

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 other documents as might be additionally indicated.

Item C1

Development of a hazardous waste transfer station at Unit 19, Mills Road, Quarry Wood Industrial Estate, Aylesford, ME20 7NA – TM/11/2143

A report by Head of Planning Applications Group to Planning Applications Committee on 8 November 2011

TM/11/2143 - Application by Cleansing Service Group Ltd for the development of a hazardous waste transfer station at Unit 19, Mills Road, Quarry Wood Industrial Estate, Aylesford.

Recommendation: Planning permission be granted subject to conditions

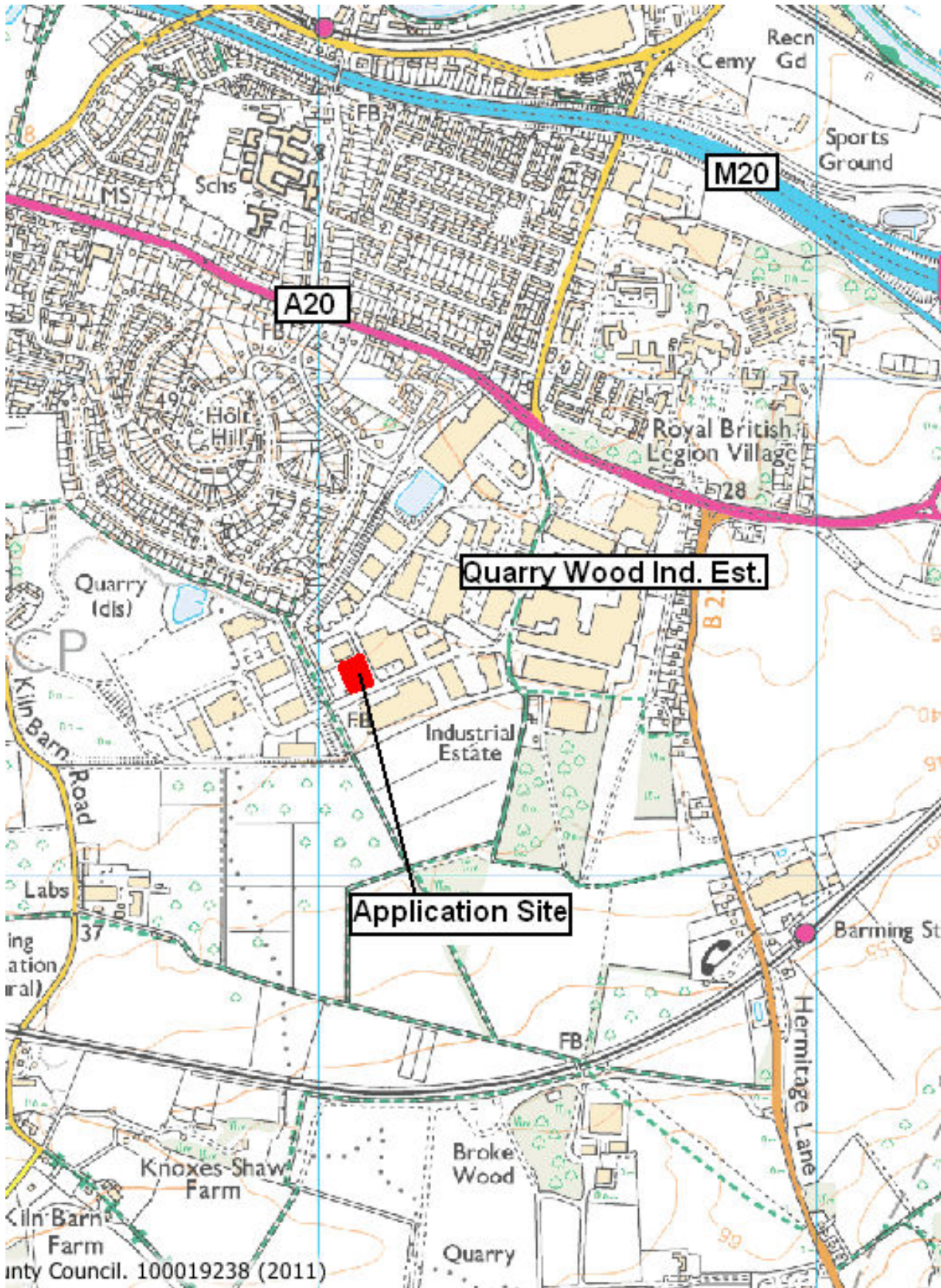
Local Member(s): Mr P.Homewood

Classification: Unrestricted

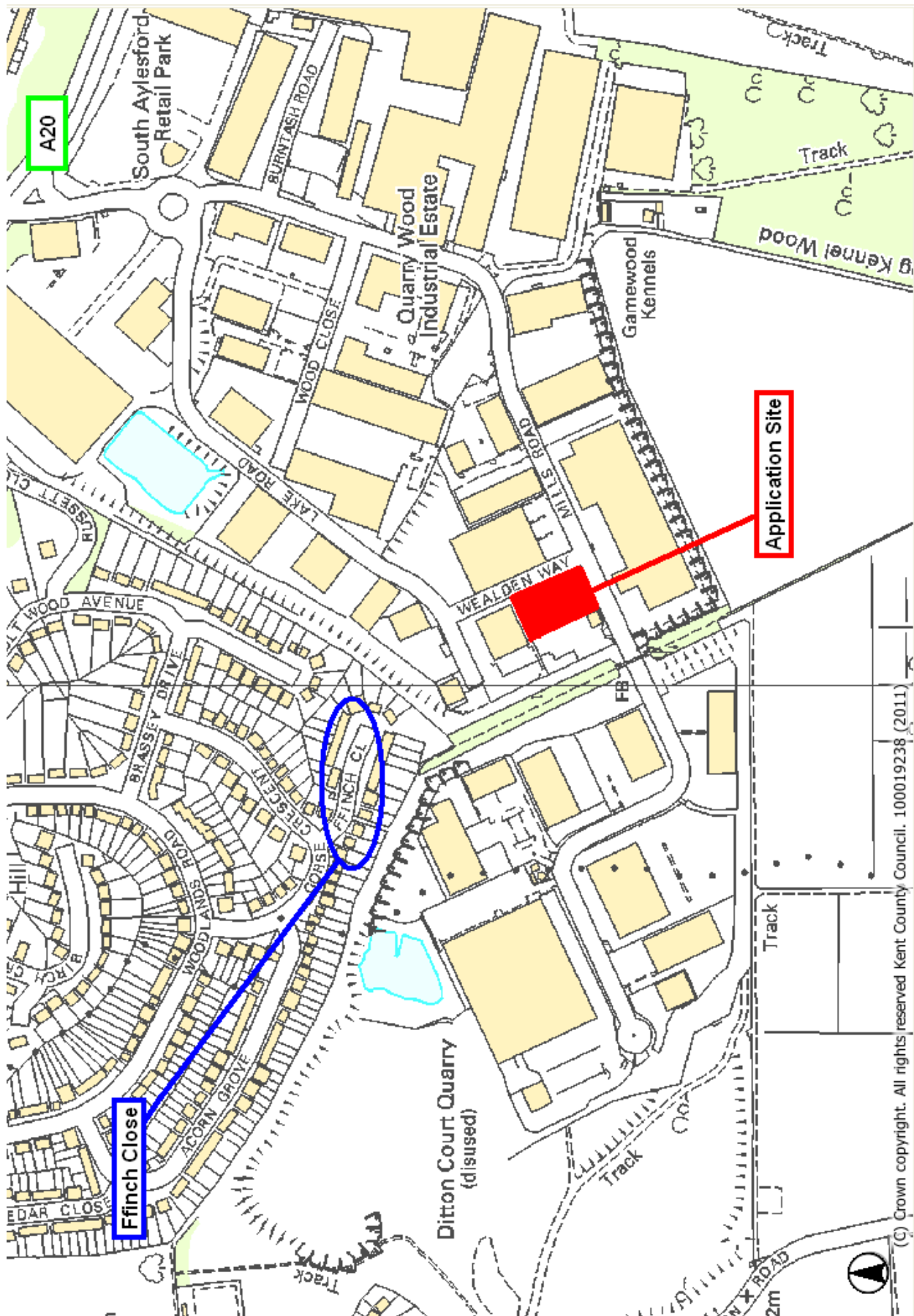
Site Description

1. Unit 19 is located on Mills Road, on the corner of Wealden Way, within the area known as the Quarry Wood Industrial Estate, which is a large industrial estate built within a disused quarry to the West of Maidstone, and adjacent to the South Aylesford Retail Park. The estate is accessed via Mills Road, which connects to the A20 London Road which links to Junction 5 of the M20, approximately 2 miles to the East.
2. The application site measures approximately 0.29ha and is bordered by a liquid waste treatment facility to the West, which is owned and under the control of the applicant, Cleansing Service Group Ltd (CSG). To the North there are a number of small industrial units, and Wealden