

Item C2

Variation of conditions 12 (hours of delivery), 20 (vehicle movements), 22 (compostable waste tonnage), 26 (Materials Recycling Facility waste tonnage) & 28 (secondary aggregate recycling) of Planning Permission reference SW/05/1392 at Countrystyle Recycling Site, Iwade, Near Sittingbourne, Kent – SW/10/1436.

A report by Head of Planning Applications Group to Planning Applications Committee on 10 May 2011.

Application for Variation of conditions 12 (hours of delivery), 20 (Vehicle movements), 22 (compostable waste tonnage), 26 (MRF waste tonnage) & 28 (secondary aggregate recycling) of Planning Permission reference SW/05/1392 at Countrystyle Recycling Site, Iwade , Near Sittingbourne, Kent – SW/10/1436.

Recommendation: Planning permission be granted.

Local Member: Mr. M. Whiting and Mr. A. Willicombe

Unrestricted

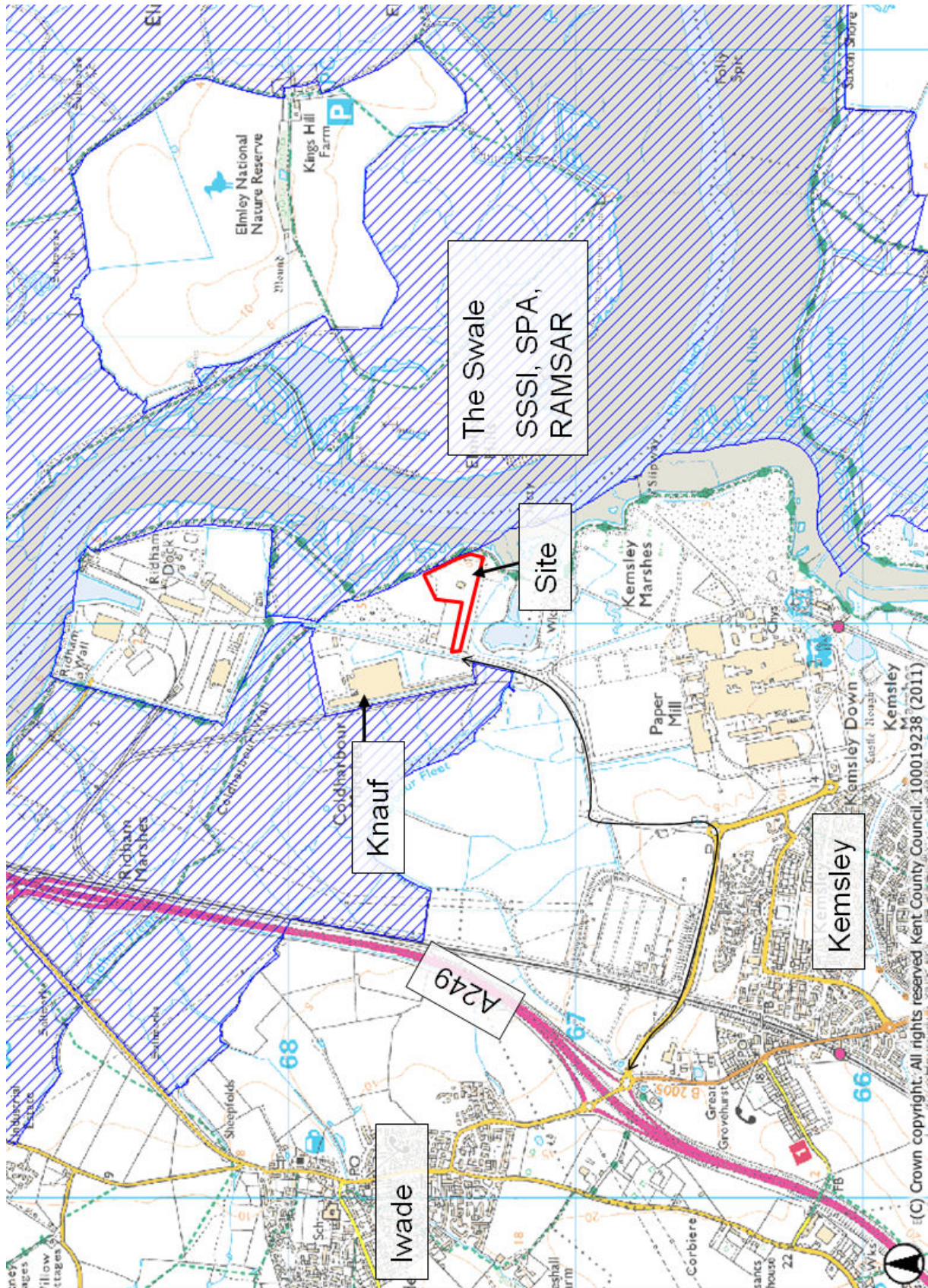
Background

1. Planning permission was granted in 2006, for a material recovery facility (MRF), in-vessel composting facility and the continuation of secondary aggregate recycling operations at the Countrystyle Recycling Ltd (CRL) site, Ridham Dock, under planning consent reference SW/05/1392. Planning permission was granted in 2010, under permission reference SW/09/894, for the installation of a small scale biomass power plant within the existing MRF building which would process low grade wood waste for the generation of renewable energy, however this has yet to be fully implemented with the exception of the shredding of low grade wood waste. Under the current consent the site is permitted to handle some 31,000 tonnes of compostable waste and 35,000 tonnes per year of recyclable waste through the MRF. Whilst the permission also allows for the continuation of 10,000 tonnes per annum of secondary aggregate recycling, this activity appears to have all but ceased and replaced the wood shredding activity.

Site Description and Proposal

2. The existing operational site, at some 3ha, lies some 2km north of Kemsley, 2.1 km to the east of Iwade and 1.2km to the east of the A249. The site is located within the existing industrial land forming the larger Ridham Dock area and is accessed by the industrial estates purpose built access route from the Junction of the A249, to the west. The existing CRL site lies close to habitats which form part of the Swale SSSI, SPA and Ramsar. A site location plan is attached.

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3. Since the site has become fully operational the applicant considers that a number of operational changes are required in order that the site be managed more efficiently. The applicant also considers that having established his business successfully there is some scope for additional waste capacity. A planning application has therefore been submitted, for the variation existing conditions which currently restrict the hours of delivery to the site, the number of vehicle movements and tonnage restrictions. These are set out in more detail below.
