

**Proposed change of use from a skip depot and agricultural land to a waste transfer depot with construction of a new building, provision of a portacabins and a weighbridge at Woodleas Farm, Goldwell Lane, Aldington, Ashford. AS/12/0622 (KCC/AS/0153/2012)**

A report by Head of Planning Applications Group to Planning Applications Committee on 10 April 2013

Application by R. H Butler Ltd (Skip Hire) Proposed change of use from a skip depot and agricultural land to a waste transfer depot with construction of a new building, provision of a portacabins and a weighbridge at Woodleas Farm, Goldwell Lane Aldington, Ashford

Recommendation: Permission be granted subject to conditions.

Local Member: Andrew Wickham

Classification: Unrestricted

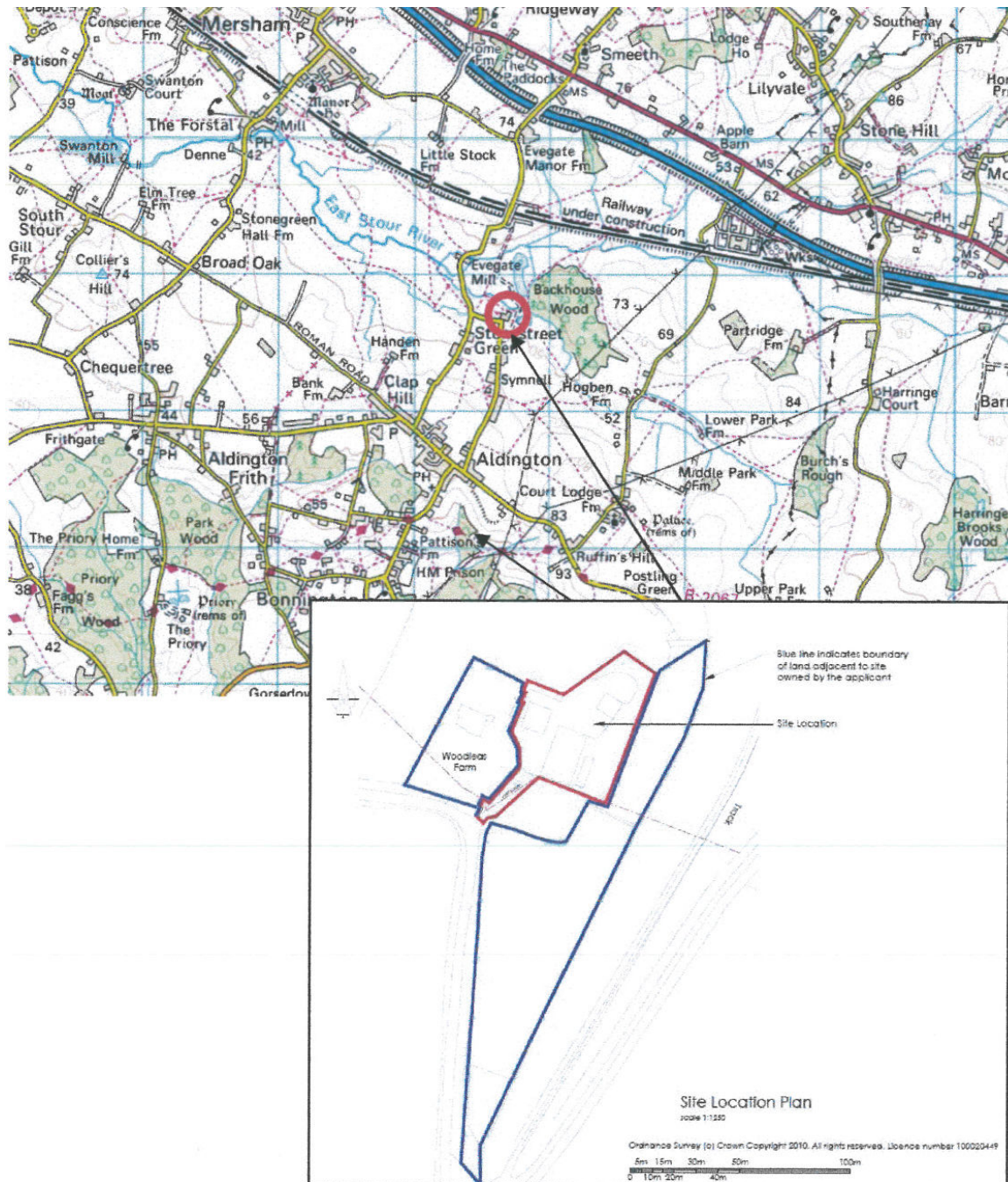
**Site description**

1. The site lies is a rural location to the south of the M20 and Channel Tunnel Rail Link (CTRL) where the land slopes gently southwards towards the village of Aldington. The application site itself is relatively flat and lies outside any designated landscape area. The small built development is a made up of the application site, a residential property and a small rural depot all served off an access road from Goldwell Lane. The surrounding land is all in agricultural use. A site location plan is provided below for reference.
2. The site lies on a right angled bend to the north east of Goldwell Lane which runs between Stone Street Green and Aldington. Further to the east of the site is the flood retention embankment of the Aldington Flood Storage Area. The site lies within flood zone 1 and is therefore considered as being at low risk of flooding.
3. Immediately to the left off the access road is the driveway to the residential property (chalet bungalow) owned by the applicant, and a little further along on the right is a gated access into a yard operated by the Environment Agency, which is bounded by metal palisade fencing. Beyond that the access opens up into the yard area that forms the application site. Within the yard are a number of existing buildings; a workshop building, four barns (of varying size), a stable block and a static caravan. At the time of my site visit there were a large number of empty skips (and containers) being stored in a haphazard fashion over large parts of the application site and beyond, a large stockpile of soils and hardcore, and quantities of waste paper.
4. There are 2 Public Rights Of Way (PROW) adjacent to the site. Footpath AE456 runs from the east of the site, crossing the large flood defence berm, along the side of the existing workshop building and across the access road out onto Goldwell Lane. At this point footpath AE436 heads north westwards across the garden of Woodleas Farm Bungalow in a diagonal beyond and across the agricultural fields.