Way and Mills Road form the boundaries to the East and South. The surrounding estate has a number of industrial units of varying size and use. Across Wealden Way is a large postal delivery and distribution depot which is currently disused. The industrial estate lies within a former quarry, and is set down approximately 5m in the surrounding landscape, with steep quarry faces covered with mature plants and trees creating the physical limits of the estate.
3. The Quarry Wood industrial estate is split into two, with a footpath bridge crossing Mills Road, beyond which are more recent developments within the disused Ditton Court Quarry including the Tesco home delivery distribution centre and Kent Frozen Foods.
4. The nearest residential properties are approximately 150m to the North, along Finch Close. The properties within this road are raised approximately 5m from the floor of the estate and the development site due to the legacy of the quarry workings. Finch Close is a Cul-de-sac extending off a large residential area around Holt Hill, and is separated from the industrial estate by the former quarry face and mature trees.

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DO NOT SCALE. CONTRACTOR TO CHECK ALL DIMENSIONS & REPORT ANY OMISSIONS OR ERRORS.

- KEY:**
- APPLICATION BOUNDARY
 - MAIN WASTE TRANSFER BUILDING
 - FLAMMABLE STORE
 - WASTE RECEPTION AREA
 - RAMPED ACCESS TO WASTE TREATMENT FACILITY
 - AFFF EXTINGUISHER
 - ACO DRAIN