4. The application seeks to vary conditions 12, 20, 22, 26 and 28 of planning permission SW/05/1392 which are set out as follows:-

Condition 12 – waste delivery hours

5. Condition 12 currently states:

“12. Waste deliveries and transportation of materials off site shall only take place between the following hours;

*05.30 – 18.00 hours Monday to Friday; and
05.30 – 18.00 hours on Weekends and Public Holidays (excluding Christmas, Boxing Day and New Years Day).*

No operations other than the processing of compostable material within the in vessel system shall take place outside these hours except for essential plant maintenance up to 23.00 hours between Monday and Saturdays only.”

6. In order to manage operations more effectively on site, the applicant seeks a variation of condition 12 which currently restricts waste deliveries to the site to between 05.30 and 18.00 hours on weekdays, weekends and public holidays in order to allow for waste to be delivered to the site until 20.00 hours. Vehicles delayed in rush hour traffic are often unable to enter the site after the specified time which can result in loaded vehicles having to park outside the site overnight. In addition waste sorting activity within the existing MRF is restricted to the current hours specified above therefore the applicant seeks to allow for 24 hour waste processing within the existing enclosed MRF building.

Condition 20 – vehicle movements

7. Condition 20 currently states:

“No more than a combined total of 132 vehicle movements (66 in/66 out) associated with the operations hereby permitted shall enter or leave the site in any one day;”

8. Having regard to what the applicant considers to be the appropriate waste capacity at the existing site and in order to reflect the proposed waste throughput increases through the MRF and IVC facilities, the applicant seeks to increase the number of vehicle movements to and from the site to a maximum of 210 movements which would equate to an additional 78 movements (i.e. 39 in and 39 out). The applicant stresses however that this figure would only be reflective of when the site is running at its

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maximum capacity and during busy times of the year. It is useful to note that the permitted waste catchment area would not alter from that currently permitted at the site currently. In particular gypsum waste currently processed on site would be transported directly to the nearby Knauf factory for re-use as an insulation product rather than transported out of the County to landfill.