### Item C3

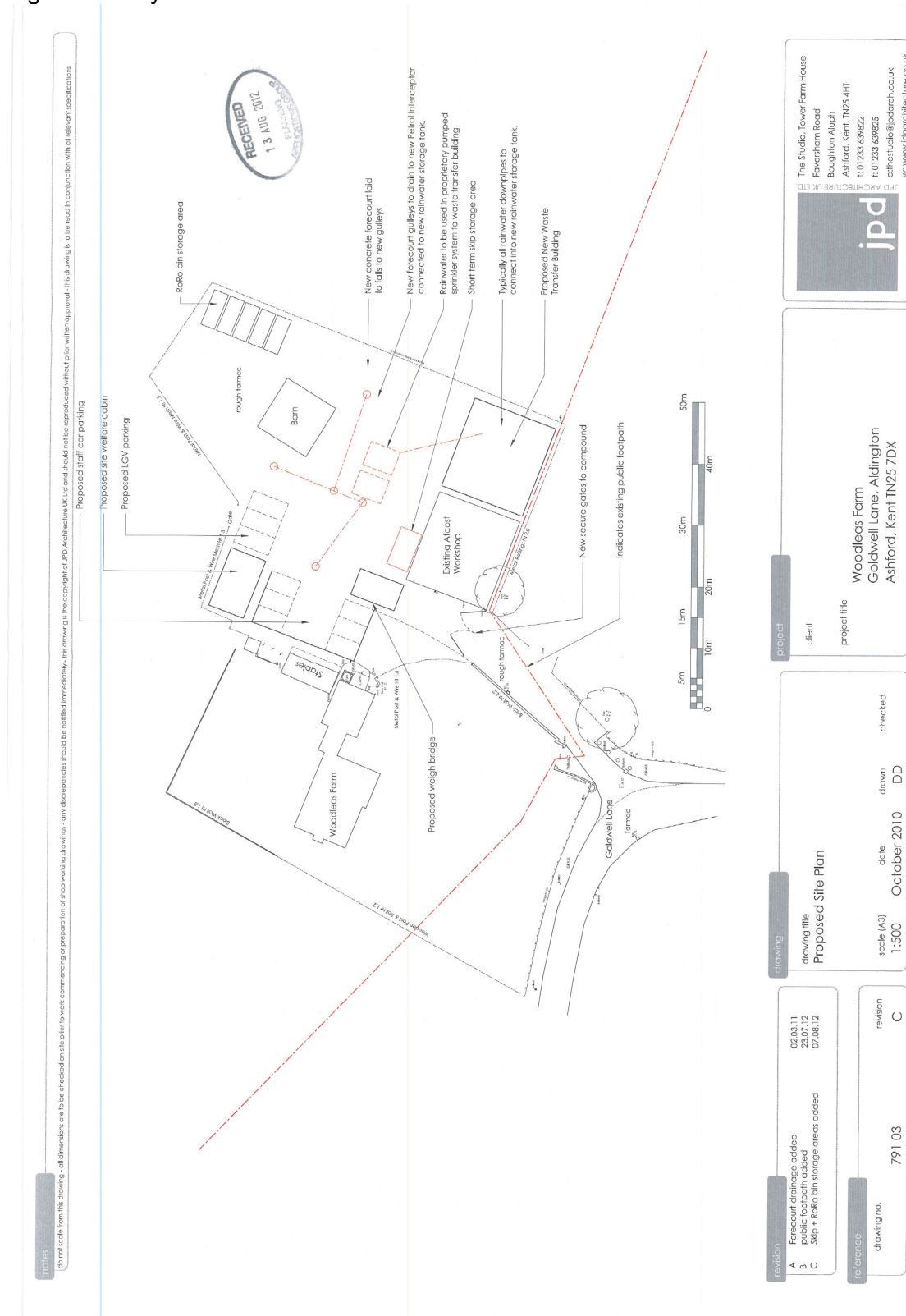
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Fig. 1 Site Location Plan



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Fig. 2 Site Layout Plan



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**Planning History**

5. In March 2011 the Applicant submitted a similar planning application to Kent County Council which was withdrawn following advice from officers that such a proposal would be unlikely to receive support for a new use of that type in the countryside unless the historical use of the site could be established. Shortly afterwards they submitted an application for a lawful development certificate (LDC) to Ashford Borough Council for the use of the land for a skip hire depot. The use was held to be lawful on the basis that the use had been taking place in excess of 10 years. The certificate describes the use as follows "*Skip Hire Depot with 2 HGV's operating from the site*" and covers an area of land slightly smaller than the planning application. Following the issue of the LDC the Applicant submitted this application. It is important to note that the certificate had no other qualifications or conditions relating to the use described.
6. Prior to this certificate being issued planning permission had been granted by Ashford Borough Council firstly in 1994 for the use of the site as an operating centre for 2 HGV's and in 2002 for the removal of an agricultural occupancy condition on the farmhouse.

