross Keys Coaches, Caesars Way, Folkestone CT19 4AL FH/20/1590 (KCC/FH/0209/2020)

73. With regard to groundwater protection, the proposed use is considered unlikely to result in an increased risk of pollution as no excavation is proposed (apart from where necessary to implement the Drainage Strategy). Having considered the evidence provided by the applicant, and the comments submitted by consultees, I consider that the proposal and location is acceptable in terms of flood risk and drainage, with the implementation of the proposed Drainage Strategy for foul and surface water, and protection of groundwater, and so in accordance with KMWLP Policies CSW6 (clauses b and e) and DM10, and with the NPPF. Use of permeable surfacing and attenuation tank would also comply with Folkestone & Hythe Places and Policies Local Plan Policy CC3.
74. KMWLP Policy CSW6 (clause f) requires that sites are avoided proximate to land where alternative development has permission that may prove incompatible with waste management use. I consider the potential effect on proximate uses in later sections of this report, particularly with regard to potential effects on amenity of existing and permitted uses through potential visual, noise and dust impacts and taking account of the assessments provided in support of the application, consultee representations, and technical advice.

Impact upon Business Park

75. Local Plan policies apply to Shearway Business Park and provide for its continued expansion and delivery of employment space. The Shepway Core Strategy Local Plan (2013) identifies the Business Park as a key part of Folkestone's varied stock of offices and industry. Policies SSI and SS3 prioritise development of previously developed land in the Folkestone & Hythe Urban Area. Policy SS4 of the Core Strategy identifies Priority Centres of Activity as focal points for jobs and services, in which use classes A and B should be located and in which development should not result in a loss of B-class uses. Table 4.4 of the Core Strategy, to which Policy SS4 applies, refers to Major Employment Sites in Folkestone and Hythe (which includes Shearway Business Park) whose purpose is to protect existing and provide further industrial (B-class and similar *sui generis* uses) premises suitable to the needs of businesses and inward investors.
76. The Shepway Places and Policies Local Plan (2020) allocates Shearway Business Park for additional floorspace for B1-B8 uses (Policy E1 New Employment Allocations) and provides for non-business use classes if these add to the attractiveness and function of the employment site and there is full justification for its location. Policy E2 (Existing Employment Sites) protects such sites for B1 and B8 uses, with alternative uses being required to demonstrate that the use does not undermine neighbouring uses or their future development.
77. The emerging Folkestone and Hythe Core Strategy Review (submission draft 2020) also continues to prioritise previously developed land for development in its spatial strategy (Policies SS1 and SS3) where the principle of development is likely to be acceptable where the site is not of high environmental value. Policy SS4 carries forward the principles in Policy SS4 of the adopted Core Strategy directing employment-generating (non-town centre) activities to Major Employment Sites, which include sites in Folkestone and Hythe where existing B class uses are to be protected and further industrial premises provided.

Item C1 - Recycled Aggregate Production Facility - Land to north East of Cross Keys Coaches, Caesars Way, Folkestone CT19 4AL FH/20/1590 (KCC/FH/0209/2020)

