

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

Erection of Light Industrial Building for the Storage and Sorting of Non-ferrous Metals, Former Corporation Yard, Western Road, Deal - DO/11/570 (KCC/DO/0169/2010)

A report by Head of Planning Applications Group to Planning Applications Committee on 10 April 2012.

Application by E.A. Churley for the erection of light industrial building for the storage and sorting of non-ferrous metal at the Former Corporation Yard, Western Road, Deal

Recommendation: Permission be granted subject to conditions.

Local Member: Kit Smith, Julie Rook

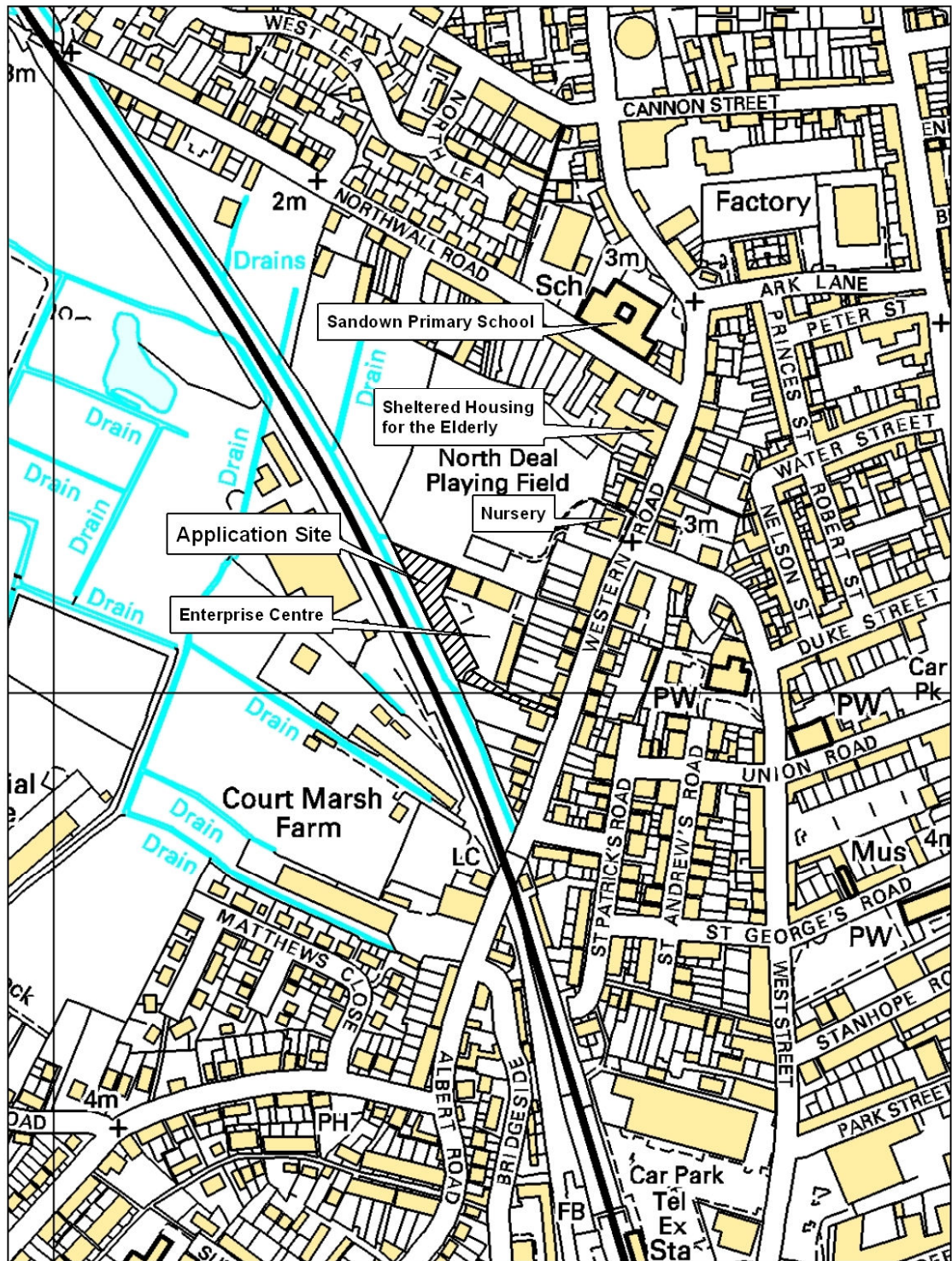
Classification: Unrestricted

Site description

1. The planning application site lies to the rear of residential properties on Western Road and to the east of the Ramsgate to Ashford railway line, beyond which are some large commercial buildings, in a general industrial area. The north of the site adjoins the North Deal Playing Field beyond which (approx. 200m) is a mixture of residential and light commercial development on Northwall Road. Beyond the site fencing (post and wire mesh) immediately to the east of the application site is a small Enterprise Centre with a number of small business units on it (see planning history below). Most of these units appear vacant although I understand one is in use as a light engineering fabricators and one for a car hire business. The two parts of the former Council Yard share the same access which runs between the properties, 11 and 13 Western Road. Further to the south along Western Road is a level crossing over the railway line. Western Road itself is generally residential in nature and has controlled parking along much of its length.
2. The site is generally flat and currently has some disused portacabins (two storeys), although I understand these will be refurbished for use if planning permission is granted. The whole site is laid down to concrete hard standing and measures approx. 0.2 hectares in area. The site lies approx. 400 metres inland of the coastline of Deal and lies within a Flood Zone 3a, meaning the site has a 1 in 100 or greater annual probability of river flooding or a 1 in 200 or greater annual probability of flooding from the sea in any year. Beyond the site boundary but between the site and the railway line lies a surface water drainage ditch. There are several surface water drainage ditches on the surrounding farmland to the west and on the playing field to the northwest.

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Site Location Plan