**Proposal**

7. The application seeks a change of use to a waste transfer station from the established skip hire use and proposes the erection of a new building. Because the site area extends slightly beyond the boundary of the plan accompanying the LDC decision notice, the application also involves the change of use of other land whose permitted use is likely to be agricultural; although historically it appears to have been used in the more recent past in association for the skip hire business.
8. It is proposed that the existing Atcost building which is currently used as a workshop would remain in place and that a new building of the same design and proportions (214 m<sup>2</sup>) be erected to the east of it, following removal of 2 smaller structures. The new building would be open fronted and would be used for sorting of the skip waste (mainly from civil engineering and construction projects) into waste types by a 360° excavator (into small metal bins) for transfer by loading shovel into large metal Ro-Ro type containers. Once the containers were full they would be taken off-site for onward transfer to the relevant recycling business or landfill as appropriate. The application plan shows an area set aside for 6 of the larger containers, although there may be up to 10 as a maximum. It is expected that the following waste types would be handled through the site; metal, glass, timber, soils, concrete, plasterboard, green waste and plastics, with an expected throughput of 39,600 tonnes per annum.
9. In the middle of the site is another small existing barn. It is proposed that this would be used for paper storage, although the Applicant has stated that in the longer term this is likely to be removed, after which time waste paper would be stored within one of the Ro-Ro containers. The stables block, caravan and another barn building would be

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removed from the site to make way for the portacabin (office/mess facilities), vehicle parking and the proposed weighbridge. It is anticipated that there would be an extra 2 full time employees taking the total to 4.

10. In addition to the grab machine and loading shovel the Applicant's would operate 2 vehicles on site, a small 18 tonne lorry for moving and positioning skips and a 30 tonne lorry handling delivery and removal of the Ro-Ro containers, accessing the site once a day. It is anticipated that on an average day there would be 8-10 skip lorry movements and 1 visit by the larger container vehicle (2 movements). It is proposed the site would operate Monday to Friday 0800 -1730 hours, and on a Saturday morning 0800 to 1300 hours.
11. It is proposed that the existing stockpile of hardcore would be spread over the surface of the application area to form a sub base, before the yard area is concreted with additional appropriate drainage installed. The application proposes a metal post and wire mesh fence to a maximum of 1.5 metres around the site. At the entrance to the yard, following negotiations it has been agreed to set back the entrance gate beyond the public right of way which would significantly reduce the potential for conflict between users of the footpath and the proposed transfer station.
12. The Application is accompanied by a Flood Risk Scoping Report, a Noise Impact Assessment and a Transport Statement, as well as a Design and Access Statement and Planning Policy Assessment.

**Planning Policy Context**

13. **National Planning:** The National Planning Policy Framework came into force on 27 March 2012; it replaces all previous 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.
14. The NPPF presumes in favour of sustainable development. Sustainable development seeks to ensure that society can meet the needs of the present without compromising the ability of future generations to meet their own needs. The new Framework also 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 local planning authorities should look for solutions rather than problems. It states that

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those determining applications should seek to approve applications for sustainable development where possible.

15. 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.
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), W27 (Public Rights of Way), W21 (Landscaping).
17. **Kent Minerals and Waste Local Plan (Draft):** Draft Policy CSW16 of the Kent Minerals and Waste Local Plan: Strategy and Policy Directions Consultation (May 2011)
18. **Ashford Local Development Framework (LDF) Adopted July 2008:** There are a number of sustainability policies that specifically seek to address waste reduction; CS1 (Guiding Principles), CS9 (Design Quality) and CS10 (Sustainable Design and Construction) as well as other general policies which should be considered CS15 (Transport) and CS19 (Development and Flood Risk).

## **Consultations**

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

**Ashford Borough Council:** Final views awaited. On 7 September 2012 responded that the Applicant had not justified the size and scale of the building and would issue a final decision in due course. This has not been forthcoming. Consulted with additional information on 10 September 2012, 22 November 2012, 23 January 2013, and reminder sent on 26 February 2013, no further response received to date.

**Aldington and Bonnington Parish Council:** Object on the grounds that vehicles visiting from recycling sites will be too large for the narrow and windy country roads leading to Goldwell Lane. A weighbridge (in the future) will mean even larger and higher quantity of vehicles on the country roads. Goldwell Lane is not deemed suitable for large lorry movements and an increase in heavy lorry traffic.