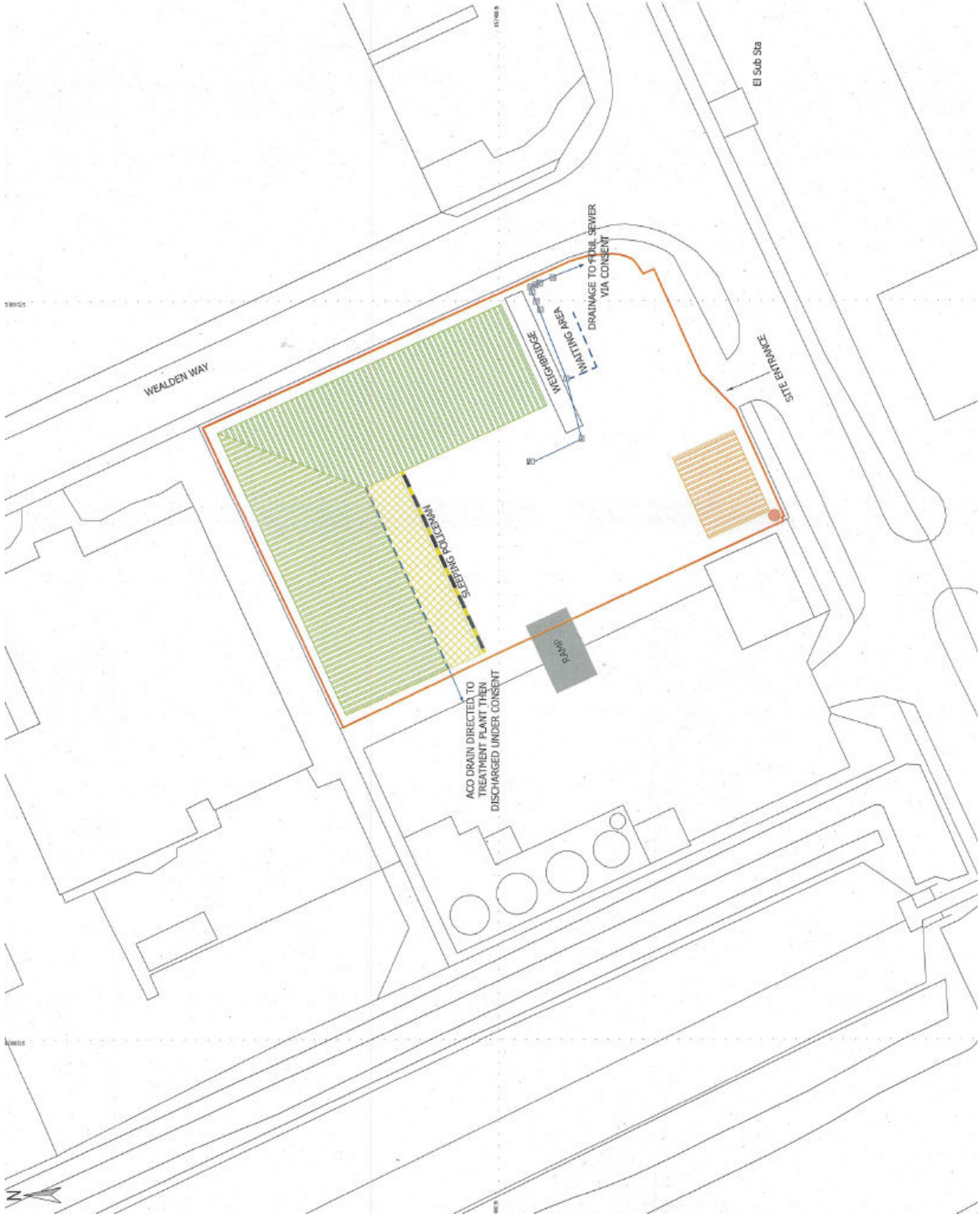
REV	DESCRIPTION	BY	CHK	APP
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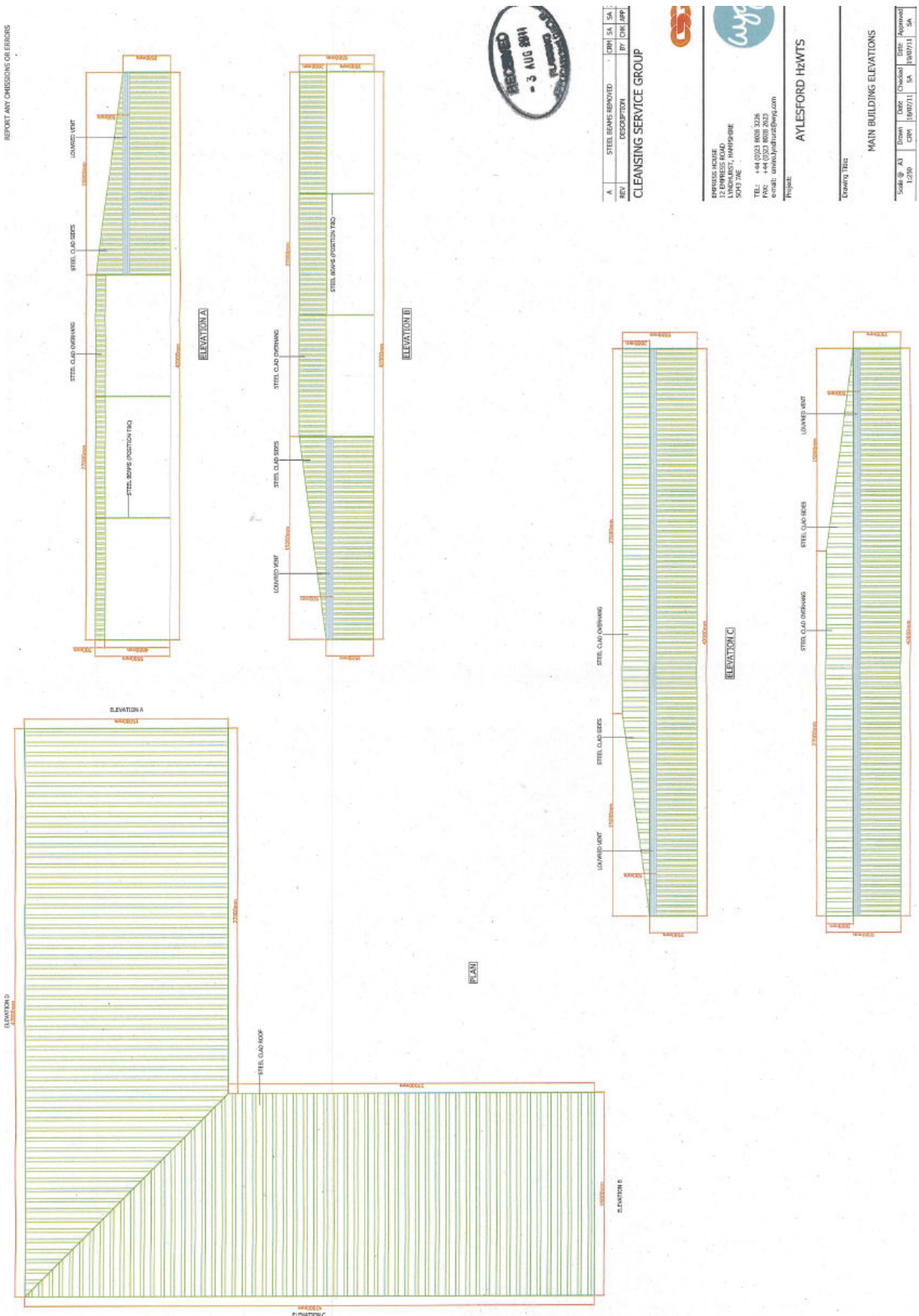
Project: AYLESFORD HZMWS