78. Shearway Business contains a range of businesses and premises, with those to the eastern part of the Park in particular being of commercial character and generally modern and high quality. The uses off Caesars Way are of a more industrial appearance and character (although not necessarily uses) with an area of largely open parking/storage for coaches (Crosskeys Coaches) to the immediate south west of the site.
79. Folkestone & Hythe District Council raises no objection to the proposed development, and in its representation highlighted that the previous use (concrete batching) is a B2 use, and so falls outside of the B1/B8 use provided for in local plan policy, and so the issue 'has fallen by the wayside' i.e. policy restricting use to B1/B8 does not apply. It also confirms its opinion that the use is supported by Policy CSM8 of the KMWLP, but highlights key considerations are mitigation of noise, dust, vibration and vehicular movements (the routing & volume of these), and how they would impact upon existing surrounding land uses and those emerging, such as in reference to Y16/0403/SH for 77 dwellings at Land rear of Church & Dwight, Caesar Way. It recommends that measures to control and mitigate these are secured via conditions. I address the potential impact on amenity in the following sections of this report.
80. Overall, therefore, I consider that the proposed development at this site is compatible with KMWLP and Folkestone & Hythe local planning policies in terms of its location. It is in accordance with Policy CSW6 in terms of being located on previously developed land in an industrial estate location, and complying with the criteria. I also consider that it complies with Policy CSM8 in terms of location, including being on an industrial estate proximate to sources of CDE waste – being within the urban area of Folkestone and with good access to the strategic highways network providing access to material, and markets for products, from the wider area of south-east Kent.
81. While it is within the Shearway Business Park, in which B1-B8 uses are prioritised by local planning policies, the site has a long history of B2 use, including for concrete batching, and the proposed *sui generis* use for aggregate recycling, would be appropriate on this site. The supporting text to Policy SS4 of the Shepway Core Strategy and emerging Core Strategy Review includes *sui generis* uses as appropriate in Major Employment Sites. Folkestone & Hythe District Council, as Local Planning Authority, has no objection to the proposed development recognising that the previous and historic use on the site.
82. The site is also consistent with national policy in terms of the locational criteria set out in Appendix B of NPPW, including avoiding flood risk areas (a), impact on protected landscapes (c), nature conservation (d), historic environment (e), traffic and access (f), and potential land use conflict (l).
83. The suitability in principle also needs to be considered against the potential impacts of the proposed development against KMWLP Policies CSM1, CSW1, CSW6, CSM8 and DM11. The site is proximate to land where other existing and permitted uses are potentially incompatible with waste management (KMWLP Policy CSW6 clause f, and Policy DM11). In particular the proposal has the potential to have impacts through generation of noise, dust, and vehicle movements, on the environment and amenity, particularly of proximate uses on the Business Park and the permitted mixed use development to the south west. The site is not directly overlooked by adjacent buildings, although the uses within these may be sensitive to these impacts. I consider these potential impacts later in this report.

Item C1 - Recycled Aggregate Production Facility - Land to north East of Cross Keys Coaches, Caesars Way, Folkestone CT19 4AL FH/20/1590 (KCC/FH/0209/2020)

Highways and Access

84. Access to the site is via Caesars Way, a 6.5m wide internal road with streetlighting and footpath on the Business Park, that 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.
85. At its southern end, Caesar's Way bends to the east, and continues into a priority junction with Tile Kiln Lane/Cherry Garden Lane which is of similar character. 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) approximately 1.4km to the east. Ashley Avenue runs west from Caesar's 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 Transport Statement notes that vehicles over 7.5 tonnes are not permitted on Tile Kiln Lane at weekends, but can use Ashley Avenue to access Caesar's Way at all times. The local access routes are presented in Figure 1 below.
86. 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.