**Smeeth Parish Council:** *"Raise concern that although this is an isolated site, and can't be seen from the road or neighbours, it can clearly be seen from the flood barrier. We support the application with however 2 major concerns. One, there are footpaths to the North & South these must be protected. Two, any increase in large*



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*lorries negotiating the very narrow lanes around the Evegate Mill complex with its tight bends could be dangerous. Traffic to & from this site would have to go this way which is 500 m away”*

**Environment Agency:** No objection subject to a suitable surface water management system and no discharges to the ground. *NB. Following discussions with EA Officers they have confirmed they their support for the application is on the basis that should planning permission be granted they would work with the Applicant towards the issue of an Environmental Permit which would allow future control over the site.*

**Divisional Transport Manager (East Kent):** No objection subject to the following conditions being attached:

*1. As an initial operation on site, adequate precautions shall be taken during the progress of the works to guard against the deposit of mud and similar substances on the public highway in accordance with the proposals to be submitted to, and agreed in writing by the Local Planning Authority. Such proposals shall include washing facilities by which vehicles will have their wheels, chassis and bodywork effectively cleaned and washed free of mud and similar substances.*

*2. The area shown on the submitted layout as vehicle parking spaces and turning spaces shall be provided, surfaced and drained to the satisfaction of the Local Planning Authority before the use is commenced, and shall be retained for the use of the occupiers of, and visitors to, the premises, and no permanent development, whether or not permitted by the Town and Country Planning (General Permitted Development ) Order 1995 (or any Order revoking and re-enacting that Order), shall be carried out on that area of land so shown or in such a position as to preclude vehicular access to these reserved parking spaces.*

**3. Notes:-**

*It should be noted that the proposal will generate 8-10 skip lorry movements a day and 2 movements from the lorry handling the contents of these skips. The number of movements from the proposed use is therefore similar to that of the current use of the site and the proposal is therefore acceptable.*

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

Noise

The updated noise assessment demonstrates the rating level of the proposed facility is unlikely to exceed the background noise level at nearby receptors. It is recommended that a noise condition be attached setting noise level ratings (although this would exclude the adjacent residential property occupied by the Applicant). It is also recommended that a re-evaluation of the potential for noise impacts should be carried out if the occupancy of Woodleas Farm changes.

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Dust and Odour

No objection.

**KCC Biodiversity Officer:** No objection subject to a condition requiring the Applicant take the precautionary approach within the area of rough grassland to the east of the site, in addition to the securing of the enhancements identified in the Ecological Scoping Survey. It is also advised that the Bat Conservation Trust's '*Bats and Lighting in the UK*' guidance is adhered to in any lighting scheme.

**KCC Public Rights of Way:** No objections on the basis that the gates and security fencing across the entrance to the site would be erected to the north of the point where Public Footpath AE456 joins the driveway. Also the Applicant has agreed to apply to divert Public Footpath AE436 away from their garden by routing it along the northern verge of Goldwell Lane, then northwards along the field edge to rejoin the existing route of the footpath.

**KCC County Archaeologist:** No comments.

**Protect Kent (Council for Protection of Rural England):** The site is not suitable for the proposed use as it is in a remote rural area accessed by narrow roads not appropriate for large vehicles. The proposed use does not need a rural location and should be located on an urban industrial site. The development would be detrimental to the natural beauty of the adjacent Kent Downs AONB. The ecological survey is totally unsatisfactory and has not been carried at the correct time of year or thoroughly enough.

**Representations**

20. The application has been publicised both by site notice and newspaper advertisement and the nearest residential properties were notified. No letters of representation have been received.

**Local Members**

21. The County Council Member Mr Andrew Wickham was notified of the application and the additional information/response to consultees. No written comments have been received to date.

**Discussion**

22. 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 National Planning Policy Framework (NPPF)



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which promotes sustainable development and the local plan policies.