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3. Further along Western Road is a children's nursery and beyond that off Norhwall Road is Sandown Primary School. Across the corner of Western Road and Northwall Road is Gerald Palmby Court, a sheltered housing development for the elderly. A site plan can be seen on the previous page.

Planning History

4. The use of this land as a former Corporation Yard appears to date back to somewhere around the late 1950's, by which time most of the residential properties in the vicinity had also been built. The actual development of the site is difficult to trace in detail however Dover District Council has provided the following information on planning permissions granted which I have split into the relevant parts:

Whole Site

- DO/78/1350 – Redevelopment as central vehicle depot comprising of a carpenters' shop workshop, stores and offices (Council Depot).

Application Site

- DO/85/1134 – New Concrete Road Surface, perimeter security fencing, temporary buildings for office and workforce accommodation and salt storage. *Appears to be the division of the site (Council Depot) into 2, this permission creates the application site that is the subject of this report.*
- DOV/95/121 Certificate of Lawful Development as a waste transfer station on Area A – *(this is the area at the end of the yard where it is proposed to locate the new building)*

Light Industrial/Enterprise Centre

- DO/87/1439 – Planning permission granted for refurbishment of an existing building to provide 8 workshop units. *This appears to be for the subdivision of one large existing building on the eastern boundary.*
 - DO/87/1497 – Planning permission granted for change of use to light clothing manufacture.
 - DO/94/225 – Planning permission granted for the erection of prefabricated concrete garage.
 - DO/96/109 – Planning permission granted for workroom extension.
 - DO/97/1217 – Planning permission granted for change of use from clothing factory to joinery workshop and associated alterations and erection of new paint store Unit A.
5. An earlier application for the same proposal the subject of this report was submitted to Dover District Council but was subsequently withdrawn some time later. Following a resubmission the District Council then identified that this was for development of a type that should be dealt with by the County Council and subsequently forwarded this application on to us. This application was eventually made valid in June 2011.
 6. There have been several applications for a new dwelling to the rear of No. 11 Western Road, all have been refused.