Condition 22 – compostable waste throughput

9. Condition 22 currently states:

“The maximum throughput of compostable waste shall not exceed 31,000 tonnes per annum.”

10. The existing IVC facility was originally designed with the capacity to process up to 45,000 tonnes of compostable waste per year which the applicant states would be achievable without any changes to existing operations or the current site layout. The applicant therefore seeks to increase the processing of compostable waste to 45,000 tonnes per annum.

Condition 26 – MRF waste throughput

11. Condition 26 currently states:

“The maximum throughput of the Materials Recycling Facility (MRF) shall not exceed 35,000 tonnes per annum.”

12. The existing MRF facility is located within a purpose built fully enclosed building within the confines of the existing permitted site. The applicant states that the 35,000 tpa restriction imposed on the original planning permission was reflective of the amount the applicant anticipated they would process rather than for any recognised amenity or site capacity issues.

13. The applicant has states that the MRF has been designed and constructed to manage significantly more than 35,0000 tonnes of waste per annum and are seeking to use the MRF to manage up to 110,000 tpa and would typically consist of the following:

- c.30,000 tpa of gypsum waste;
- c.30,000 tpa wood for the biomass boiler;
- c.50,000 tpa of bulky waste i.e wooden furniture, metal etc.

14. The applicant indicates that this would also allow them to process gypsum waste from the nearby Knauf plasterboard factory, a site located within the existing Ridham Industrial Complex. This in his view would have particular sustainability benefits as this waste is currently transported to alternative treatment sites further afield. The applicants would bring in the gypsum waste to their site process it and return the product to the Knauf site for re-use, facilitating a reduction in vehicle mileage and removing these vehicles from the wider Highway network. The applicants recognise that the proportion of each type of waste may peak and trough as the market dictates

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therefore they seek to vary condition 26 to allow for an increase in the total tonnage to a maximum of 110,000 tpa.

15. The applicant refers to policy 8 of the Kent Joint Municipal Waste management Strategy (2007) which seeks a pooled recycling and composting target of 40% for recycling and composting for 2012/2013. Policy 12 states that the Kent Waste Partnership would work to secure composting capacity, including IVC, to enable authorities in Kent to provide an efficient and cost effective service. The Kent Waste Strategy seeks to compost more waste, therefore the applicant considers that the additional IVC capacity proposed would make a material contribution to this target.

Condition 28 – removal of aggregate recycling activity

16. Condition 28 currently states:

“Secondary aggregate recycling shall not exceed a throughput of 10,000 tonnes per annum”.

17. The applicant states that they no longer process aggregates at this site. Accordingly, it is proposed that condition 28 of SW/05/1392 be removed.
18. The application is accompanied by a traffic and transport assessment, noise assessment, odour management plan and bio-aerosol assessment.

Planning Policy Context

19. **National Planning Policy:** PPS1 (Delivering Sustainable Development), PPS9 (Biodiversity and Geological Conservation), PPS10 (Planning and Waste Management) and PPG13 (Transport).
20. **South East Plan (2009):** Policies NRM9 (Air Quality), NRM10 (Noise), W3 (Building Recycling Capacity), W5 (Targets for Diversion from Landfill), W6 (Targets for Recycling and Composting), W7 (Waste Management Capacity requirements), W16 (Waste Transfer Infrastructure) and W17 (Location of Waste Management Facilities).
21. **Kent Waste Local Plan (March 1998):** Policies W3 (Locational Criteria), W6 (Need), W9 (Waste Separation and Transfer), W10 (Composting), W18 (Noise, Dust and Odour), W22 (Road Traffic and Access) and W25 (Lighting, etc).
22. **Swale Borough Local Plan (February 2008):** Policies B2 (new employment uses), B10 (existing committed employment sites), E6 (Protection of countryside), E12 (Protection of European designated sites).

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23. Consultations

Swale Borough Council: Raise no objection to the proposals subject to the rewording of condition 20 to allow 210 vehicle movements (105 in, 105 out).