23. 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, particularly on previously developed land and of specific relevance are the following: Delivering Sustainable Development, Part 1 – Building a strong, competitive economy; Part 3 – Supporting a prosperous rural 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.
24. The main issues to be considered in this case relate to:
- a. Need
  - b. Location
  - c. Traffic
  - d. Biodiversity
  - e. Landscaping and Visual Amenity
  - f. Flooding
  - g. Noise
  - h. Other Amenity Impacts
25. 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*”. Furthermore PPS10 advises that a broad range of locations for waste management facilities should be considered, looking for opportunities to co-locate complimentary activities. In considering proposals on unallocated sites PPS10 states they should be considered favourably when consistent with other criteria in the PPS namely, neighbouring land uses; impact upon the well being of the local community, including when considered cumulatively with other waste facilities; capacity of the transport infrastructure and with priority being given to re-use of previously developed land.
26. The evolving Minerals and Waste Local Plan seeks to support these aims. Draft Policy CSW16 of the Minerals and Waste Local Plan: 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.
27. The application proposes a base within a rural area for the bulking up of a number of waste types for onward transfer to recycling companies wherever possible, and landfill

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as a last resort. The transfer station is expected to serve the surrounding areas (many of whom are existing customers of the skip hire business). The proposals would reduce the number of visits of the skip vehicles to larger transfer stations/landfill sites further afield. Currently most of the skips are likely to be taken into the centre of Ashford for waste transfer. Whilst no specific need case has been put forward by the Applicant, the proposal does meet Government Policy in that it would provide a recycling opportunity at a local scale within a rural location for a number of waste streams, albeit small in terms of volumes. Whilst it is acknowledged that these larger existing waste sites may carry out their own sorting and recycling activities, the application site offers a local solution to the surrounding rural community for sorting and bulking up of waste arisings. The Applicant also points to the co-location and complementary opportunities the proposed waste transfer activities provides, sitting alongside the skip hire depot. It is argued that the sorting of material contained within the skips that are already hired from the site forms a natural progression for the existing business, providing the opportunity to carry out the two functions at one site. It would in my view help to support a strong competitive economy and the social planning role by providing a business opportunity that meets a local need.

28. 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.
29. 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 a site with an established skip hire use. Policy W9 also considers proposals at locations other than on allocated sites. It supports proposals that are within or adjacent to existing waste management facilities or are part of a location with an established general industrial type area. The existing skip hire business may not sit exactly within either of these categories; however, the running of the skip hire business and its associated vehicle movements is lawful and can continue irrespective of the outcome of this application. This proposal offers the opportunity to co-locate a waste management activity on the same site as a commercial activity which already serves the waste industry.
30. The First Schedule of the Lawful Development Certificate sets out the exact terms of what is considered lawful. In this case the description is very limited in describing the use as 'skip hire depot with two HGV's operating from the site'. The loose wording on the certificate enables a relatively broad level of activity associated with the skip hire business along with the associated amenity impacts. As such PPS 10 would support the use of this site as proposed as it offers co-location opportunities and the re-use of previously developed land.
31. Traffic – The planning application is accompanied by a Transport Statement in support of the proposals which acknowledges the existing use of the site, considers existing highway conditions and existing trip generation against the proposed activities and associated traffic generation.