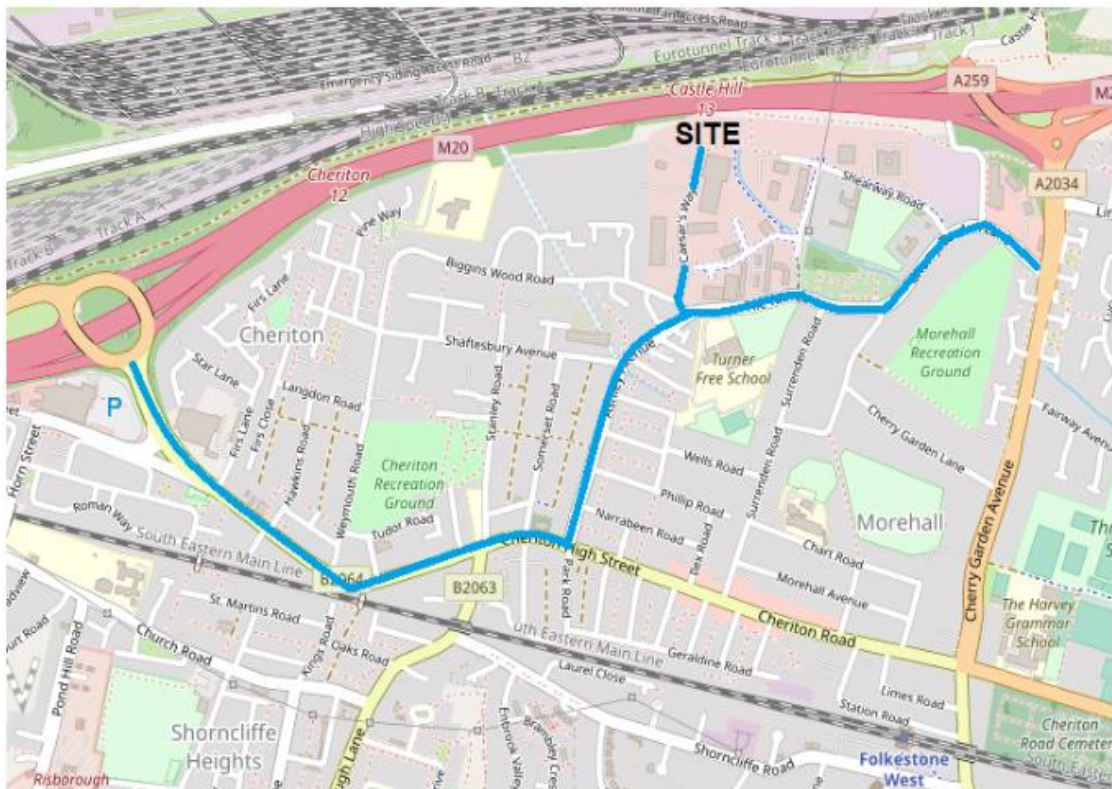


Figure 1 Local access routes to the Site

87. Vehicles would bring clean inert waste feedstock from local construction sites to the site. The facility would crush and screen material into product. These products would then be collected from the site for use on construction sites within the Folkestone

Item C1 - Recycled Aggregate Production Facility - Land to north East of Cross Keys Coaches, Caesars Way, Folkestone CT19 4AL FH/20/1590 (KCC/FH/0209/2020)

area. The Transport Statement describes the anticipated HGV movements on a typical weekday would be:

- 16x 20-tonne vehicles (16 inbound plus 16 outbound = 32 movements/day) = 320t/day
- 8x 7.5-tonne vehicles (8 inbound plus 8 outbound = 16 movements/day) = 60t/day
- TOTAL 48 two-way HGV movements per day = 380t/day

88. The Transport Statement submitted with the application explains that some backloading (so vehicles delivering waste for recycling then carrying recycled material away) would occur and these movements would represent a 'worst case' for a throughput of 75,000 tonnes per annum. This translates into four two-way HGV movements (two each way) per hour throughout a weekday. The Transport Statement concludes that the change of use of the site would not result in any significant traffic impacts on the local highway network.
89. Highways England queried the predicted HGV movements and the likely mix of vehicles. In response the applicant confirmed that its fleet comprises 1x 20 tonne grab lorry, 2x 20 tonne tippers and 1x 7.5 tonne lorry, plus 2 pickups and a van used for site visits, which appears to support its predictions. Highways England also raised other concerns about the potential effect of the proposed development on the M20 and its estate, which I deal with elsewhere in this report.
90. Based on the information provided by the applicant, a simple calculation of total input per day of 380 tonnes, multiplied by 200 working days, equals 76,000 tonnes per year, and so the predicted daily HGV movements appears to be reasonable. In addition, with 12 staff, it would be expected that there would be an additional 10 car movements at the beginning and end of each working day, plus a small number of movements associated with the use of the pickup and van for site visits.
91. 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, particularly in Air Quality Management Areas.
92. The access to the site via Caesar's 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 associated with the proposed development would be in addition to that likely to be generated by the mixed use development to the west.
93. Kent County Council Highways & Transportation did not object or raise concerns about vehicle movements or highways safety, but sought confirmation that parking bays are of the required dimensions and detailed on plans, together with bicycle storage. The applicant provided these details to the satisfaction of the authority.

Item C1 - Recycled Aggregate Production Facility - Land to north East of Cross Keys Coaches, Caesars Way, Folkestone CT19 4AL FH/20/1590 (KCC/FH/0209/2020)

This also complies with Policies T2 and T4 of the Folkestone & Hythe Places and Policies Local Plan.