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Fig. 1 Proposed Site Layout

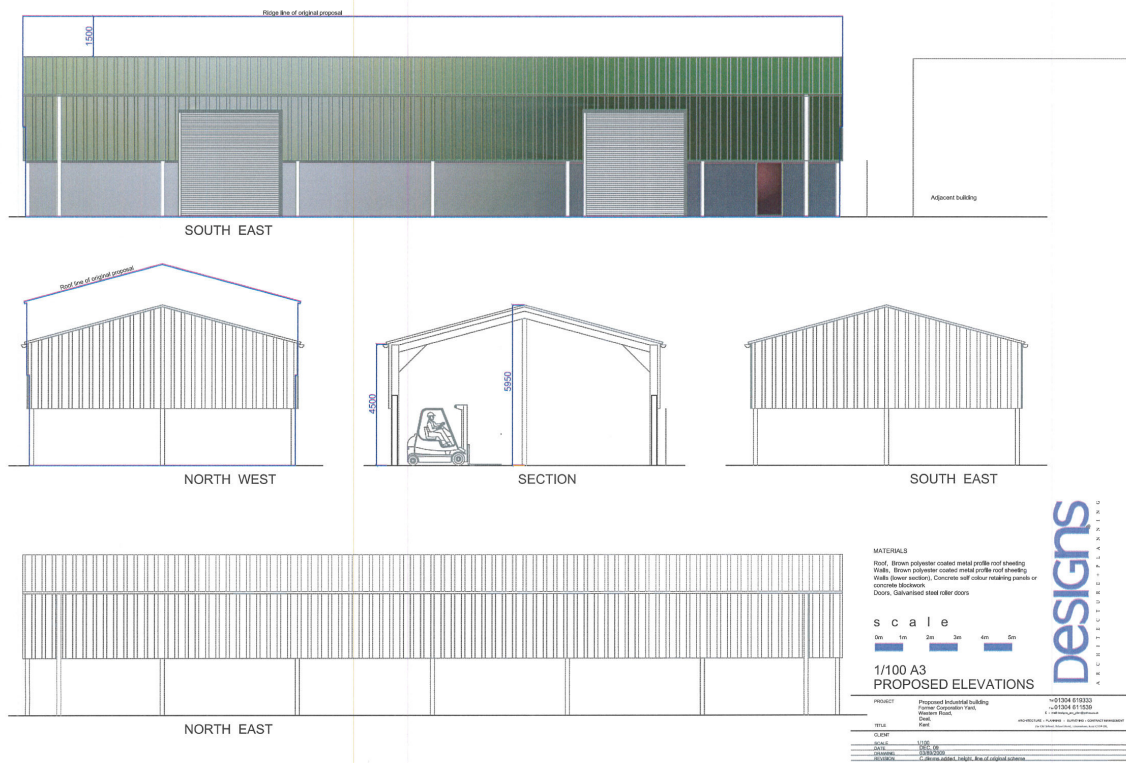


Fig. 2 Proposed Elevations

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Fig. 3 Photo montage showing view from North Deal Playing Field

Proposal

7. The application is for the erection of a light industrial building of 295 square metres to be used for the storage and sorting of non-ferrous metals which would then be sold on for recycling. Following negotiations the proposed building has been reduced in height to reflect those buildings on the adjacent Enterprise Centre. It would be constructed of a steel frame with concrete blockwork and steel cladding to the walls. The roof would also be constructed of metal profile sheeting. The existing portable buildings that are present on the site are to be refurbished and used as offices and mess rooms. Parking spaces are identified within the site for staff and commercial vehicles.
8. It is proposed that the site would operate 0800 hrs – 1700 hrs Monday to Friday and 0830 hrs to 12.30 hrs on Saturdays. There would be no operations on Sundays or Bank Holidays. Initially it is anticipated that there will be two full-time members of staff and a further part-time assistant would be required within six months once the business was up and running. The proposed layout plan identifies 6 car parking spaces and 2 light goods vehicle spaces, and demonstrates sufficient turning space within the site for a large HGV.
9. The proposed business is essentially a collection and bulking up operation, at expected volumes of 10 tonnes per week (520 tonnes per annum). Non-ferrous metal, brass, aluminium and copper etc., is most commonly used in the plumbing (and ancillary electrical) trade and in the current commercial market is valuable. Scrap and

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waste metal, off cuts of pipe, fittings, and taps can be salvaged and sold on for further processing. The Applicant buys this material from local plumbers (who will bring it to the site in their own vehicles), separates and sorts it into each metal category and then when there is a sufficient quantity sells it on in bulk quantities for specialist metal recycling and smelting. These recycling companies are based elsewhere in the country (mainly London) and will send their own larger vehicles (usually 10 tonne but up to max. 20 tonne) to collect the material. It is anticipated that this would be no more than 1-2 collections per week.