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32. The LDC allows two HGV's to operate from the site in association with the skip hire business, 7 days a week, 24 hours a day, although currently it is acknowledged that at present there are 7-8 lorry movements to the site on a daily basis. The Application proposes that there would be 8-10 skip lorry movements per day and 1 larger 30 tonne gross axle weight vehicle visiting per day to drop off and pick up the RoRo containers. In addition a small number of private cars would visit the site (maximum 4) and 6 car parking bays have been identified within the site layout. It is proposed that all vehicle movements would take place within the proposed hours of use that is 0800 -1730 hours Monday to Friday and 0800 -1300 hours on Saturdays. An autotrack analysis demonstrates the ability to manoeuvre the HGV within the site so that it could exit in a forward gear. My Highway's advisor considers the number of movements from the proposed use is similar to that of the current use of the site and on that basis he has no objection to the proposals. It should also be recognised that it is only the number of vehicles operating from the site that is currently restricted and there is no control over the number of visits that could be made or the times at which they could visit.
33. Biodiversity – The site itself has been used for the skip hire business and its associated activities for many years and the scope for significant wildlife interests is limited due to its continued use. On this basis and due to the limited potential for suitable habitats a scoping survey was submitted in agreement with the County Council's ecologist. The scoping report considers the present habitat and the potential for impacts upon protected species and the flora and fauna of the area in general. The report recognises that there are only small amounts of habitat present on site with limited probability for protected species with no further surveys required but suggests a scheme of ecological enhancements and habitat management. My ecology advisor is supportive of this approach and recommends that a planning condition secures the measures identified in the report and submission of a scheme of enhancements and their longer term management. In addition it is recommended that the Bat Conservation Trust's *Bats and Lighting in the UK* guidance is adhered to.
34. Landscape and Visual Amenity – It is recognised that the proposals would be within the boundary of the skip hire depot, although the extent of the lawful development certificate covers a slightly smaller area, following what appears to have been a somewhat arbitrary boundary. The description of the application was revised at my suggestion to formally change the use of this strip of land to the north and east of the LDC boundary, but within the existing hedgerow, should permission for the waste transfer use be granted.
35. The main views into parts of the site would be from sections of the public footpaths and surrounding roads. However further planting is not considered necessary as the proposals would not cause a significant change in the character of, or any deterioration in, views of the site. My landscape advisor does not consider that the change of use would cause any significant adverse landscape and visual effects. The removal of some of the buildings and existing elements on site is considered to reduce the visual complexity of the site, with the proposed buildings reflecting the bulk, design and materials of those building which would remain. The proposed sorting building is effectively screened by the existing workshop building, which replicates its form, size and scale. The existing boundary hedgerow planting would be retained and new

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security fencing erected, a condition would ensure that this is installed so that the hedgerow is protected.

36. Flooding – The site lies within Flood Zone 1 and has less than 0.1% probability of flooding and is therefore considered at low risk. However the site is approximately 21m away from the flood retention embankment of the Aldington Flood Storage Area. The Borough Council has confirmed to the Applicant that the topography of the land and boundary of the flood zone indicate that the application site is not directly in the path of any flood waters, should they overspill the embankment, which follow the route of the river to the north of the property. The application is accompanied by a technical note which assesses whether a more detailed Flood Risk Assessment is required. Taking into account the site area and the low risk of potential flooding having regard to current policy guidance it is concluded that a site specific Flood Risk Assessment is not required. The Environment Agency has no objection to the proposals but recommends the surface water management scheme be designed to accommodate the predicted rise in rainfall as a result of climate change. This can be addressed via a planning condition.
37. Noise – The planning applications is accompanied by a Noise Assessment Report which has been revised following discussions with the County Council's noise consultants and considers the proposals against the background of the existing activities and the LDC. The dominant background noise is from the M20 and some intermittent local road traffic and train noise. In order to assess potential noise from the proposed activities the items of plant to be used as part of the proposal were brought to the site for the purpose of the noise assessment, including the dropping of waste into a container. The movement of skip vehicles was excluded from the assessment as they were not likely to be any different from the existing use of the site.
38. The LDC allows the operation of a skip hire business and does not place any further restriction on the way in which the site is operated other than allowing the operation of 2 HGV's from the site. A skip hire business would normally be taken to mean the transport of skips to and from the site and would not involve any waste material being brought to the site. In practice this has occurred at the site. Currently the movement and storage of skips could take place 24 hours a day and over the entire site area. It should also be borne in mind again that there is no restriction on noise levels associated with the skip hire business authorised by the LDC.
39. The updated noise assessment concludes that the rating level of the proposed facility is unlikely to exceed the background noise levels at nearby receptors. The assessment does not take into account the Applicant's own residential property which is immediately adjacent to the application site. Noise from the proposed waste transfer depot would adversely impact the noise environment at this property and it is considered unlikely that the 0dB rating noise level over background noise level criterion can be met, although there is approximately 50 metres distance between the boundary of the farmhouse and the noisiest of the proposed activities. It is recognised that the adverse impacts would be self imposed and equally capable of control by the Applicant. The farmhouse and the adjacent yard were most likely originally part of a single farmyard planning unit. The Borough Council granted permission for the

