

SECTION '2' – Applications meriting special consideration

Application No : 18/01427/RECON

Ward:
Cray Valley East

Address : Compost Site On Land Off Cookham
Road Swanley

OS Grid Ref: E: 549141 N: 169599

Applicant : Tamar Organics Ltd

Objections : YES

Description of Development:

Variation of condition 1 of application ref 10/03429/VAR to enable the use of the site for the purposes of composting green waste and the reception and transfer of wood waste which shall not exceed 38,500 tonnes per annum with a maximum of 5,000 tonnes per annum of wood waste.

Key designations:

Smoke Control SCA 20

Proposal

Planning permission is sought to vary condition 1 of permission 10/03429/VAR to increase the tonnage throughput of green waste from 28,500 tonnes per annum to 38,500 tonnes per annum. The current permission allows a maximum of 5,000 wood waste to be received per annum and this will not change.

The composting process is carried out through the receipt of green waste which is initially sorted and shredded and then placed in a series of windrows which are turned regularly moving the product from the north-west to the south east part of the site. This process takes 7 weeks and produces graded compost. The finished product is stored in the south east corner of the site and supplied to local agricultural suppliers and a nearby quarry for blending to produce top soils.

The site can accommodate 15 windrows with a combined storage capacity of 7,000 tonnes at any one time. The turnaround time for each windrow is 7 weeks so the overall capacity of the site is 60,666 tonnes per annum. This site limit is limited by the Environment Agency permit.

Vehicle access to the site is from the A20 via Old Maidstone Road and along Cookham Road. This road is only used by this site and Cookham Road Stables. The site has a secondary access but the applicant advises that this is not used on a daily basis but only for emergency purposes.

The applicant advises that the variation of the condition will allow the site to be used more efficiently by utilising latent capacity, specifically a quicker turnaround

time. The proposal does not involve any physical works, nor will it require any additional plant and machinery to be employed. A plan has been submitted showing the apportionment of the site for different activities and shows that the areas used for the processing of products and the final product area will remain the same as existing.

The proposal will result in an increase in vehicle activity for dropping off waste and collection of the end product which is compost. A Transport Statement (TS) has been submitted to establish the extent of additional traffic generation. It should be noted that existing vehicle access arrangements will remain unchanged.

The TS, and other additional supporting documents, are summarised below:

Bioaerosol Assessment

This report considers the risk of composting bioaerosols on potential receptors within 250m of composting activities. The receptors are Cookham Road Stables and West View on the B2173.

The site operations for the increase in the tonnage will be the same or similar to the current site operations. It is anticipated that there may be a slight increase in bioaerosols from the stored or shredded area but the proposed operation will be within acceptable levels. The report finds that the predicted long and short term levels of bioaerosols and Aspergillus at the identified receptors will all be below the acceptable levels.

The report recommends that to reduce the bioaerosol risk, the windrows should be turned when the wind is blowing away from the sensitive receptors.

Noise Statement

The report advises that planning permission was granted for an anaerobic digester (AD) in 2012 with a capacity of 46,000 tonnes per annum and the noise report submitted to accompany that application found that there would be no increase in ambient noise at night time from the additional operational tonnage. There would be a marginal increase in noise during the daytime due to additional vehicle activity which would not be sufficient to generate complaints in environmental noise terms.

The applicant considers that this is relevant to the current application and goes on to say that existing hours of operation will be unchanged and increased vehicle activity from the proposed use of the site will be less than that proposed by the AD. As such the report concludes that there will be no impact on ambient night time noise levels and it is difficult to see how a material impact on neighbour amenity would result from the proposal.

Odour Survey and Assessment

The report carries out a field survey to assess the existing presence, strength, character and extent of odour from the existing operation of the site using a 'sniff test.' The report finds that at the closest sensitive receptor (Cookham Road Stable)

the odour does not currently exceed the assessment level set out in recognised Environment Agency Guidance H4 Odour Management (March 2011).

The increased tonnage will use the same operational process and activities will be in the same position on the site. The report concludes that there may be a slight increase in odour emissions from the shredding and storage areas but this will remain at an acceptable level.

The report advises that the site operator has not received any odour complaints in 2017 or January 2018.