94. Folkestone & Hythe District Council raised concerns regarding vehicle routing, noting that vehicles over 7.5 tonnes are not permitted on Tile Kiln Way at weekends, but it is proposed that they will instead use Ashley Avenue after entering via Cheriton. As Ashley Avenue runs through a residential area with many traffic control measures, it considers this to be unacceptable and alternative options should be explored, although does not suggest what these might be. Alternative options would appear to be limited given the location of the site, the two main routes available, and the lack of restrictions on Ashley Avenue which would be used for a proportion of deliveries on weekdays. However, restricting deliveries and exports on Saturday mornings to 7.5 tonne tipper trucks (as referred to in the Transport Statement and confirmed by the applicant) would enable Tile Kiln Lane to be used on Saturdays, when it may be expected that demand for deliveries and exports would be likely to be lower, and so protect the amenity of residents on Ashley Avenue. I recommend that a condition to this effect is attached to permission for the development.
95. With regards to impacts on highway safety, the NPPF (paragraph 109) 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.
96. Given the low number of 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 low number of movements would not have an unacceptable adverse impact on the environment or local community, and the potential impacts on highway safety would not be unacceptable, and residual impacts on the road network would not be severe.
97. 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 (clause c – well located in relation to arterial routes), 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 (NPPW) and the locational criterion (f) regarding suitability of the road network.

Air emissions/dust

98. 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.
99. The proposed development has the potential to generate dust through vehicle and machinery movements disturbing surfaces, and through material handling, unloading of C&D waste and loading of recycled aggregates, and operation of the crusher and screener machinery. The supporting text to KMWLP Policy CSM8 (para 5.8.3), but not the policy itself, states that the presumption is that processing activities will be contained within a covered building or similar structure, to avoid adverse amenity impacts. The proposed development is predominantly open-air, but given its location

Item C1 - Recycled Aggregate Production Facility - Land to north East of Cross Keys Coaches, Caesars Way, Folkestone CT19 4AL FH/20/1590 (KCC/FH/0209/2020)

and context, and the demonstrable lack of adverse impacts on amenity (with suitable mitigation measures) as described below, I do not consider it necessary to seek enclosure within a building. This type of activity (construction and demolition waste recycling) is typically an open-air activity, requiring extensive areas on which to process and store materials.

100. Nearby uses may be sensitive receptors to dust, including neighbouring buildings on Shearway Business Park and off Caesar's Way, and also the M20 to the north and potentially the SSSI and SAC to the north and north east of the site, particularly given these would be downwind of the prevailing wind direction.
101. A Dust & Noise Management Plan accompanies the application, which sets out measures proposed to be implemented to reduce and mitigate dust arising and causing nuisance. It sets out measures to eliminate, mitigate and manage dust arising from the site operations of crushing, screening and material handling as well as movement of plant and associated disturbance of surfaces. Measures include damping down stockpiles and surfaces, limiting vehicle and plant speeds, minimising drop heights when loading vehicles or machinery, sheeting of loads, and maintaining on-board dust suppression equipment on the crusher and screens. In addition, the first 40 metres from the crossover with Caesar's Way at the site entrance is hard surfaced to reduce spread of mud and dust beyond the site.
102. In addition, the applicant provided a more detailed Dust Emissions Management Plan that was prepared to support their application for a bespoke Environmental Permit from the Environment Agency. I note that the NPPF (para 183) makes it clear that the focus of planning policies and decisions should be on whether proposed development is an acceptable use of land, rather than control of processes or emissions where these are subject to separate pollution control regimes, and that planning should assume these operate effectively.
103. Kent County Council's technical advisor (Amey) is satisfied that dust mitigation measures highlighted in the Dust and Noise Management Plan will minimise the risk of impact to neighbouring receptors and provided the outlined mitigation measures are implemented on site, any residual impact will be not significant. Taking this into account, I consider that the Dust & Noise Management Plan identifies the key areas of risk and the measures that should be taken to avoid and mitigate generation of dust and associated potential adverse effects on communities (including proximate uses) or the environment. In addition, the site would operate within the requirements of an Environmental Permit including dust management and mitigation measures.
104. I recommend that operation in accordance with, and implementation of, the Dust Management Plan is conditioned, together with control over the height of stockpiles of material within the storage bays, 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 (NPPW) locational criterion (g) in that potential adverse dust emissions can be controlled through use of appropriate and well-maintained equipment and vehicles.