Iwade Parish Council: Raise objections to the proposals on highway capacity grounds and note that the Ridham area is rapidly developing with new proposals and expansions to existing sites coming forward. An objection is raised to an increase in opening hours on Public Holidays. They consider that these proposals along with other applications, proposed at Kemsley Mill and Ridham Dock would lead to waste being brought to the site from outside Kent contrary to the “proximity principle”. However they acknowledge the sustainability merits in taking gypsum waste from Knauf’s plant. No objection to the removal of condition 28.

Bobbing Parish Council: Raise strong objections to an increase in traffic movements through their Parish. In particular they are concerned over traffic related noise which has increased significantly in recent years.

Concerns are also raised over highway capacity and safety on the local road network. Bobbing state that the proposal would increase congestion at the Stockbury roundabout, which they consider suffers from traffic queuing back to the Key Street slip roads. Concerns are also raised in relation to safety of the roundabout from the Groveshurst slip road due to recent accidents.

Highways Agency: raise no objections.

Divisional Transport Manager: raises no objection to the proposal.

Natural England: raise no objection to the proposal.

Environment Agency: Have no comments to make on the application.

Biodiversity Projects Officer: raise no objection to the proposal having regard to the implication of the proposed variations on the designated sites.

Jacobs (Noise, dust and odour): raise no objection. The noise advisor comments that the noise assessment provided with the application indicates that the noise generated by the operation of the development would have no significant effect upon residential properties or the local environment.

Local Members

24. The local Members Mr. M. Whiting and Mr. A. Willicombe were notified of the application on 15 November 2010. No comments have been received to date.

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Representations

25. The application was advertised in a local newspaper and by way of a site notice. To date no letters of representation have been received.

Discussion

26. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications are determined in accordance with the development plan unless material considerations indicate otherwise.
27. The principle of developing this site as a waste management facility has already been established through the granting of planning permission SW/05/1392 and latterly planning permission SW/09/894 for a Biomass Plant therefore I do not consider it necessary to reconsider the principle of the use at this particular location. The proposal seeks the variation of a number of conditions of planning permission SW/05/1392 for capacity and operational reasons, I therefore consider the main determining issues, as a result of those variations, to be as follows:-
- Increase in waste throughput
 - Noise impact from increased traffic and 24 hour MRF operation
 - Highways Impact from additional HGVs
 - Dust and odour considerations
28. In order to operate the site more effectively and utilise its capacity, the applicant is seeking to vary a number of conditions imposed on the existing permission under reference SW/05/1392. The conditions identified, with the exception of the removal of condition 28, are interrelated and will need to be considered against the above issues, the relevant development plan policies and any other material planning considerations.

Increase in Waste Throughput

29. There is planning policy support within PPS10, the South East Plan (2009) and Kent Waste Local Plan for building capacity within the county for recycling and composting of Municipal Solid Waste and Commercial and Industrial waste streams to meet diversion from landfill targets.
30. The Countrystyle Recycling Ltd site is an existing facility with spare capacity to increase waste recycling rates to assist in meeting targets for diversion of waste from landfill. Therefore the applicant proposes variations to conditions 22 and 26, which currently restrict the annual waste throughput in relation to both the in vessel composting (IVC) and materials recycling (MRF) facilities. The applicant states that whilst current restrictions on waste capacity of the site were limited to what the applicant had previously applied for, both the IVC and MRF facilities were designed and built to deliver a higher capacity throughput.