Drawing Title: PROPOSED SITE DRAINAGE



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REPORT ANY OMISSIONS OR ERRORS



REV	STEEL BEAMS REMOVED	DRN	SA	SA
A	DESCRIPTION	BY	CHK	APP

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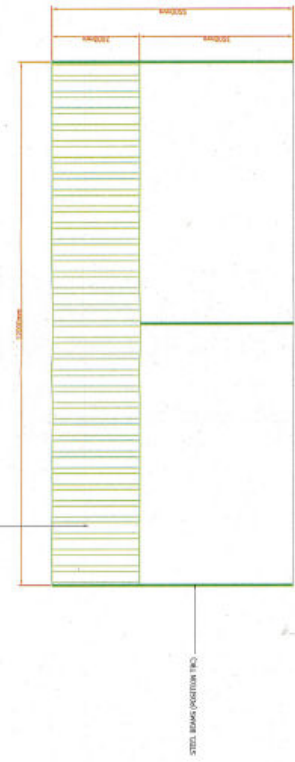
Project: AYLESFORD HWTS

Scale: A3
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 Drawing Title: MAIN BUILDING ELEVATIONS

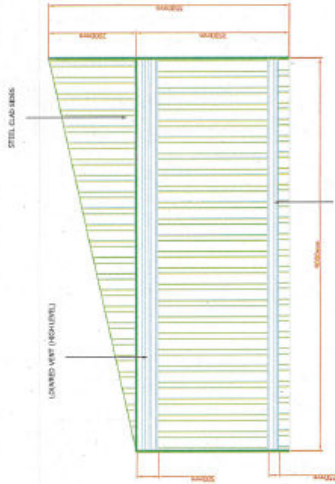
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Hazardous waste transfer station, Aylesford – TM/11/2143

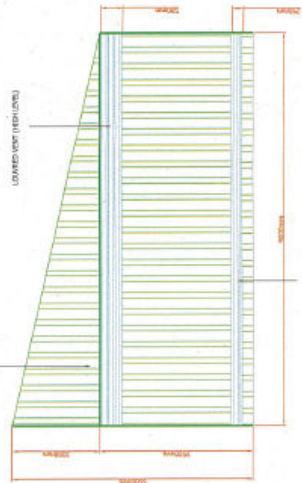
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ELEVATION A



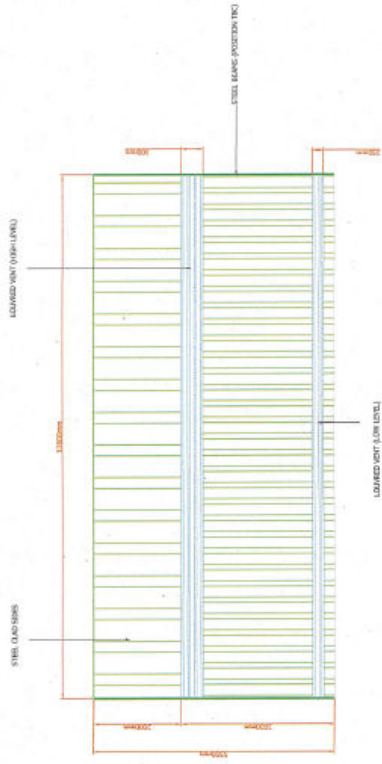
ELEVATION B



ELEVATION C



ELEVATION D



ELEVATION E



REV	DESCRIPTION	BY	CHK	APP	DATE
A	STEEL BEAMS REMOVED	CPH	DA	DA	24/07/11

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PROJECT: AYLESFORD H2WTS

DRAWING TITLE

FLAMMABLE STORE BUILDING ELEVATIONS

Scale	Drawn	Checked	Issue	Approved	Date
1:100	CPH	DA	DA	DA	18/07/11
Project No.	Client	Contract No.	Drawings No.	Revision	
AD31790	ENV	CSG/A03/2011/A25	A		