Noise

105. KMWLP Policy DM11 provides for minerals and waste development where it is demonstrated that there are unlikely to be unacceptable adverse impacts from noise and vibration.

Item C1 - Recycled Aggregate Production Facility - Land to north East of Cross Keys Coaches, Caesars Way, Folkestone CT19 4AL FH/20/1590 (KCC/FH/0209/2020)

106. The concrete crushing and aggregates recycling activity has the potential to generate noise, through the processing of material and the import, unloading and loading, movement of HGVs and machinery on site. The site is in a predominantly commercial setting adjacent to the M20, but there are proximate existing uses that may be sensitive to noise, including the businesses on Shearway Business Park, existing uses off Caesar's Way and the permitted mixed-use development to the west of the site, and existing residential properties – the closest being those on Elventon Close approximately 160m to the south west of the site boundary.
107. An Acoustic Assessment, undertaken by Able Acoustics on behalf of the applicant, accompanied the application. The Assessment provides a detailed assessment of the acoustic impact from the proposed recycling operations and includes baseline noise monitoring, operational noise assessment and vibration impact. The assessment follows guidance in BS4142:2014 and has also taken into account IEMA guidelines to support the assessment.
108. Baseline noise monitoring carried out on the site indicated a representative weekday daytime background level of 65dB $L_{A90,T}$ and 62dB $L_{A90,T}$ on a Saturday, and residual sound levels 68dB $L_{Aeq,T}$ on weekdays and 66dB $L_{Aeq,T}$ on Saturdays. These levels are heavily influenced by the presence of the nearby M20 motorway.
109. Attended measurements were made of the crusher and screener when operating, which were averaged and used to determine a value for use in the calculations. Other values from plant not on site (dump trucks and tipper lorries) were drawn from BS5228.
110. The Assessment uses a sample residential location (Plot 7) within the permitted mixed-use development to the west of the site (reference Y16/0403/SH and Y17/0888/SH) which is around 225 metres distance from the proposed location of the largest item of plant – the crusher. Kent County Council's technical advisor (Amey) supports the decision to use Plot 7 (as the closest potential receptor) as it provides for a robust assessment.
111. The Assessment indicates a weekday rating level of 51dB $L_{Aeq,1hour}$ for the plot 7 location (first floor) which, when compared with the background level of 65dB L_{A90} , shows a difference of -14dB. The results for Saturdays show a difference of -11dB. Both weekday and Saturday results provide an indication that the proposed operations are of a 'low' impact. The Assessment also provided detailed supplementary information on the context and the potential impact of uncertainty. Both these two factors maintain and are consistent with the overall view that the impact would be low. The dominant road noise also reduces the likelihood of an adverse effect.
112. Predictions for the nearest commercial premises (Shearway Business Park – a warehouse-type building with no windows overlooking the site) show external level of 68.7dB $L_{Aeq,1hr}$, just over 2dB above the ambient level at that location, which the Assessment identifies as representing a level of noise change of 2.4dB, which falls within the category of 'none/not significant'. Amey noted that no details of the sound reduction the building provides were given, but it would estimate the internal noise levels to be no greater than 50dB and acceptable for a commercial building.

Item C1 - Recycled Aggregate Production Facility - Land to north East of Cross Keys Coaches, Caesars Way, Folkestone CT19 4AL FH/20/1590 (KCC/FH/0209/2020)