10. When the material is brought into the site, vehicles would enter the building and off load the scrap material (in its constituent parts) onto a 3 tonne flat scale where it would be weighed by the Applicant. The delivery vehicles would then leave the building. Most of the scraps would be sorted and segregated by hand or hand tools, removing taps from pipes etc., and placed into the correct segregation bin. The use of a small hydraulic press cutter would only be used for 'stubborn' parts of the separation process. Other than a forklift truck no other machinery would be required during the arrival, separation, storage and dispatch of the scrap parts. The work benches that would be used for processing the material have small (170W) surface extraction systems to collect any dust arising from the process. They would only be operated when needed.
11. It may be useful for members to understand that the Applicant has been undertaking a similar operation for a number of years, although not on such a formal footing. As far as I understand it, a notice offering to buy scrap and plumbing waste was advertised at local plumbers' merchants in Deal. The Applicant has stockpiled this waste in a number of lock-ups that he has in the area until such time as quantities were sufficient for it to be taken away by the recycling companies. To date all the waste comes in from local plumbers most of whom operate within a 20 mile radius of Deal.

Planning Policy Context

12. **National Planning:** The National Planning Policy Framework came into force on 27 March 2012; it replaces most national planning policy guidance. However, the framework does not contain specific waste policies since national waste planning policy is to be published alongside the National Waste Management Plan for England. Pending this, Planning Policy Statement 10 (Planning for Sustainable Waste Management) is to remain in place. The other matters addressed in the framework primarily carry forward previous national planning policy guidance.
13. The NPPF has at its heart a presumption in favour of sustainable development. The new Framework refers to the UK Sustainable Development Strategy Securing the Future which sets out 5 guiding principles for sustainable development: living within the planet's environmental limits; ensuring a strong, healthy and just society, achieving a sustainable economy; promoting good governance and using sound science responsibly. In terms of the planning system, the NPPF identifies that there are 3 dimensions to sustainable development which create 3 overarching roles in the planning system -- economic, social and environmental. These roles are mutually dependent. In facilitating the delivery of these roles the Framework also requires that

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local planning authorities should look for solutions rather than problems. It states that those determining applications should seek to approve applications for sustainable development where possible.

14. The NPPF is also accompanied by a technical guidance document which provides additional guidance on flood risk and minerals policy. With regard to flood risk it states that it retains key elements of previous Planning Policy Statement 25 'Development and Flood risk' which gives specific advice on steering development away from areas at risk of flooding, depending upon the vulnerability of the proposed use. This guidance is an interim measure pending a wider review of guidance to support planning policy.
15. **South East Plan 2009:** Policies CC1 (sustainable Development), CC2 (Climate Change), CC3 (Resource Use), CC6 (Sustainable Communities and Character of the Environment), NRM1 (Sustainable Water Resources and Groundwater Quality), NRM2 (Water Quality), NRM4 (Sustainable Flood Risk Management), NRM9 (Air Quality), NRM10 (Noise), W5 (Targets for Diversion from Landfill), W6 (Recycling and Composting), W8 (Waste Separation), W16 (Waste Transport Infrastructure), W17 (Location of Waste Management Facilities). This policy document is to be revoked as set out in the Localism Act 2011, but remains in place until secondary legislation deletes it.
16. **Kent Waste Local Plan (Saved Policies) (March 1998):** Policies W3 (Locational Criteria), W6 (Need), W7 (Re-use), W9 (Separation and Transfer - Location of facilities), W18 (Noise, Dust and Odour), W19 (Surface and Groundwater), W20 (Land Drainage and Flood Control), W22 (Road Traffic and Access), W25 (Plant and Buildings), W32 (Operation and Aftercare).
17. **Kent Minerals and Waste Development Framework (KMWDF):** Draft Policy CSW16 of the Kent MWDF Minerals and Waste Core Strategy: Strategy and Policy Directions Consultation (May 2011)
18. **Dover Local Development Framework (LDF)** In the transition towards the new Local Development Framework, a number of old policies were 'not saved'. Following the adoption of the first LDF documents in February 2010, a number of other policies have been replaced by Adopted Core Strategy Policies, however the Proposals Map rolls forward allocations and policy designations as 'saved Policies'. Relevant Policies are: DM11 (Location of Development and Managing Travel Demand), DM12 (Road Hierarchy and Development), DM 13 (Parking Provision).