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31. An increase in waste throughput from 35,000tpa to 110,000tpa via the existing MRF is sought in order to accommodate the existing waste processed on site, along with the low grade wood waste required as fuel for the biomass plant. In addition the applicant considers that there would be sustainability benefits from processing some 30,000tonnes of gypsum waste generated by the nearby Knauf Plasterboard factory in order to avoid the need for it to be transported and processed elsewhere. The benefits of this are acknowledged by both Parish Councils. The application also proposes to increase the throughput of the green waste composting facility from 31,000tpa to 45,000tpa.
32. The site lies adjacent to the Swale SSSI, SPA and Ramsar. No objections have been raised by technical consultees to the proposed increase in waste throughput, including from the Environment Agency (EA), Natural England (NE) and the County Councils Biodiversity projects officer. I am therefore satisfied that the increase in throughput will not give rise to unacceptable impacts upon protected biodiversity interests. However concerns have been raised by both Iwade and Bobbing Parish Council's who are concerned with the cumulative impact with other development proposals currently with the County Council for determination occurring in the Ridham Dock area and who claim that the proposed increases would lead to waste being sourced from outside the County taking into account future proposals in the Ridham area. The operator does not propose any alterations the current waste catchment areas permitted under the existing planning permission which currently brings waste to the site from Kent's household waste householder recycling centres. Recycled plasterboard that would have previously been transported outside of the County however, would as a result of this proposal be transported directly to the nearby Knauf plasterboard factory for reuse as an insulation product. This in my view represents a benefit and reduction in vehicle travel.
33. Whilst there are no changes to existing processes nor any alteration to the waste source given the site close proximity to the Knauf factory I remain of the view that the proposal proximate to the site. In my view in the event that Members are minded to grant planning permission for additional capacity, the need for gypsum waste currently travelling longer distances would be greatly reduced which would in my opinion contribute positively on the wider highway network.

Noise

34. Notwithstanding the sites existing waste capacity, in the event that an increase in waste throughput is supported, there are objections from the Parish Councils who raise concerns in relation to the potential noise impact from additional traffic visiting the site and from the 24 hour operation of the MRF as well as a concern over highway capacity.
35. The applicant seeks to allow for 24 hour waste processing activity within the existing MRF building along with an increase in the number of vehicle movements delivering waste to the site by a further 2 hours, i.e. up until 2000 hours Monday to Sunday and on Public Holidays. The Parish Councils have raised an objection to the proposed

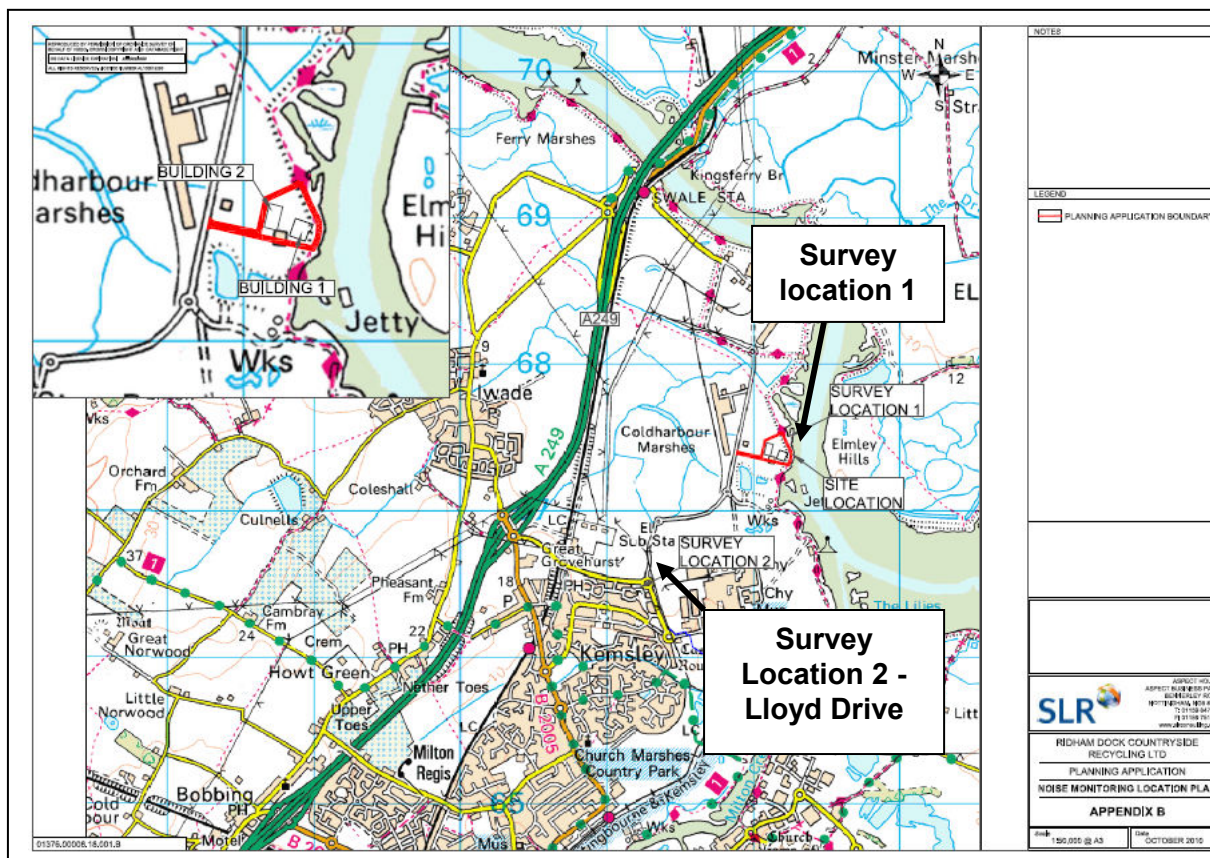
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variations on the basis that an increase in traffic has resulted in an increase in noise generally in recent years.