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Proposal

5. This applicant is applying for the development of a hazardous waste transfer station comprising the construction of a 3 sided L-shaped light industrial building with a sloped steel roof and steel cladding of approx. 1035m², and a smaller separate steel clad building of 108m². Two existing temporary buildings would be removed from site, and the existing weighbridge relocated as shown on the site plan. The hard landscaping would involve a concrete skin and drainage system designed to Environment Agency guidelines, to allow assessment of any contaminated spill run-off and collection to prevent contamination entering the sewer system and prevent pollution to underlying groundwater.
6. The site operations would be to accept, assess, store, bulk and prepare wastes for onward transportation to another site for treatment or disposal. Waste would be delivered to the site by van or lorry in sealed containers, drums, tins, intermediate bulk containers (IBCs) or boxes, on pallets, and stored within the relevant section of the main building according to waste type, with flammable materials in the separate smaller building. Wastes would arrive, be stored and leave within sealed containers and are only opened to allow the materials to be tested at the onsite laboratory. Materials would be bulked up, by collating similar waste streams and those with the same destination for treatment, and then materials would be removed by HGV. Currently the applicant sends materials from Kent and South London on to its existing transfer facility in Dorset, before suitable material is bulked up and sent to its speciality treatment facility in Manchester. The quantities of waste being stored on site will vary dependent on levels of receipt, and is limited by the capacity of the proposed building and ultimately by the Environmental Permit.
7. The applicant has stated that the wastes to be received are predominantly from the printing and photographic industry (inks, toner, paints, fixer solutions), but other wastes would be collected such as household chemicals (bleach, garden pesticides, rat poison, solvent based paints) and Laboratory clearances (small quantities of chemicals), although the list is broad, it would be regulated by the Environmental Permit issued by the Environment Agency. The site does not intend to accept wastes classified as explosive or radioactive, nor those which are especially odorous, such as those from the food industry. Wastes would be sampled and assessed at the collection point by the CSG sales team before assessment at site, in order to ensure no nuisance-creating or non-permitted wastes are brought to the site. All wastes that enter the site would be required to be in the appropriate containers before receipt, in order to comply with safety procedures and to minimise the risk of spillages or leaks.
8. Unit 19 is immediately adjacent to the applicant's liquid treatment facility on Unit 20, and both sites would be managed from the existing site offices with a ramp providing access between the two sites. Parking would also be provided on the adjacent site with a combined total of 6 staff. However, each site would remain as a distinct planning unit governed by separate permissions and environmental permits operating independently of each other.
9. The proposed hours of operation are between 06:00 to 18:00 Monday to Friday and 06:00 to 16:00 on Saturdays, with no operations on Sundays or Bank Holidays. The hours of work have been justified by the applicant as to match those of the adjacent treatment facility which operates these hours under planning permission TM/07/2416 granted by KCC. The operations would involve 30 LGV and 10 HGV movements per day.

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10. Unit 19 is currently used by the applicant, Cleansing Service Group Ltd, as a transport depot for its fleet of collection vehicles and for parking by the drivers, and is predominantly undeveloped and open apart from two temporary buildings. The applicant has stated that although the site is not restricted to vehicle movements within its existing permission, the current operations create approximately 60 HGV movements and 20 car movements per day. The transport depot would be moved to another site owned by CSG Ltd. The built form of the proposed development would prevent the use as a transport depot due to the reduction in open area for the parking of HGV tankers and cars.
11. The proposal site previously held permission for the storage and distribution of industrial gas propane cylinders under TM/86/1358 which was varied under TM/96/1679 to increase the limits on the number of cylinders allowed to be stored under the baseline permission. This permission was again amended to increase storage levels under TM/00/756. The land of the development site lies within an area safeguarded for employment uses under policy E1 of the Tonbridge & Malling Development Land Allocations DPD.

Planning Policy

12. The Development Plan Policies summarised below are relevant to consideration of the application:
 - (i) **Planning Policy Statement 10: Planning for Sustainable Waste Management**
 - (ii) **Planning Policy Statement 1: Delivering Sustainable Development**
 - (iii) **Planning Policy Statement 23: Planning and Pollution Control**
 - (iv) The adopted (2009) **South East Plan**

Regional policy is contained within the South East Plan 2009. However, it is important to note that as a result of the judgement in the case brought by Cala Homes in the High Court, which held that the powers set out in section 79 [6] of the Local Democracy, Economic Development and Construction Act 2009 could not be used to revoke all Regional Strategies in their entirety, Regional Strategies (the South East Plan in the case of Kent) were re-established as part of the Development Plan on 10 November 2010. Notwithstanding this, DCLG's Chief Planner Steve Quartermain advised Local Planning Authorities on 10 November 2010 that they should still have regard to the Secretary of State's letter to Local Planning Authorities and to the Planning Inspectorate dated 27 May 2010. In that letter he had informed them of the Government's intention to abolish Regional Strategies in the Localism Bill and that he expected them to have regard to this as a material consideration in any planning decisions. As a result of the legal challenge Members will be aware that they have to have regard to the policies in the SEP and the Government's intention to abolish the RSS as material considerations. However the weight to be accorded is a matter for the decision makers. The relevant policies to this application are:

Policy CC1 Seeks to achieve and maintain sustainable development within the region.