Consultations

19. Consultations were carried out and the following comments received:

Dover District Council: No Objection subject to conditions securing: no external storage or sorting of material, no plant or machinery installed without permission, including extractor fans, hours of use restrictions (0800-1700 M-F, 0800-1300 Sat), Provision for vehicle turning and parking within site, details of construction materials, recommendations in part 7 of Desk Study Report in respect of contamination, details

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of external lighting, flood risk mitigation measures.

Deal Town Council: Object to the application as it is unsuitable for the area, too much traffic and unsuitable location for building on the boundary of North Deal Playing Field.

Divisional Transport Manager (East Kent): No objection and comments as follows:

“The Applicant indicates that there are likely to be 2 visits per week of the larger HGV’s shown on the tracking diagrams. These vehicles are likely to enter and leave the site from/to the south as this is the most direct route from/to the A258 and the wider highway network. Therefore, although the tracking diagram shows an existing vehicle turning left needing the area occupied by the end on-street parking bay to make the turn in a single manoeuvre, this is likely to be a rare occurrence bearing in mind the frequency of movements and the likely direction of travel. The on-street parking is limited to 2 hours waiting and does not appear to be particularly heavily used during working hours. The site has had previous uses which would have generated vehicle movements, including by larger vehicles.

Taking all the above into account I would not recommend refusal of the proposals on highway grounds subject to the following being secured by condition:

- Provision of construction vehicle loading/unloading and turning facilities prior to commencement of work on site and for the duration of construction in accordance with details to be submitted to and approved by the Local Planning Authority.*
- Provision of parking facilities for site personnel and visitors prior to commencement of work on site and for the duration of construction in accordance with details to be submitted to and approved by the Local Planning Authority.*
- Provision of wheel washing facilities prior to commencement of work on site and for the duration of construction in accordance with details to be submitted to and approved by the Local Planning Authority.*
- Provision and permanent retention of the vehicle parking spaces shown on the submitted plans prior to the use of the site commencing.*
- Provision and permanent retention of the vehicle turning facilities shown on the submitted plans prior to the use of the site commencing.*
- Provision and permanent retention of a minimum of 2 secure, covered cycle parking spaces prior to the use of the site commencing in accordance with details to be submitted to and approved by the Local Planning Authority.”*

Environment Agency: No objection subject to conditions requiring: a flood storage compensation scheme be submitted for prior approval, a scheme to manage unexpected contamination should it be encountered and conditions requiring storage fuels, oils and other potentially contaminating materials in accordance with the Control of Pollution Regulations 2001.

Network Rail: No objection

HS1 Ltd: No objection

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County Archaeologist: No response

KCC Heritage Conservation Officer: No response

KCC Noise, Dust and Odour Consultant (Jacobs): makes the following comments as set out under the following sub-headings:

Noise

No objection, the site is unlikely to result in a detriment to the noise environment of the nearest residential properties and requests conditions relating to noise levels and hours of working.

Dust and Odour

No objection.

Representations

20. The application has been publicised both by site notice and newspaper advertisement and local resident/business properties were notified. Initially I received 50 letters of objection as well as representations from East Kent Friends of the Earth, The Deal Society and Friends of North Deal (FOND) amenity societies.

21. The issues raised can be summarised as follows:

Traffic Issues

- Lack of space for vehicle manoeuvring
- The narrow nature of the entrance to the site and constant damage to the walls at either side.
- The use of large vehicles will be a danger to young children at the nursery and primary school, many of whom access via Western Road.
- The business could grow bringing more and more problems to the area, with more traffic.
- There are frequent tailbacks of cars when the trains go through the level crossing, vehicles accessing this site will cause further congestion.
- The surrounding roads are already in very poor condition and in need of resurfacing; this proposal will bring more damage.
- The road is already busy as a result of new residential development and heavily trafficked with regular damage to parked vehicles.

Social Issues

- The local youths will get into the yard and climb on buildings.
- Due to the high value of metals the threat of theft and thereby criminal activity in the area will be increased.
- Property prices will be devalued.
- The continuous noise from the use will have a detrimental effect upon the children using the playing fields next door and the elderly residents who

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live nearby.