113. A simple vibration assessment was undertaken based on measured data obtained from a crusher and screener and extrapolated to represent the assessment location. Results show predicted Peak Particle Velocity (PPV) levels of 0.79 mm/s, significantly below the 15 mm/s level considered to be the onset of cosmetic damage.
114. Overall, the assessment concludes that there are no reasons, on both noise and vibration grounds, why the permission may not be granted, based on:
- Sound from the proposed operation will result in no more than a “Low Impact” at the nearest proposed residential premises for both weekday and Saturday working.
 - The predicted level of noise change at the closest industrial/commercial building falls into the category of “None/Not Significant”.
 - The highest vibration dose value in any axis falls below the range for “Low Probability of Adverse Comment” and adverse comment is not expected.
 - The maximum calculated PPV level was 0.79 mm/s. This is significantly below the limit of 15 mm/s for the onset of cosmetic damage.
115. Kent County Council’s technical advisor (Amey) reviewed the assessment and confirmed that the assessment has been carried out appropriately, that the predicted levels of noise from the recycling operations are correctly derived, and that the conclusion to the assessment that noise from the site will have a “low impact” and is therefore considered acceptable, is correct.
116. Based on the Acoustic Assessment and taking into account technical advice received, I consider that the proposed development would not generate unacceptable adverse impacts from noise or vibration and so would be in accordance with KMWLP Policy DM11. It would also be consistent with national planning policy (NPPW) locational criterion (j) in that potential adverse effects of noise and vibration on receptors can be avoided.

Other issues

Landscape and Visual Impact (including lighting)

117. The site is on the edge of the Folkestone settlement boundary and 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.
118. The site has a long history of use for concrete batching and brick making, is largely flat and open, although there are currently a number existing structures (including portacabins and containers) and it is currently used for storage of construction materials and machinery. There are a number of existing lighting columns on the site.
119. It is at the end of Caesar’s Way and is not overlooked by any properties apart from the portacabins on the Crosskeys Coaches site (adjacent to the area of the site proposed for the storage of aggregates). There are mature trees along the northern boundary where the site is adjacent to the M20, as well as a dense area of woodland beyond the north west boundary which is to be retained as part of the permitted mixed use development (ref.Y13/0024/SH).

Item C1 - Recycled Aggregate Production Facility - Land to north East of Cross Keys Coaches, Caesars Way, Folkestone CT19 4AL FH/20/1590 (KCC/FH/0209/2020)

120. In terms of visual impact, the proposed development does not include prominent structures as it comprises stockpiles of aggregates, mobile machinery and a limited number of new portacabin-type structures - the proposed office (drawing PL12 P1) and gatehouse (drawing PL12 P1), although it does include 12m high lighting columns (already installed). The properties on the Business Park backing onto Caesar's Way do not have views over the site or the entrance.
121. There are views into the site from the west-bound corridor of the M20, but these are intermittent through gaps in vegetation, and these are in the context of an area of commercial and industrial uses with an overall industrial character. The site can be viewed from the adjacent footpath that runs along its southern boundary, but Kent County Council Public Rights of Way team raised no objection to the proposed development. Therefore, I consider that the proposed development would be in accordance with Policy CSW6 (clause h) and would not adversely affect the PRow and so would be in accordance with KMWLP Policy DM14.
122. Folkestone & Hythe District Council in its representation, notes that the site is an industrial one amongst other industrial buildings and that the proposal would not result in a negative visual impact relative to the existing appearance. However, it recommends that there be some restriction upon the maximum height of imported material awaiting processing.
123. The site lies approximately 220 metres south of the boundary of the Kent Downs Area of Outstanding Natural Beauty (AONB) and so potentially within its setting. No landscape and visual impact assessment was provided with the application. However, given the character of the proposed development, the character of the site and its historic and current use, and the locational context in an existing industrial area to the south of the M20 and the Channel Tunnel rail terminal, as well as the absence of any objections on landscape grounds, I consider that the proposed development would not affect views from within or towards the AONB, and not affect the conservation or enhancement of the natural beauty of the AONB. The proposed development is therefore in accordance with KMWLP Policies CSW6 (clauses a) and DM2, and with Policy NE3 of the Folkestone & Hythe Places and Policies Local Plan.
124. The M20 lies to the immediate north of the site, and Highways England has raised a number of concerns about the potential impact of dazzling due to vehicle manoeuvring at the site boundary. A Highway Visual Impact Assessment was submitted by the applicant in December 2020 in response to the concerns raised by Highways England. This demonstrates that the M20 is 3 metres above the site at its northern boundary and, through use of photographs of vehicles (a 20 tonne lorry) manoeuvring on the site taken at night in November 2020 from the M20 verge, demonstrates that these would be unlikely to dazzle or distract drivers on the west-bound carriageway. Highways England was provided with this Assessment and confirmed that dazzling was unlikely to occur but did seek further details of site boundary treatment and restraint. The site has an existing 2.2m high chain-link fencing on its northern boundary, and given the elevation of the motorway and evidence provided in the Highway Visual Impact Assessment, I conclude that operation of the site would not result in dazzling or distraction of drivers on the M20.
125. In addition Highways England raised concerns over the on-site lighting and potential for glare and dazzling of drivers on the M20. A Lighting Plan indicating horizontal illuminance levels ('light spill') was provided in support of the application and