Policy NRM1 Sustainable water resources and groundwater quality

Policy NRM2 Water quality

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- Policy W3** Regional self-sufficiency
- Policy W4** Sub-regional self-sufficiency
- Policy W17** Location of waste management facilities

(v) The adopted **Kent Waste Local Plan** (1998)

- Policy W3** Locational criteria for waste processing and transfer facilities
- Policy W9** Development proposals for waste separation and transfer
- Policy W18** Control of noise, dust and odours from waste operations
- Policy W19** Protection of ground and surface water
- Policy W25** Control and design of operations

(i) **Tonbridge & Malling Core Strategy** (2007)

- Policy CP1** Sustainable Development
- Policy CP21** Employment land provision

(ii) **Tonbridge & Malling Development Land Allocations DPD** (2008)

- Policy E1** Safeguarded employment land

Consultations**13. Tonbridge & Malling Borough Council RAISE ISSUES:**

- (i) Tonbridge & Malling Borough Council recommends that the following issues are fully examined in the determination of this application and that KCC are satisfied that the application will not result in any unacceptable impact upon the general amenity of the area and the residential amenity of nearby dwellings.
- (ii) Full consideration be given as to the acceptability or otherwise of the siting of the application within the existing industrial estate.
- (iii) Full consideration should be given to the impact of the application in terms of odour, dust or any other emissions.
- (iv) The Environmental Protection Officer comments that the proposed site will operate as a Waste Transfer Facility and that the only treatment of wastes will be the sorting of wastes into similar streams prior to onward transportation. Wastes will arrive on site in sealed containers and leave the site in larger sealed containers. The Officer understands that the site will be subject to Permitting by the Environment Agency as a waste management activity and as such he does not perceive there to be an environmental protection issue associated with this application.

Aylesford Parish Council OBJECTs to the proposal:

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There is an issue regarding odour from the existing operation on this site. The proposed development lacks detail for odour control and the handling and storage of the hazardous wastes.

KCC Highways & Transport: No objection. The application reports that there will be a reduction in the number of traffic movements to the site. The existing use generates approximately 60 HGVs and 20 cars per day, and the proposal would generate 10 HGV movements and 30 LGV movements per day. There are no issues to raise.

Environment Agency: No objection in principle, however advise the applicant as to the content of the Environmental Permit application including the need for a complete drainage plan for foul and surface water systems.

Southern Water: Seek clarification of the location or water mains positions.

Local Member

14. The local County Member for Malling Rural North East, Mr Peter Homewood was notified of the application on the 10 August 2011. No comments have been received.

Publicity

15. The application was advertised by the posting of a site notice and the notification of 100 neighbours and businesses.
16. The application was also advertised in the Kent on Sunday 21 August 2011.

Representations

17. There have been 19 letters of objection from nearby residents and businesses, and the main points of objection can be summarised as follows:

Odour

- No detail of any measures to contain odours on site
- Reference to 'bulking up' of liquids but no detail of any measures or precautions to prevent spillage or odours
- It is not clear how the occupiers of Priory Park will be protected from the inevitable increase in dust and odours from the site.
- Neighbours are not reassured that they would be protected from the escape of migrating dust particles, debris and smells arising from the transfer of hazardous materials. Additional detail is required.
- Cleansing unit has caused problems with strong gas smell which caused locals to call the gas company. There was also an explosion a few years ago which shook the houses. The company has a poor track record with safety therefore shouldn't accept hazardous waste.

Operations

- No detail as to whether asbestos will be handled on site
- No detail whether reversing beepers on Lorries could be addressed by white noise, as per nearby Tesco Depot.

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- The application, should consent be granted, would change the nature of the site from an open transport depot to a site handling tons of hazardous material with a large amount of hazardous material stored in an industrial building.
- It is likely that noise emanating from the site will increase as a result of increased vehicle movements and transfer operations. The hours of operation are also quite long.
- A detailed method statement relating to the waste transfer process would assist the understanding of those consulted. Neighbours would like information on the size and content of materials in transit, how they are offloaded and stored; how they are kept and protected; and how they are transferred for onward journeys. Does this involve forklift vehicles working on site, tipping and/or other measures? Is it guaranteed that there can be no damage to protective packaging?
- It is suggested that CSG provide evidence from other similar facilities that they operate – including photographs – so that the application is supported by clear evidence of how the site will operate and appear.
- Neighbours would like to know that the flammable goods store to be constructed near the boundary will be robust and adequately protected.
- Information about proposed external and shed lighting is required.
- The development of a hazardous waste transfer station is too near residential development and a public footpath.
- The Priory Park environment is commercial in character but a great proportion of the buildings are relatively new, well designed and well maintained. The character of this area would be adversely affected by construction of a large shed structure 42m by 5.5m high with open sides and storing waste.
- There would be a risk of explosion, and has been an explosion on the site in the past – there would definitely be a “disaster waiting to happen” if another explosion were to occur when hazardous wastes are on site.

Traffic and Access

- No reference to addressing the affects of extra traffic so may be a need for extra conditions – including taking into account the nature of the lorry loads.
- Believe the proposal would generate approximately 40 vehicle movements per day. There is no evidence comparing this to the present day activities and no indication of vehicle movement patterns. This could have a detrimental effect on the users and occupiers of Priory Park in particular, as they have to pass the CSG premises to gain access to Priory Park.