Noise Impact from HGVs

36. In terms of potential noise impact from HGVs visiting the site, the applicant considers that the proposed increase in HGVs visiting the site along with a variation in operating hours would not create a noise nuisance to the nearest sensitive residential receptors (as identified as location 1 and 2 on the plan below) when considered against the existing noise levels. In support of the application, a noise assessment has been carried out which assesses the potential effect of vehicle movements on the ambient noise levels at the closest receptor, which is considered to be Lloyd Drive.



37. The applicant states that the predicated noise levels generated by site related HGVs would have no impact on the existing ambient noise levels when assessed at the nearest residential noise sensitive receptors. This is shown in the table below:

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Table 5.4¹
**Assessment of Heavy Goods Vehicle movements against Ambient Noise Levels
 free-field dB**

Location	Period	Measured Ambient Noise Level L _{Aeq}	Predicted HGV Noise level L _{Aeq}	Predicated Future Ambient Noise level	Change	Impact
1. Mud Flats	Daytime	47.0	24.8	47.0	0.0	No Impact
2. Lloyd Drive		59.1	38.4	59.1	0.0	No Impact

38. Jacobs, our noise consultants have been consulted on the proposal and concur with the findings of the assessment indicating that in their view an increase in traffic movements from and to the site is considered to have an insignificant impact upon the local network and adjacent residential properties (at some 1km distant) with noise from the A249 remaining the dominant local noise source. I consider noise from HGVs would remain at an acceptable level.

Noise impact from the MRF Operation

39. The applicant also seeks to remove the restriction upon operations within the Materials Recycling Facility Building to allow for the processing of waste 24 hours a day. Deliveries of waste are proposed to cease at 20.00hours as proposed under the variation of condition 12 set out above, therefore only waste processing and sorting activity would be restricted to within the existing fully enclosed existing building. The existing site sits within the existing Ridham Industrial Estate within which a number of other businesses, namely Knauf, Morrison’s Regional Distribution Centre and Kemsley Mill operate on a 24 hour basis. Whilst there have been no objections from technical consultees, the Parish Council have raised an objection to an increase in operating hours, particularly on a public holiday.

40. A noise assessment was carried out by the applicant who undertook noise measurements at two locations, being Lloyd Drive and the mudflat are immediately to the east of the site and which was in dominated by industrial noise. The results table below indicates that the predicted rating levels from fixed plant at the site would lead to a situation between marginal significance and a positive indication that complaints would be unlikely during both the daytime and night-time periods for both locations.

¹ Page 9, SLR Noise Assessment (October 2010)

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Table 5.2²
BS4142 Assessment, free-field dB

Location	Period	Measured Background Noise level, L _{A90}	Predicted Rating Noise Level L _{Ar,T}	Difference
1. Mud Flats	Daytime	44.6	35.1	-9.5
2. Lloyd Drive	Daytime	47.3	20.6	-26.7
1. Mudflats	Night-time	43.8	35.1	-8.7
2. Lloyd Drive	Night-time	40.3	25.5	-14.8