Amenity Issues

- Previous uses on the site were very noisy and started up very early in the morning.
- The use of large vehicles will increase noise and pollution and cause structural damage to residential properties through vibration.
- There will be noise pollution from the unloading, sorting cutting and loading of the scrap.
- There will be environmental pollution especially into the stream and surface water run-off; this is also a flood plain.
- If there is a chemical leak it will be harmful to the public and the environment.
- The applicant should be asked to plant trees to screen the building, put in rainwater harvesting and install photo voltaic panels.
- The application is ambiguous and surveys have not been properly carried out.
- Opening hours should be strictly controlled,
- There will be increase in rodent infestation.

Following a re-consultation exercise I received another 7 representations reiterating their previous comments.

Local Members

22. The County Council Members Mr Kit Smith and Ms Julie Rook were notified of the application and the additional information/response to consultees. No written comments have been received to date.

Discussion

23. The Development Plan - Specifically 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. Material planning considerations include the recently published National Planning Policy Framework (NPPF) which promotes sustainable development and the local plan policies set out in paragraphs 12 to 15. It should be noted that the South East Plan remains part of the development plan although the Government's intention to abolish regional spatial strategies is a material consideration and the weight given to it is a matter for the decision maker.
24. Given the nature of the proposal the NPPF it is of less relevance in this case as PPS10 is to remain in place until any new waste policies are published alongside the new National Waste Management Plan for England. However the presumption in favour of sustainable development still applies and of specific relevance are the following: Delivering Sustainable Development, Part 1 – Building a strong, competitive

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economy; Part 7 – Requiring good design; Part 10 – Meeting the challenge of climate change, flooding and coastal change and Part 11 - Conserving and enhancing the natural environment (paragraphs 120 and 123, pollution and noise respectively). I will discuss the details in so far as they are relevant to the proposal later in the report.

25. The main issues to be considered in this case relate to:
- a. Need
 - b. Location
 - c. Traffic and Access
 - d. Flooding
 - e. Noise and Dust,
 - f. Other Amenity Impacts
26. Need - PPS 10 states the overall objective of Government policy for waste is to protect human health and the environment by producing less waste and using it as a resource wherever possible; it states *“By more sustainable waste management, moving the management of waste up the ‘waste hierarchy’ of prevention, preparing for reuse, recycling, other recovery, and disposing only as a last resort, the Government aims to break the link between economic growth and the environmental impact of waste”*.
27. A key part of the sustainability principle is that Waste Planning Authorities achieves net self-sufficiency in terms of management of waste and this is reflected in the extant policies of the South East Plan. On this basis Kent is following a strategy of providing sufficient waste management capacity to accommodate waste arisings from within the County (with a small addition for a portion of London’s waste). Policy W6 of the (SEP) sets targets for recycling and composting in the region and Policy W7 for each Waste planning /Authority (or combination thereof). Policy W10 encourages the provision of new or expanded regional and pan-regional scale recovery and processing facilities and states that need will be a material consideration in the decision where a planning application is submitted for waste management development on a site outside a location identified as suitable in principle in the plan and demonstrable harm would be caused to an interest of acknowledged importance.
28. The evolving Minerals and Waste Development Framework seeks to support these aims. Draft Policy CSW16 of the Kent MWDF Minerals and Waste Core Strategy: Strategy and Policy Directions Consultation (May 2011) states that forms of waste development not covered by specific policies in the Core Strategy will be granted planning permission subject to there being a proven need for the facility and it would not cause unacceptable harm to the environment or communities.
29. The application proposes a quite specific storing and sorting activity for salvaged metals which is generally low volume high value business offering a service to the local plumbers in the vicinity, thus avoiding this waste going to landfill. This is not a general scrap metal dealer and it is not the Applicants intention to collect the waste from the user. As far as I understand there are no other similar non-ferrous metal transfer operations within this part of East Kent, the nearest similar services are in Ashford and Maidstone. Whilst no specific need case has been put forward by the Applicant, the proposal does meet Government Policy in that it would provide a

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recycling opportunity for a waste stream, albeit small in terms of volumes, which would otherwise go straight to landfill. It would in my view help to support a strong competitive economy and the social planning role by providing a quality environment that meets a local need.