Transport Statement

This statement sets out the policy requirements in respect of transport and highway impact and identifies the baseline conditions in respect of existing deliveries and collections. It forecasts the expected uplift in vehicle movements and assesses the impact on the highway network. In summary, the report finds that there will be an uplift of 1-2 additional vehicle movements an hour and concludes that this will not have an adverse impact on the highway network.

Planning Statement

This statement seeks to describe the site and surrounding area and sets out the details of the applicant's case in support of the proposal explaining how it addresses the development plan policy requirements and environmental impact of the proposed increase in throughput.

Location

The application site is located on the south western side of Cookham Road approx 250m to the south of the junction of Cookham Road and Old Maidstone Road. To the north the land rises with fields, the A20, Old Maidstone Road and Joyden's Wood beyond. The land initially falls then rises to the south of the site towards Chapman's Lane, Hockenden Woods and Pauls Cray Hill Park beyond. To the west the land, again, initially falls away towards the Cray Valley Golf Course but rises towards Ruxley Manor Nursery beyond the A20. To the east the land is primarily flat.

Vehicular access to the site is via Cookham Road which leads off Old Maidstone Road and is a single track road. A barrier has been installed across the highway close to the junction with Old Maidstone Road which is closed each evening restricting access to the road. There is no access from Cookham Lane to Hockenden Lane so Cookham Lane is effectively a no through road.

There are residential properties and businesses in the area between the A20 and Old Maidstone Road, known as Upper Ruxley. There is one farm to the east of the site, Burnt House Farm, and Westview Nursery to the north with residential properties further east along Cookham Road and along Hockenden Lane.

The borough boundary with London Borough of Bexley is Old Maidstone Road and with Sevenoaks District Council the boundary is the A20.

A Site of Importance to Nature Conservation is located at Hockenden Sand Pit approximately 500m to the south of the site and the site lies within the Green Belt.

There are public footpaths leading directly north and south from the site. In addition there is a footpath approximately 750m to the west extending from Maidstone Road, across a footbridge over the A20, and through the Cray Valley Golf Course to Sandy Lane.

Comments from Local Residents

Nearby properties were notified and 6 representations objecting to the proposal have been received at the time of writing this report. The comments received are summarised below:

- Constant stream of HGV's using Old Maidstone Road, leading to damage to garden walls and vehicles mounting pavements. The road is narrow and access to the site is very tight. Suggest a one way system in Old Maidstone Road with a slow speed limit. Cameras to catch lorry drivers dumping rubbish from their cabs.
- Vehicles start arriving at 6.15am some mornings creating noise and disturbance. Some vehicles park overnight. Suggest resident parking only from 7pm to 7am.
- Lorries not evenly spaced in terms of arrival times with early morning and afternoon peaks and there is congestion with other business users in Old Maidstone Road - also lot of emissions having an impact on air quality.
- Impact of microbes on health from existing and additional waste. Compost heap is increasing in height and could increase risk of microbes.
- The use should operate in a more rural area.
- Increased noise pollution from more lorries.
- Lorries are a hazard to walkers in Cookham Road.
- Poor pavement provision in Old Maidstone Road so not safe from lorries.
- Don't object providing lorries don't use Hockenden Lane.
- Odour is very unpleasant now and will get worse. Odour levels were measured during the winter but the smell is worst in the summer - need better odour control system.
- More dust and dirt created by the increase in tonnage..
- Litter around the perimeter of the site is unsightly.

Comments from Consultees

- Highways and Transport

"A Transport Statement was included with the application. The current limit is 28,500 tonnes pa with a maximum of 5,000 tonnes of wood waste. The TS gives a breakdown of the deliveries which shows this equates to 11,715 (one-way) trips pa and when spread over 280 working days gives 42 vehicles per day. In terms of taking material away from the site this gives 2 vehicles a day. There are a total of

86 two way vehicle movements or 8 - 9 vehicle movements per hour. The vast majority (89%) are lorries less than 7.5 tonnes with 4 - 5 large HGV's per day.

With the proposed increase in throughput the corresponding numbers of vehicles would be 15,674 trips pa or 56 vehicles per day. Including removing material this would give a total of 116 two way movements per day or 12 - 13 vehicle movements per hour. This would be an extra 4 vehicle movements per hour including an additional 2 - 4 2 HGV movements per day.