41. In considering any potential noise impact on the nearby Special Protection Area (SPA), Ramsar site and Special Site of Scientific Interest (SSSI), from the 24 hour operation of the MRF and the additional 2 hours of vehicle movements on this site, the existing MRF building is an insulated industrial building, the doors to which would remain closed after the last deliveries of waste to the site at 2000 hours. The In-vessel composting building currently on site already operates on a 24 hour basis and no changes to this are proposed.
42. The applicant has supplied a noise assessment with further addendums investigating the impacts of noise from the 24 hour operation of the MRF on the SPA along residential receptors. This concluded that the noise generated from the operation of the facility would not raise noise levels above the existing background level at the SPA boundary. The proposed operations would therefore not have a significant impact upon the SPA, SSSI and have no impact upon the nearest residential properties which are over 1km away from the site.
43. Natural England and the County Council's own Biodiversity Officer have been consulted specifically in relation to the impacts of this facility on the designated sites and have raised no objection to the proposals. Advice has been sought from Jacobs, the County Council's noise advisors in relation to the potential impact of a 24 hour MRF operation on the local environment. Jacobs concur with the findings of the noise assessment provided by the applicant and are satisfied that the proposed variation would not have any significant impact upon the local environment in terms of noise. Jacobs also note that the existing noise from road traffic on the existing road network would prevail as the dominant noise source. Having regard to the views of the above consultees I am satisfied that the proposed variation of condition 12 would not result in an unacceptable adverse impact on residential amenity nor on the nearby designated sites and is therefore consistent with Policy NRM10 of the South East Plan and Kent Waste Local Plan policy W18.

Highways Impact

44. As part of the proposal the applicant seeks to vary the current restriction on vehicle movements in order to reflect the proposed increase in waste throughput, through

² Page 8, SLR Noise Assessment (October 2010)

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both the MRF and IVC facilities, being handled at the site. Condition 20 of planning permission SW/05/1392 currently restricts the site to a combined total of 132 movements (i.e. 66 in/66 out). Linked to an increase in waste throughput the applicant would also be required to increase vehicle numbers visiting and leaving the site by some 78 movements per day (i.e. an additional 39 in/39 out). This would ultimately equate to a total of 210 (105 in, 105 out) movements per day overall.

45. The site is currently accessed from a designated industrial route directly from the junction with the A249 which is classed as a primary trunk road. In support of the application a traffic and transport statement has been submitted which examines the impacts of the proposed increase on the existing highway network. The Assessment states that the waste would be sourced locally and as such is already being transported on the local highway network but being processed further afield, also the proposals would include importation of gypsum waste from the nearby Knauf Drywall facility, a site located within the existing Ridham Industrial Estate complex.
46. The applicant indicates that proposed figures reflect a maximum figure which would be reached infrequently and particularly after busy periods such as bank holiday weekends. The applicant also recognises that the site could not operate at this level on a regular basis as it would soon exceed the waste throughput limits imposed upon the site under conditions 22 and 26.
47. Bobbing Parish Council have raised concerns over the impact the proposed increase in vehicle movements would have upon traffic at the slip roads to the A249. The Divisional Transport Manager (DTM) and the Highway's Agency (HA) have been consulted and have raised no objection to the proposal in relation to capacity and impact on the A249. Having regard to the Parish Council's concerns however, further advice has been sought from the DTM who confirms that he does not consider that the proposed variation would have a significant impact upon the slip roads or the local road network provided the re-worded condition imposed on the planning consent stipulates an upper limit of 210 movements as applied for. The DTM concludes that in reality there would only be a small increase in vehicle movements which would have no real impact upon the local highway. Having regard to the Parish Council's concerns on 'cumulative impacts' I would comment that both the DTM and Highway Agency have been consulted and that neither have raised objections to this proposal nor the proposed development at Kemsley Paper Mill (submitted under reference SW/10/444). On this basis I would find it difficult to sustain an objection to the proposal on highways grounds. I consider that the proposed variation of condition 20, which would set an upper limit to 210 combined movements accords with the principles set out in PPS10, PPG13, the South East Plan (2009) and Policy W22 of the Kent Waste Local Plan which aims to ensure waste facilities have ready access onto the primary route network, and do not cause detrimental impacts to highway safety and amenity.
48. In summary, I would concur with the views of the DTM who considers that the proposed increases to the maximum throughputs, increases to hours of operation and the increased upper limit to total vehicle movements are all acceptable in terms of highway capacity and for their impact upon local highway network. The DTM notes that the Traffic and Transport Assessment supplied with the application argues that the vehicles movements are already on the local highway network, and that there are

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benefits with the processing of locally generated wastes such as the gypsum waste from Knauf's plasterboard manufacturing plant.