30. Location - Policies W3, W6, & and W9 of the Kent Waste Local Plan identify the location criteria against which individual proposals will be considered, whilst policies W18 to W22 and W25, W27 and W31 set out the operational criteria.
31. The application site is not an allocated waste site within the Local Plan nor is it identified as such in the evolving waste development framework. However it is on an established industrial site which in policy term is considered appropriate for such uses. As can be seen from the planning history section of the report the former Council Yard has historically been used for activities associated with the waste industry. The Lawful Development Certificate issued by Dover District Council acknowledges that part of the site had been used as a waste transfer station for a period in excess of 10 years, by Sita Ltd. The Applicant purchased the site from Dover District Council who sold it as being suitable for B2/B8 (general industrial and storage & distribution) uses. The other part of the former Council Yard has a number of workshop units, which have had a number of uses over the years. Dover District Council has also put this site on the market for sale. Policy W3 of the KWLP specifically comments that proposals outside of those identified on the proposals map would be acceptable '*within or adjacent to an existing waste management operation, or within an area of established or proposed general industrial use*'. Policy W9 recognises the need for such proposals to minimise impact on the local and natural environments as well as having acceptable access and good road links. These issues will be discussed further below.
32. Traffic and access - Undoubtedly one of the key considerations in this case is that of the use of the existing access and thus the level of traffic associated with the use. The starting point here is to consider what is being proposed. The Applicant states that local plumbers will bring their waste non-ferrous metals to the site in their own vehicles which are likely to be smaller light goods vehicles. It is anticipated that this would amount to 20 LGV movements per day plus the employee vehicles and a small number of visiting delivery vehicles. In addition the Applicant anticipates there would be 1-2 larger collection vehicles (HGV's) per week.
33. It is considered that the HGV's are likely to enter and leave the site from/to the south as this is the most direct route from/to the A258 and the wider highway network. The Highways Officer has also considered the presence of on-street parking and the turning circles of the vehicles likely to be involved and does not consider on that basis there would be sufficient grounds to recommend refusal of the proposals, especially given the traffic movements that have taken place historically from this access point.

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34. It is also relevant at this point to consider the amenity impacts of the level of traffic and use of the access. The access itself is very narrow (approx. 3.8 metres) and lies between two residential properties, there are double yellow lines either side of the entrance and immediately opposite the access point. The vehicular access for No. 13 Western Road, a residential bungalow is onto and at the very end of the access road to the application site. To the north of the site further along Western Road is a children's nursery and a primary school is located beyond that on Northwall Road. Concern has been expressed at the number of school children who walk past the access on their way to school and the potential conflict that could arise from the proposed use of the application site.
35. From looking at the historical maps submitted with the application it would appear that the use of the application site as a Corporation Yard and the access to it was established before No. 11 Western Road was built. As set above a number of planning permissions have been granted by the District Council none of which have any conditions restricting the number of vehicle movements from the site or indeed how the access may be used. It would be fair to say that use of the Enterprise Centre which shares the access with the Application site has no control over the traffic to and from any of the units, or the size of vehicle that may visit. Furthermore the application site could be used, without the need for planning permission for a number of industrial/commercial uses, again with no control over the vehicle movements. This application proposes a low key use with a relatively small volume of traffic associated with it. It provides the opportunity to place control through the use of planning conditions on the use of the site and the number of vehicles visiting. Careful controlled hours of operation (including visits to and from the site by vehicles) can be conditioned. On balance it is considered that being able to restrict vehicle movements to those stated in the application offers the opportunity for some improvement to the potential amenity impacts that might otherwise arise from uncontrolled use of the site.
36. Flooding – The site lies within a Flood Zone 3a (high probability of flooding) and the application is accompanied by a Flood Risk Assessment (FRA). The new NPPF follows previous principles of risk assessment by stating that the Sequential Test should be applied at all stages of the planning process. On that basis the conclusions of the FRA that was submitted prior to the adoption of the NPPF remains valid. The proposed use is classified as 'less vulnerable' and therefore it is not necessary to apply the exception test. However as set out in the NPPF the FRA has considered the requirements for flood risk reduction, having examined the risk of flooding across a wide range of sources. It concludes that it is only coastal flooding that has been shown to have any bearing on the proposed development and that with appropriate mitigation the risk can be adequately managed.
37. The Environment Agency raise no objection to the proposals subject to conditions securing floor levels to be the same as existing unit on site, submission of a flood damage prevention scheme and a detailed scheme of surface water drainage works.
38. Noise - A number of the objections of local residents express concerns regarding the potential for noise nuisance from the proposed use. A noise assessment has been submitted with the application which concludes that because all the tipping, sorting, cutting activities will take place inside the building there will be little noise impact from the proposed use. Noise from vehicles visiting the site would be minimised by the