Item C1 - Recycled Aggregate Production Facility - Land to north East of Cross Keys Coaches, Caesars Way, Folkestone CT19 4AL FH/20/1590 (KCC/FH/0209/2020)

indicates some light affecting the M20. The applicant also provided details of the lighting installed, including light spill cowls fitted. It should be noted that this stretch of the motorway is well lit by its own overhead lighting, and it is not unusual for industrial sites, and other uses, adjacent to trunk roads to have security and floodlighting, and so I consider it unlikely that motorists would be dazzled or distracted by the lighting on the site as the amount of light spill is low and being able to see such lighting would not be unusual. The lighting column closest to the M20 is within 12m of the carriageway, which is closer than the 18m recommended by Highways England. Given Highways England's view that the installation and structure of the lighting is acceptable and includes a 2m deep foundation, it is reasonable to conclude that the risk of interference with the M20 is low.

126. I have considered the suitability of the location previously, and given the nature of the site, the character of proposed development in terms of the limited bulk of permanent structures (the modular office and gatehouse), the site's industrial context and history, and the limited visibility into the site, I consider that the visual intrusion (effects) resulting from the proposed development would not result in an unacceptable adverse impact. Therefore, it would be in accordance with KMWLP Policy DM11 and also be consistent with national planning policy (NPPW) locational criterion (c) in that the development would not affect a protected landscape and is acceptable given the locational context (discussed earlier in this report).

Conclusion

127. The application is for development of a concrete (construction & demolition waste) recycling facility including use of mobile crushing and screening machinery, and associated hardstanding and storage of materials, vehicles and machinery, gatehouse and site office, security gates and fencing.
128. The facility would recycle construction, demolition and excavation waste with an annual throughput of around 75,000 tonnes (input plus output). This would generate up to 24 HGV movements each way, assuming the proposed mix of vehicle sizes reflecting the applicant's own fleet, with additional car journeys as staff arrive and depart, or undertake site visits. The hours of working would be 07.00-19.00 Monday-Friday and 07.00-14.00 on Saturdays.
129. The site has a long history of minerals and industrial use, and is currently in use for aggregates processing and storage with a number of modular buildings, containers on site. Therefore, the application is part-retrospective.
130. 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. Therefore, I consider that in principle the location is suitable for the type and scale of development proposed.
131. A number of existing businesses are accessed via Caesar's Way, and the permitted mixed use development to the west of the site will also be accessed off Caesar's Way. Given the historic use of the site, the low number of additional movements (HGVs and cars) that would result from the proposed development, and the absence of objections from Kent County Council Highways & Transportation, Folkestone &

Item C1 - Recycled Aggregate Production Facility - Land to north East of Cross Keys Coaches, Caesars Way, Folkestone CT19 4AL FH/20/1590 (KCC/FH/0209/2020)

Hythe DC, and Highways England on highway safety or impacts on the road network, I consider that the highway network is able to accommodate the traffic flows and access is safe and appropriate to the scale of movements, but recommend that a condition requiring a Travel Plan to be prepared and approved to reduce movements during peak hours reflecting the advice of Highways England.