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removal of an agricultural occupancy condition in 2002, after permission had been granted at the site for an operating centre for two HGV's in 1994. Even following these changes the farmhouse and adjacent yard have continued to be occupied by the same person. It has been suggested that the noise situation should be re-evaluated should the Woodleas Farm itself change ownership and an informative to that effect could be attached if planning permission were granted. It is also the case that anybody occupying the farmhouse would do so in the knowledge of the permitted activities on the adjacent site.

40. My noise advisor is satisfied with the noise assessment subject to a condition controlling noise levels (excluding Woodleas Farmhouse).
41. Other Amenity Impact – The operations proposed in the application include a number of measures to put controls in place limiting the impacts of the activities on the environment. Specifically it intended that a new concrete forecourt is laid including appropriate drainage measure to ensure that a petrol interceptor could be installed. Rainwater would be collected and utilised in a dust suppression sprinkler system within the proposed waste transfer building. The improved surfacing of the site would improve the dust levels that might arise from the vehicular manoeuvring on the site, enable better dust mitigation and greatly improve the visual appearance of the yard area itself. The proposed waste transfer use is intended to handle inert materials only and therefore it is not considered likely to give rise to any odour issues.

**Conclusion**

42. The site has been used for many years for a skip hire business and the Borough Council issued a lawful development certificate (LDC) for that use including 2 HGV's operating from the site in 2011. There are no further restrictions on the way in which the site is operated and it is against this background that this proposal must be considered. There is presumption in favour of sustainable development. This proposal offers the opportunity to recycle waste that may otherwise go straight to landfill and in so doing accords with waste management policy by moving the waste stream up the waste hierarchy. The establishment of a waste transfer station would enable a local solution to the sorting and bulking up of waste to the rural community on an established previously developed commercial site.
43. It is proposed that the site be changed to operate as a waste transfer station for the sorting and bulking up of materials that have historically been collected by the skip hire business but taken further afield for transfer. The weighbridge, portacabin and new sorting building along with the newly concreted yard area offer the potential to significantly improve the efficiency of operations and the visual appearance of the site. The Applicant acknowledges that investment in the proposals would allow the site to be tidied up and run on a more professional footing. The Environment Agency supports the proposals and is keen to bring the site within the permitting regime.
44. In normal circumstances this would be unlikely to be considered a suitable location for this type of activity, especially given the close proximity of the applicants residential property. However I have to consider the existing lawful use and lack of control over

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current activities at the site. This application offers a sustainable development that along with appropriate conditions and mitigation measures would ensure much greater control over the potential impacts arising from the proposed use. I am satisfied that there are no material considerations to outweigh the presumption in favour of the development and therefore on balance recommend that in the circumstances planning permission be granted.

**Recommendation**

45. I RECOMMEND that PERMISSION BE GRANTED subject to conditions including amongst other matters: standard time limit, strictly in accordance with approved details, hours of operation, types and throughput of materials, area set aside for storage, manoeuvring and parking to be safeguarded for such purposes, height restriction on stockpiles and skip storage, noise levels restriction on vehicle movements, measures to avoid mud and debris on public highway. Prior to commencement of development: details of a scheme of ecological enhancements outlined in ecology report and their longer term management, specific details of the fencing to be installed and measures to ensure the existing hedge screening is protected during its erection, details of a surface water management scheme for the site.

Case Officer: Andrea Hopkins
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Tel. No. 01622 221056
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Background Documents: see section heading.
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