Discussion

18. In considering this proposal regard must be had to Development Plan Policies outlined in paragraph (12) 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, this proposal needs to be considered in the context of Development Plan Policies, Government Guidance and other material planning considerations including those arising from consultation and publicity.
19. This application has been brought for determination by the Planning Applications Committee following the objections of a number of local residents, the Parish Council and local businesses. The objections raise a number of issues and concerns relating to the proposed transfer station and to wider issues. It is important when considering this application to focus on the material planning merits of the proposal as contained within

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the application. The main issues to discuss relate to the location of the development; noise, dust and odour; visual impact; highway considerations and impact on local residents.

20. The development proposal involves the construction of one large L-shaped industrial building and another smaller building. The operations would consist of the receiving, storage and transfer of a variety of hazardous wastes received primarily from the printing and photographic sector, with household and school lab wastes included within the list applied for within the Environmental Permit (as para. 7 of this report). The wastes would arrive in sealed containers, and be assessed by the on site laboratory, before storage and bulking-up in the relevant area of the main building. After being bulked-up, the sorted wastes would be sent by HGV to the appropriate site for treatment or disposal. The appropriateness and impact of this activity in relation to the surrounding forms the basis of the discussion.

Location

21. Unit 19 lies within the Quarry Wood Industrial Estate. There are a number of adjacent industrial and commercial units including CSG's liquid waste treatment facility, a DHL sorting/delivery depot (now closed), a solvent waste company and a bank storage facility. Access is provided via Mills Road, which links the estate to the primary road network at the A20 London Road. Unit 19 has previous permission for the storage and distribution of industrial gas canisters, and has most recently been used by CSG as a transport depot for its fleet of collection lorries for another area of its business.
22. Policy W9 of the Kent Waste Local Plan 1998 relates to the locations of waste separation facilities, and lists a number of suitable locations. Applications for other locations must seek to minimise impact on local natural environments; secure ready access to the primary road network and should be considered against whether they are within or adjacent to existing waste management facilities or are part of a location within a committed general industrial-type area (that is those with as significant proportion of B2 to B8 uses). The site is not specifically identified within the Waste Local Plan, and therefore the development needs to be considered against the locational criteria identified above. In my view, the proposed location for the development applied for is appropriate within Unit 19, in accordance with Policy W9, as the area is a designated industrial estate safeguarded within the Tonbridge & Malling Development Land Allocations DPD for B1, B2 and B8 uses. Although the proposal constitutes a *sui generis* use, it would continue to operate as an employment site and therefore is acceptable under Policy CP21 of the Tonbridge & Malling Core Strategy 2007, Policy E1 of the TMBC Development Land Allocations DPD, and also by Policy W17 of the South East Plan by being located on land with a previous or existing industrial use. The site is well linked to the primary road network, with the A20 nearby and the M20 two miles to the East. The estate does not lie within a sensitive environmental location, and there are no sites of international or national ecological importance near the application site. However the impact of the development and its operations is discussed below.

Noise, Dust, Odour and Safety

23. A principle cause of concern for neighbours and businesses relates to the impact of the proposed development in terms of noise, dust and odour. However, the main odour concern is directed at the adjacent liquid treatment facility, which is not part of this planning application, and already benefits from planning permission. Neighbours have stated that there have been continuous problems from the treatment facility however the operators dispute these claims stating that they have only received a few complaints, and none have been verified as being generated from the CSG site, which holds an 'A'

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compliance rating from the Environment Agency. There are no records on the files relating to that site, showing that the County Council have received any complaints regarding odour. It should be noted here that there are a number of other businesses within the industrial estate which create odours, including a nearby solvent transfer company which is much closer to the residential properties and footpath. With regards to the proposed operations, in my opinion, the risk of odours being emitted and creating a nuisance can be considered extremely low. There is no treatment proposed for the wastes being received, and all materials will arrive, be stored and leave within sealed containers. The Environmental Health Officer at Tonbridge & Malling Borough Council supports this view, advising that as the proposal is for a transfer facility, and for the sorting of wastes into similar streams for onward transportation, then there is no environmental protection issue. The process and operations would be governed by an Environmental Permit issued by the Environment Agency therefore any risks would be managed under the terms and conditions of this permit. Odour, emissions and drainage will be regulated stringently by detailed submissions of an 'Odour Management Plan', 'Fugitive Emissions Procedure' and drainage plan submitted under the Environmental Permit procedures.

24. Whilst the operations proposed on site would be governed by an Environmental Permit, the applicant has submitted information regarding dust protection. The materials being sorted and received at site would be predominantly in liquid or sludge form. The activities on site would take place on a concrete surface, with a site speed limit of 10mph thereby reducing the risk of dust generation from physical activities. The proposed facility would generate fewer vehicle movements, particularly HGVs, than the existing use and previous planning permissions therefore there would be a net reduction in the impact of the site on the local area in terms of emissions and the physical disturbance and noise of vehicle movements within the site. The activities proposed for the site are modest in scale and level of activity in comparison to other units within the industrial estate, and the level of noise created would not be inappropriate nor out of place in this context. Forklift trucks would be fitted with white-noise reverse beepers to reduce noise impact and this can be conditioned to ensure compliance.