The vehicles travel to and from the site via Old Maidstone Road and Maidstone Road. There is about 600 - 700m of the route within LB Bromley and then Maidstone Road lies within LB Bexley. I assume they should be consulted on this application.

I have no information that would contradict the trip generation figures provided. I cannot see any accident record on the route within LB Bromley. Given the level of increase in trips I think it would be difficult to sustain a ground of refusal.

I assume the additional vehicles can be accommodated on the site, I'm not sure if that should be conditioned?"

Further to the query above, the applicant has submitted additional information and plans to show the internal parking area and swept path for HGV's and the Highways Officer raises no objection.

- The Council's Drainage Officer has no comment.
- The Council's Environmental Health Officer advises that he has looked at this application and based on the conclusions of the three Specialists' Reports submitted would have no objections to permission being granted.

He further advises that 'The Applicants state that there have been no complaints yet Environmental Health have received three complaints of smells in the past five years as well as a small number of complaints of noise from delivery lorries as early as 6.00 am.'

- Environment Agency advise they have received a permit variation application. They have no comments on the proposal to increase the tonnage throughput and are reviewing the permit variation application and will raise any concerns through the permit application process.
- Thames Water advise that there will be no impact on Thames Water and they have no comments to make.
- The Greater London Authority advise that, given the scale and nature of the proposals, they conclude that the amendments do not give rise to any new strategic planning issues.

Planning Considerations

In determining planning applications, the starting point is the development plan and any other material considerations that are relevant. The adopted development plan in this case includes the Bromley Unitary Development Plan (UDP) (2006) and the London Plan (March 2015). Relevant policies and guidance in the form of the National Planning Policy Framework (NPPF), National Planning Policy Guidance (NPPG) as well as other guidance and relevant legislation, must also be taken into account.

1. The application falls to be determined in accordance with the following Unitary Development Plan policies:

ER2 Waste Management Facilities
EMP6 Development Outside Business Areas - non-conforming uses
T2 Assessment of Transport Effects
T3 Parking
T17 Servicing of Premises
G1 Green Belts
BE1 Design of New Developments

Bromley's Submission Draft Local Plan:

The Council is preparing a Local Plan. The submission of the Draft Local Plan was made to Secretary of State on 11th August 2017. These documents are a material consideration. The weight attached to the draft policies increases as the Local Plan process advances as set out in the NPPF paragraph 216 which states:

"From the day of publication, decision-takers may also give weight to relevant policies in emerging plans according to:

- the stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given)
- the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- the degree of consistency of the relevant policies in the emerging plan to the policies in this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given)."

The Plan was subject to Examination in December 2017 and the Inspectors report has been received. The Council has commenced consultation on the Draft Local Plan Main Modifications which closes on 10.8.2018.

Current draft Policies relevant to this application include:

Policy 30 Parking
Policy 31 Relieving Congestion
Policy 32 Road Safety
Policy 37 General Design of Development
Policy 49 Green Belt
Policy 112 Planning for Sustainable Waste Management
Policy 113 Waste Management in New Development

Policy 114 New Waste Management Facilities and Extensions and Alterations to Existing Sites
Policy 119 Noise Pollution
Policy 120 Air Quality
Policy 121 Ventilation and Odour Control
Policy 123 Sustainable design and construction
Policy 124 Carbon reduction, decentralised energy networks and renewable energy

Appendix 10.11 Waste Site Allocations

2. In strategic terms the most relevant London Plan 2015 policies include:

2.7 Outer London: Economy
5.16 Waste net self-sufficiency
5.17 Waste capacity
6.3 Assessing effects of development on transport capacity
6.13 Parking
7.4 Local character
7.14 Air quality
7.15 Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes
7.16 Green Belt

Sustainable Design and Construction SPG (April 2014)
Land for Industry and Transport SPG (September 2012)

Please note that the Draft London Plan has been issued for consultation. The policies will be subject to examination and the weight attached to the draft policies increases as the Local Plan process advances as set out in the NPPF paragraph 216 which states:

"From the day of publication, decision-takers may also give weight to relevant policies in emerging plans according to:

- the stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given)
- the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- the degree of consistency of the relevant policies in the emerging plan to the policies in this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given)."