132. Folkestone & Hythe DC raises concerns over the access to the site via the residential Ashley Avenue on Saturdays (due to the weight restriction applying to Tile Kiln Lane) and have asked for alternatives to be explored. This unrestricted route to the site will also be used on weekdays for a proportion of deliveries and HGV movements on a Saturday generally will be lower than weekdays. Conditioning HGV movements to the 7.5 tonne truck on Saturdays would enable Tile Kiln Lane to be used on Saturdays, and so protecting amenity of residents on Ashley Avenue on Saturdays, as well as those on Tile Kiln Lane.
133. The proposed development has the potential to adversely affect amenity of existing and future occupiers of proximate properties through generation of noise, vibration and dust. The assessments undertaken in support of the application demonstrate that noise and vibration would have no more than a 'low' impact on the nearest existing or permitted residential properties, and no or not significant impacts on the nearest industrial/commercial properties. Dust generation and potential emissions would be controlled adequately through implementation of the submitted Dust Management Plan and through the Environmental Permit that the applicant has applied to the Environment Agency for. Subject to conditions that are reflected in the recommendation below, the technical consultees are content that the application would be acceptable and raise no objections.
134. The applicant satisfactorily addressed the various concerns over other details of the development (potential effects on the M20, lighting, drainage arrangements) raised by consultees, which demonstrated to my satisfaction and that of the consultees that the proposed development would be acceptable and in accordance with development plan policies, subject to conditions being applied to planning permission
135. 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.
136. 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 therefore apply, and I therefore recommend planning permission be granted.

Recommendation

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

Item C1 - Recycled Aggregate Production Facility - Land to north East of Cross Keys Coaches, Caesars Way, Folkestone CT19 4AL FH/20/1590 (KCC/FH/0209/2020)

- The development shall be commenced within 3 years.
- The development shall be carried out and completed in accordance with the submitted details, documents and plans.

Throughput

- Maximum throughput of 75,000 tonnes per annum.

Highways and access

- No more than 48 HGV movements/day to site as a whole (24 in / 24 out).
- Records shall be maintained of all HGV movements and the information made available to the Waste Planning Authority on request.
- All loaded HGVs entering or leaving the site shall be enclosed, covered or sheeted, in line with the Dust Management Plan
- No delivery of waste to the site by members of the public.
- Areas shown for vehicle access, parking, turning, manoeuvring, loading and unloading to be provided and retained.
- No parking on Caesar's Way
- 10mph speed on Caesar's Way
- Restriction of access on Saturdays to HGVs of 7.5 tonnes or less on Saturdays (to enable use of Tile Kiln Lane and avoid Ashley Avenue)
- Travel Plan to promote vehicle movements outside of peak hours (07:30-09:20 & 16:30-18:30)

Hours of operation

- Core operating hours – 07:00 – 19:00 hours Monday to Friday, 07:00-14:00 Saturday, and nil on Sundays, Bank and Public Holidays.
- Screener and crusher to be operated only between 07:00-18:00

Land use

- Use of facility restricted to waste and minerals recycling use.

Waste types

- Waste types restricted to those applied for – construction and demolition waste.

Dust Control

- Operation to be undertaken in accordance with the submitted Dust & Noise Management Plan
- Stockpiles to be no higher than 0.5m below the top of the retaining walls in the aggregates storage bays

Ground and surface water protection:

- Development to be undertaken in accordance with the submitted Flood Risk Assessment
- Submission and agreement by the Waste Planning Authority of a detailed surface water and foul water drainage scheme within 3 months
- Submission of a Drainage Scheme Verification Plan [dependant on submission of further drainage details] within 6 months

Noise Controls

- No mobile machinery operated above ground level, on stockpiles or in elevated positions

Item C1 - Recycled Aggregate Production Facility - Land to north East of Cross Keys Coaches, Caesars Way, Folkestone CT19 4AL FH/20/1590 (KCC/FH/0209/2020)

- Operation undertaken in accordance with the Dust & Noise Management Plan
- Machinery and vehicles to be fitted with noise insulation and silencers and be maintained in accordance with manufacturer's specifications

Other Operational Controls

- A copy of the permission and the approved plans to be made available in the operator's site office.
- No tree shall be cut down
- No disturbance or obstruction of Public Right of Way

Case Officer: David Payne

Tel. no: 03000 415441

Background Documents: see section heading