Visual Impact

25. The proposed built development would comprise a 3 sided L-shaped light industrial building with a sloped steel roof and steel cladding, finished in green, of approx. 1035m², and a smaller separate steel clad building of 108m². The buildings would have the appearance of a warehouse unit, similar in style to some of the industrial units within the Quarry Wood Industrial Estate. The visual impact of the operations would comprise the movement of pallets and containers from and onto vehicles, and into and out of the buildings. The design of the building can therefore be seen to appropriate within its context and compliant with policy W9 of the Kent Waste Local Plan.
26. The nearest residents are approximately 150m to the North of the application site, and are separated by a large bank security building and a solvent transfer facility, and a group of mature trees. The larger proposed building would be largely screened by the intervening landscaping and built environment features, and coupled with the design, would not appear incongruous within the context of the industrial estate. The operations of the proposed transfer station would be screened by these features and the orientation of the main building, which would house operations on the opposite side of the building to the residential development, thereby providing visual and acoustic screening.

Traffic & Parking

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27. Concern has been raised about the impact of the proposed development on the road network, in particular cars waiting and parking on the adjacent roads, and lorries turning into and out of the site. The applicant submitted a parking plan, showing parking spaces provided on the adjacent site and a waiting area for lorries within Unit 19, which satisfied the Divisional Transport Manager. The proposal demonstrates that there would be a net reduction in vehicle movements from 60 HGV and 20 cars, to 10 HGV and 30 LGV. This assurance can be confirmed by the imposition of an appropriate condition, and would provide an opportunity to place a control on vehicle movements, which are currently unrestricted.
28. The route which vehicles would take to access the proposal site goes through an Air Quality Management Area, at the junction of Mills Road and the A20 London Road. However, due to the proposed reduction of vehicle movements, and in particular the reduction of HGV movements, the net result would be to reduce the impact of the site's activities on the AQMA and contribute to a reduction in emissions at this point providing an environmental benefit as highlighted as a material consideration in PPS23 Planning and Pollution Control.

Water Resources and Drainage

29. The planning application contains a drainage plan and information regarding measures to prevent spillages which have to the potential to pose a risk to groundwater and effluent. Information supplied with the application states that the hard surfacing of the site area would be a concrete skin, with raised edges, and a raised sleeping policeman at the 'waste reception area' to create a self-contained drainage system. Any contaminated run-off from this portion of the facility would be collected and sent for treatment at the adjacent CSG liquid treatment facility, to ensure that no contaminated run-off enters the sewerage system.

Need

30. The proposed development is justified as it would reduce the number of road miles travelled, by providing a sorting and receiving facility closer to the sources of waste in Kent, whereas currently CSG's collections are sorted and bulked up at their transfer station in Dorset, consistent with the objectives of sustainability and the emerging MWDF. Collections operate on a campaign basis, and by their nature the materials collected are often in small quantities, thereby making direct transfer to the relevant treatment facility inefficient and uneconomical. The co-location of the proposed transfer station with CSG's existing liquid treatment facility is in accordance with KWLP Policies W3 and W9, and would allow suitable wastes received at the transfer station to be treated nearby. Therefore the proposal abides by the proximity principle by providing waste facilities closer to source and the principles of sustainable development in accordance with PPS1, Policy CC1 of the South East Plan 2009, and Policy CP1 of the TMBC Core Strategy 2007 and is supported by Policies W3 and W4 of the South East Plan 2009 relating to Regional and Sub-regional self-sufficiency for waste facilities.

Cumulative Impacts

31. The applicant has proposed that the hours of operation are to be between 06:00 to 18:00 Monday to Friday and 06:00 to 16:00 on Saturdays, with no operations on Sundays or Bank Holidays. These hours have been justified on the grounds that these are the permitted operating hours of the adjacent CSG owned treatment facility. In my view, the location, planned levels of activity on the site, combined with the distance to the nearest residential receptor, and the reduction of traffic movements, would make these hours acceptable in principle. A desk based assessment of planning permissions

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nearby to the proposal site, shows that some industrial units operate on a 24 hour basis, although with some limitations to activities taking place outside buildings.

32. Residents have commented that they are concerned about the quantities of material intended to be brought on to site. However, due to the nature of the proposed use as a transfer station, and not as a treatment facility, the quantities will be governed on a campaign basis (sporadic quantities of different materials), and by the capacity of the main proposed building. Therefore, as there is no processing taking place, it is more relevant to evaluate the activity on the basis of vehicle movements. In this respect, the impact of the activities can be controlled by planning condition, and by limiting the movements proposed by the applicant this would result in a net reduction of impact, and the imposition of limits where there were previously no controls on vehicle movements.
33. The hours of operation proposed, would result in the site operating during hours of darkness through the winter. Therefore, in accordance with PPS23 and the desire to reduce the likelihood of light pollution, I recommend a condition be attached requiring the submission of a lighting scheme detailing all external lighting to be installed on site.
34. I am satisfied that in land use planning terms the development is acceptable and that all pollution control matters can be adequately controlled and regulated by the environmental permit process and the ongoing compliance checks and management required under the permit.

Conclusion

35. In my opinion the proposed waste transfer facility is an appropriate development, both in physical design and operation, within the context of the industrial estate, and accords with the development plan and other material planning considerations. The perceived risks associated with odour, dust, noise and health will be tightly controlled by the Environmental Permitting process, and all other matters relating to lighting, parking, design, vehicle movements and hours of use can be adequately controlled by conditions.

Recommendation

36. I RECOMMEND that PERMISSION BE GRANTED subject to conditions:

- The standard time condition for implementation;
- The development to be completed in accordance with the approved plans;
- A scheme of lighting be submitted, showing all external lighting to be used
- Vehicle movements to be limited
- Hours of operation to be limited to the proposed

Case officer – Jeff Dummett	01622 221975
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Background documents - See section heading
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