3. National Policy

The National Planning Policy Framework 2012 (NPPF) is relevant, particularly paragraph 5 which refers decision makers to the National Waste Management Plan for England.

National Planning Policy for Waste (2014)

National Planning Practice Guidance (NPPG)

Please note that consultation on revisions to the NPPF has been issued and expires on 10.5.2018. Also a Draft Planning Practice Guidance has been issued.

Planning History

The site has been the subject of numerous previous relevant applications as follows:

DC/01/03814/AGRIC Hardstanding for composting (Upper Hockenden Farm) Determination in respect of agricultural permitted development rights. Approved 13.12.2001

DC/03/03110/FULL1 Waste composting facility comprising access roads, weighbridge, portable building, car parking, storage lagoon, compost storage area and landscaping buffer. Approved 21.5.2004

DC/04/04280/VAR Removal of condition 1 of application 03/03110 to enable permanent use of the site for waste composting facility comprising access roads, weighbridge, portable building, car parking, storage lagoon, compost storage area and landscaping buffer. Approved 21.2.2005

DC/09/03618/FULL1 Composting facility buildings for reception of food and green waste, anaerobic digestion process, digestate maturation process and conversion of methane gas to electricity together with liquid feed tanks, bays/structures to store finished products, biofilters beds, car parking, improvements to existing secondary vehicular access and upgrading of existing hard surfaces (to replace existing open windrow composting facility). Approved 30.3.2012

DC/10/03429/VAR Variation of condition 14 of application ref. 04/04280/VAR to enable use of the site for reception and transfer of up to 5,000 tonnes of wood waste per annum in association with existing waste composting facility. Approved 18.4.2011.

Conclusions

It is considered that the main planning issues relating to the proposed scheme are as follows:

- Principle of Development
- Layout and Siting
- Highways and Traffic Matters ((including Cycle Parking and Refuse)
- Impact on Neighbour Amenity
- Trees and Landscaping
- Other technical matters

Principle of Development

The National Planning Policy for Waste (2014) sets out national policy for dealing with waste proposals and the Government ambition to work towards a more sustainable and efficient approach to resource use and management. This document provides the strategic context for this application and encourages development that will help deliver sustainable development and resource efficiency and helps to drive waste management up the waste hierarchy.

The London Plan Policy 5.16 reiterates the policies of the strategic document and encourages boroughs to manage as much of London's waste in London as possible working towards the equivalent of 100% within London in 2026. Targets for collection of recycling/composting waste are also set, with aims to achieve 45% by 2015 and 60% by 2031. The Plan also encourages collaborative working with other boroughs to achieve this and other waste planning goals.

UDP Policy EMP6 seeks to encourage the inclusion of environmental improvements where proposals to extend business activities on sites containing non-conforming business uses that are outside designated business areas. The site lies outside a designated business area.

Policy G1 relates to development in the Green Belt and, in this instance, requires that permission will not be granted for development that is inappropriate unless very special circumstance can be demonstrated that clearly outweigh the harm by reason of inappropriateness.

Draft Local Plan Policy 112 sets out the way forward for the borough and proposes the allocation of the site as a Strategic Waste Site which will safeguard the site for waste use only. The policy also proposes working in collaboration with other south east London boroughs to deliver the London Plan waste apportionment targets. In terms of the weight to be given to the policy, the site allocation has not been challenged by any representors, nor the Greater London Authority, and, given the stage of plan development, it should be given significant weight, in accordance with NPPF guidance.

In the Planning Statement, the applicant makes the case to support increasing the capacity to take green waste at the application site. Reference is made to the collaborative approach supported in the London Plan and Bromley is part of a working group of south-east London boroughs including Bexley, Bromley, Greenwich, Lewisham and Southwark that are working together to meet their apportionment targets. The submission documents for the emerging Local Plan includes the London Borough of Bromley Southeast London Joint Waste Technical Paper (Sept 2016)' which sets of waste projections and apportionment for the borough and reveals that Bromley is a net exporter of all types of waste to other boroughs in the group.

In terms of green waste, the GLA Waste Forecast & Apportionments' Paper identifies that boroughs across the capital export more green waste that they process and this goes against the London Plan and National Planning Policy for Waste proximity principle to deal with London's waste in London. The GLA document also identifies a list of safeguarded waste sites and the Cookham Road

site is the only safeguarded site in the working group area that deals with green waste.