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restriction on the hours of operation. It should be borne in mind that the site could be operated for other industrial/commercial purposes without the need for planning permission with no control on the hours of operation. There will inevitably be some disturbance during the period of construction of the new building for a limited period but these construction activities will be relatively short-lived, I am advised this is likely to be 12 weeks. Subject to the imposition of conditions relating to noise levels and hours of operation, my Noise Advisor raises no objections.

39. Dust – Again it is proposed that all activities associated with the sorting and storage of the non-ferrous metals would take place within the building. The Applicant confirms that the material would not be left outside as it too valuable. The cutting benches where the hand cutting tools would be used are fitted with extraction fans that would collect any dust particles through filters which are removed and emptied. I am advised that due to the nature of the works and the local background levels, the proposal is unlikely to cause detriment to the nearest residential receptors.
40. Other Amenity Impacts – The application has also been subject to a land contamination report which has been considered by the Environment Agency. They have no objection to the proposed development subject to conditions requiring submission of a scheme to deal with contamination risks prior to commencement of works. The Applicant has confirmed that he would be happy to submit such a scheme. With regards to drainage the Environment Agency is keen to ensure that any surface water drainage system will not of itself cause any contamination risks and therefore seek a condition to ensure the drainage scheme should not result in an unacceptable risk to controlled waters. The solution to site drainage will be driven by the results of the intrusive soil investigation carried out as part of the contamination risk assessment works. Foul drainage is proposed to be via the existing foul sewer.
41. Initially the District Council had expressed concerns over the visual impact of the proposed building. The Applicant has agreed to a reduction in the overall height of the building so that it is the same as those on the adjacent Enterprise Centre. I am satisfied that when viewed from across the playing fields, the main visual impact of the building, it will be seen against the backdrop of the railway line and the industrial buildings beyond and is acceptable in planning terms.

Conclusion

42. Taking into account the presumption in favour of sustainable development, this proposal offers the opportunity to recycle waste that otherwise would go straight to landfill and in so doing accords with waste management policy by moving the waste stream up the waste hierarchy. It is an existing industrial site within an existing residential area. It is important to consider the lack of planning control over this site and the other half of the former Corporation Yard. The main issue for consideration is that of the traffic using what is acknowledged to be a very narrow access. There are no objections from a highway capacity and safety point of view and the amenity impacts of the use of the access must be considered against the uncontrolled way the site could be used and other material considerations. I am satisfied that any amenity impacts can be adequately mitigated and such schemes can be secured through the use of appropriate conditions. On balance, as set out above, the proposed use of the

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site is considered acceptable subject to a number of conditions and I therefore consider the development to be sustainable and recommend that planning permission be granted.

Recommendation

43. I RECOMMEND that PERMISSION BE GRANTED for the proposed erection of a building for the sorting and storage of non - ferrous subject to conditions including amongst other matters: development to be carried out as per approved plans, hours of operation (construction & operational), no. of vehicle movements, volumes of throughput of materials, details of levels of building, details of flood damage prevention scheme, detailed surface water drainage scheme to accommodate mitigation of potential impacts on groundwater, contamination risk assessment and remediation strategy, noise levels, provision and retention of parking spaces for vehicles and covered cycle spaces, safeguarding of vehicle turning areas, all material to be tipped, salvaged and sorted within the building, no external storage of waste materials, provision of loading/unloading and turning space for construction vehicles within site during construction, parking for visitors and staff on site during construction, detailed scheme of wheel wash facilities for period of construction.

Case Officer: Andrea Hopkins

Tel. No. 01622 221056

Background Documents: see section heading.