Amenity Considerations

49. Whilst the application proposes to increase the throughput green waste composting at the existing facility, no specific concerns have been raised concerning potential odour or bio-aerosol emission issues. The operator has worked closely with the EA to produce an odour management plan for the site which forms part of the requirements of the existing environmental permit. With the exception of the final maturation area, the IVC facility is operated within a fully enclosed building, kept under negative pressure and operates an odour masking misting spray. A Site Specific Bio-Aerosols Risk Assessment (SSBRA) has been submitted, which seeks to ensure that any risks associated with the sites operation, are investigated and controlled as part of everyday operations. The EA and Jacobs, the County Council's odour and dust advisors, have been consulted and have raised no technical objections to the proposal. Odour and bio-aerosols emissions are operational matters already controlled by the EA under the existing permitting regime. I am therefore satisfied that odour and bio-aerosol emission levels are acceptable and that adequate controls are already in place at the site to accommodate the increase in throughput. I do not consider that any increase in throughput would lead to unacceptable impacts on local amenity or the local environment as a result of odour or bio-aerosols.

Aggregate Recycling

50. Condition 28 of planning permission SW/05/1392 currently restricts aggregate recycling on site to 10,000tpa. The applicant seeks to formally delete this condition as it is no longer relevant to activities occurring on site. No objections or concerns have been raised in with regard with this deletion. On this basis I consider this to be acceptable in planning terms.

Conclusion

51. Countrystyle's waste recycling facility at Ridham Dock has been operating for the past 4 years. The principle of this development at this location has been established under the SW/05/1392 planning permission. The operator now seeks to achieve the capacity to which the site was designed.
52. The site is located within an existing industrial area, some 1.2 km from the nearest sensitive residential receptor. The site is accessed by a designated industrial route from the A249 trunk road. There have been no technical objections made to any of the proposed variations. Iwade Parish Council and Bobbing Parish Council have objected to the proposals due to the proposed increase in vehicle movements and potential cumulative impacts upon the area due to future planning applications. Both the Highways Agency and the Divisional Transport Manager do not consider that the proposed increase in daily vehicle movements from 132 to 210 movements would

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have a significant impact upon the local highway network. The matter of other planning applications in the area is not relevant to this case as these have not yet been considered and in determining those new applications the committee would need to take the impacts of this proposal into consideration. This site is an existing operating site which is seeking to expand its operations to meet existing need for waste recycling and composting facilities within the County. The proposals do not require any additional built development or mitigation measures to control the proposed increases as satisfactory measures to control noise, dust and odour are already in existence at this facility. These matters would also be controlled through the any revisions to the sites environmental permit.

53. Having considered the views of consultees and relevant material planning considerations I am satisfied that the proposed variations to the conditions would not lead to unacceptable adverse impacts either individually or cumulatively and would accord with adopted development plan policies. I therefore recommend accordingly.

Recommendation

54. I RECOMMEND that PERMISSION BE GRANTED for the proposed variations to conditions 12, 20, 22 and 26 of planning permission SW/05/1392. And that they shall now read as follows:

- (12) Waste deliveries and transportation of materials off site shall only take place between the following hours;

05.30 – 20.00 hours Monday to Sunday and Public Holidays (excluding Christmas Day, Boxing Day and new Years Day)

No operations other than the processing of compostable material within the in vessel system and processing of materials within the MRF building shall take place outside these hours except for essential plant maintenance up to 23.00 hours between Monday and Saturdays only.

- (20) No more than a combined total of 210 vehicle movements (105 in/105 out) associated with the operations hereby permitted shall enter or leave the site in any one day.
- (22) The maximum throughput of compostable waste shall not exceed 45,000 tonnes per annum.
- (26) The maximum throughput of the Materials Recycling Facility (MRF) shall not exceed 110,000 tonnes per annum.

Case Officer – Shaun Whyman/Angela Watts	Tel no. 01622 221055
Background Documents - see section heading	