Additional indicators that the applicant puts forward to support the increase in tonnage processed at a well-established existing site include the following:

- Weighbridge data shows additional demand,
- The site is strategically well placed to process waste in Bromley and the surround boroughs in line with the proximity principle,
- Increased throughput will increase south-east London's self sufficiency, and
- Increased use of Cookham Road will reduce transport miles and unregulated facilities, fly tipping and material descending the waste hierarchy.

Turning to UDP Policy EMP6, the applicant sets out significant environmental advantages to diverting organic waste from landfill and creating a final product that reduces the need for fertiliser production and the use of pesticides. In addition there is 'extensive planting and variety of native species that bound the site. The lagoon provides additional habitat for different species. The bund acts as a natural noise barrier and containment of the site, while fencing serves to prevent the escape of debris during high winds. It is also worth bearing in mind the numerous planning conditions already in place that minimise the site's environmental impacts, such as controlling drainage discharge; and how materials are stored. Conditions also help safeguard neighbour amenity, for example relating to hours of opening and the removal of mud from vehicles exiting the site. As such, environmental impacts from this site are minimised, both in terms of biodiversity and amenity.' More recently the applicant has voluntarily planted a new hawthorn hedge adjacent to the weighbridge.

The proposed development will recommend the continued use of conditions to safeguard the amenity of residents. On this basis it is considered that the proposal to extend the capacity of the site will meet the requirements of Policy EMP6.

In terms of Green Belt policy, the use of land for waste purposes is inappropriate by definition. However this is a long established site and the proposal is to increase the tonnage throughput for composting. For the reasons set out above, this can be achieved without affecting the openness of the site or the purpose of including the land in the Green Belt.

On this basis the proposal is acceptable in this location.

In summary, there is clear policy support to retain and make use of any existing green waste site and, as such, it is considered that the proposed increase in use of the site is acceptable in principle.

Layout and Siting

UDP Policies BE1, and London Plan Policies 7.4 and 7.6 set out specific policy requirements relating to the design of new development, the standard that the development is expected to meet and the impact on the occupants of nearby properties.

In this case the applicant advises that the proposal does not involve any physical works, nor will it require any additional plant and machinery to be employed. A plan has been submitted showing the apportionment of the site for different activities and shows that the areas used for the processing of products and the final product area will remain the same as existing.

As such, it is considered that the additional waste will not have an impact on layout and siting on the site. The impact on nearby properties is discussed below.

Highways and Traffic Matters (including Cycle Parking and Refuse)

In policy terms, the relevant UDP policies are T2 (transport effects), T3 (parking) and T18 (road safety). The London Plan policy 6.3 requires assessment of the impact of development on the transport capacity to ensure that the projected level of traffic generation will not have an adverse impact on the surrounding road network and policy 6.13 seeks to ensure sufficient space for parking and servicing of business premises.

In terms of the impact on the highway network, the submitted Transport Statement (TS) first identifies the existing vehicle movements to and from the site to deal with permitted imports of 28,505 tons of green and wood waste and exports of the resultant compost. In total there are approximately 43 vehicles per day; approximately 4-5 vehicles per hour.

The forecast vehicle movements for importing 38,500 tonnes of green waste and exporting the resultant compost is a total of 58 vehicles per day; 6-7 vehicle per hour.

This represents an average of 1-2 additional vehicles per hour over a 9 hour working day (this being the permitted hours of operation for the site).

The report shows that the majority of vehicle movements (89%) are less than 7.5 tonnes with 4-5 HGV's per day. Vehicles travel to the site via Old Maidstone Road which lies within the London Borough of Bexley.

The TS also refers to the 2012 planning application for an anaerobic digester on this site taking in 46,000 tonnes per annum, which forecast an additional 8 vehicle movements per day or 1 per hour. The Council approved this increase in activity.

Onsite car parking is provided for all staff and the applicant has submitted additional information and plans to show that the reception and collection area is sufficient to allow tipping by multiple vehicles and ample manoeuvring space and parking space for waiting vehicles. The swept path shows that HGV's have sufficient space to turn within the site for tipping and collection purposes.

The applicant advises that they have received complaints from residents that drivers have been parking in Old Maidstone Road awaiting the opening of the site in the morning. This is endorsed by objections received as a result of consultation on this application. The applicant responds by advising that the site rules have

been changed to prevent this and all users advised of the changes and these measures appear to have been effective to date.

The Council's Highways Officer raises no objection to the proposed increase in vehicle activity as a result of the increase tonnage and is satisfied with the additional information relating to internal parking and turning capacity on the site.

Impact on Neighbour Amenity

The relevant UDP policy relating to the impact of development on the amenity of the residents of adjoining residential properties is Policy BE1: Design of New Development. In this instance it is necessary to assess the impact of the increased tonnage of waste proposed in terms of odour, bioaerosols and noise and disturbance from vehicle movements on the amenity of occupants of adjoining residential properties.

- Odour and Bioaerosols

This report considers the risk of composting bioaerosols on potential receptors within 250m of composting activities. The receptors are Cookham Road Stables and West View on the B2173.

It is known that the composting process will produce odour and bioaerosols as part of the decomposition process. Two reports have been submitted to consider the impact of increased tonnage being processed on the site in terms of odour and bioaerosols and their analysis and conclusions are summarised above.

In terms of odour, the benchmark of the existing odour impact is established by a field test and EA approved methodology to provide an hourly average odour concentration over a year, taking account of environmental and climatic factors. This shows that the odour concentration of the site based on the existing tonnage falls below recognised acceptable concentrations.

In terms of the impact of the increased tonnage, the factors used to assess the impact are the same as the existing;

- Throughput operations on the site are unchanged from the existing
- no change in the type of activities involved in shredding, compost turning, loading and unloading or composting phase management
- no change to the location of activities on the site

On this basis it is expected that there may be a slight increase of odour emissions from the stored waste at the shredding and storage areas. The short term odour emissions from the increased throughput operations will remain at an acceptable level.

The report advises that the site has a policy of considering the climatic factors prior to turning the compost and if weather conditions are unfavourable turning may be suspended until the next suitable day.

Residents have made representations about the odour that emanates from the site but much of this relates to the existing use and the submitted report finds that this situation will not be made significantly worse by the additional tonnage.

The applicant advises that no odour complaints have been received in 2017 and in January 2018.

The Council's Environmental Health Officer advises there have been 3 complaints regarding odour in the last 5 years. He has assessed the submitted report and raises no objection to the proposal on odour grounds.

In addition the Environment Agency does not raise any objections to the increased tonnage

In terms of bioaerosols emissions, the submitted specialist report establishes the emissions from the existing composting activities using EA recognised modelling to assess the impact on air quality. The predicted long and short term concentrations for the existing tonnage are all below the acceptable levels of 1000 bacteria.

The site operations for the increase in the tonnage will be the same or similar to the current site operations as described in the Odour section above. It is anticipated that there may be a slight increase in bioaerosols from the stored waste at shredding and storage areas, However the predicted long and short term levels of bioaerosols and Aspergillus at the identified receptors will be below the acceptable levels.

The report recommends that to reduce the bioaerosol risk, the windrows should be turned when the wind is blowing away from the sensitive receptors

The Council's Environmental Health Officer advises there have been 3 complaints regarding odour in the last 5 years. He has assessed the submitted report and raises no objection to the proposal on odour grounds.

In addition the Environment Agency does not raise any objections to the increased tonnage

On this basis it is considered that the increased tonnage in terms of odour and bioaerosol emission falls within recognised acceptable levels and the impact on sensitive receptors is likely to be minimal.

- Noise and disturbance from vehicle movements

The applicant has submitted a Transport Statement and a Noise Statement to consider the impact of additional vehicles.

Based on the current baseline operation of the site, the TS identifies that the proposed increase in tonnage is likely to increase vehicle movements from an average 4-5 vehicles an hour to 6-7 vehicles an hour over a working day of 7am - 6pm which will be controlled by conditions.

The Noise Statement notes that the site does not operate before 7am and after 6pm so there will be no effect on ambient noise levels at night. In 2012 permission was granted for an anaerobic digester that proposed 8 additional vehicle movements per hour during the daytime and the Noise Statement considers that the proposed average vehicle activity would be less than this.

The residents most likely to be affected by increased activity from additional noise activity are residents in Old Maidstone Road. The applicant advises that they have not received any complaints in terms of noise from vehicles visiting the site and objections received to this proposal do not raise issues relating to noise. .

The Council's Environmental Health Officer has no objection to the proposal on noise grounds.

On this basis the applicant considers that the proposed additional activity relating to the proposed development would not have a material impact on sensitive receptors.

Trees and Landscaping

Policies NE7 (Trees and Development) of the Unitary Development Plan provides policy guidance for the consideration of the impact of development on trees and requires new development to take particular account of existing trees on the site which, in the interests of visual amenity and wildlife habitat, are considered desirable to retain.

The applicant advises that there will be no loss of trees as a result of the development. In addition further information about the environmental benefits of the proposed development has been submitted. A site visit reveals that there a line of new hawthorn trees have been planted on the top of the bund along the NW boundary.

Conclusion

The report sets out the policy context for dealing with green waste within London and the South-East London Boroughs group. The increase in capacity will significantly add to the volume of green waste that can be dealt within the defined 'group' area which supports the proximity principle promoted in the London Plan.

The proposal will not conflict with the purpose of Green Belt designation of the site or the openness of the Green belt in this specific location.

The operational impact of the development has been assessed and it is found that the activities to accommodate additional delivery and collection and processing of the composting material will not be excessive and will not have a significant impact on local sensitive receptors.

As such, it is considered that the proposed development is acceptable and permission is recommended subject to relevant conditions.

Other Technical Matters

- Drainage and Sustainable Urban Drainage Systems

The site lies within Flood Zone 1. The applicant submitted a Flood Risk Assessment and a Strategic Drainage Report with the original submission. The Council's Drainage Officer, the Environment Agency and Thames Water have no comments on the proposal.

- Mayoral and Borough Community Infrastructure Levy
The development will be liable for the payment of the Mayoral CIL.

The Council does not have its own CIL but consultation of the boroughs proposed CIL Preliminary Draft Charging Schedule was undertaken in March 2018.

Background papers referred to during the production of this report comprise all correspondence on file ref: 18/01427/RECON, excluding exempt information.

RECOMMENDATION: APPROVAL

subject to the following conditions:

- 1 The site shall be used for the purposes of composting green waste and the reception and transfer of wood waste and for no other purposes. The overall throughput of material shall not exceed 38,500 tonnes per annum with a maximum of 5,000 tonnes per annum of wood waste.**

Reason: In the interests of the locality and to comply with the terms of the application.

- 2 The development hereby permitted shall not be carried out otherwise than in complete accordance with the following plans and documents approved**

Plans

**5534-003-T-001 Swept Path Analysis Refuse Vehicle Access and Egress
5534-003-T-002 P1 Swept Path Analysis Refuse Vehicle Access and Egress
5534-003-T-003 Swept Path Analysis Arctic bulk Vehicle**

Documents

**Transport Statement by vectos dated March 2018
Letter from CL Planning dated 13.6.2018
Email from CLPlanning dated 5.7.2018**

Reason: In order to comply with Policy BE1 of the Bromley Unitary Development Plan and in the interest of the visual and residential amenities of the area.

- 3 Parking bays shall measure 2.4m x 5m and there shall be a clear space of 6m in front of each space (or 7.5m if garages are to be provided) to allow for manoeuvring and these spaces shall be permanently maintained as such thereafter.**

Reason: In order to comply with Appendix II of the Unitary Development Plan and in the interest of pedestrian and vehicular safety.

- 4 There shall be no discharge of contaminated drainage into groundwater or surface water whether direct or via soakaways.**

Reason: To comply with the requirements of the Environment Agency.

- 5 Any contaminated drainage resulting from the composting process shall be collected by a sealed drainage system, the preferred option being (i) public foul sewerage system with the permission of the relevant Water Undertaker; (ii) Sealed tank or cesspool for disposal off-site to a licensed facility; (iii) Controlled re-circulation into the compost.**

Reason: To comply with the requirements of the Environment Agency and Policy 5.21 of the London Plan.

- 6 The composting facility shall not accept green or wood waste other than between the hours of 0700 hrs to 1800 hrs Monday to Friday, 0800 hrs to 1300 hrs on Saturday and shall not accept green or wood waste on Sundays, Public Holidays and Bank Holidays.**

Reason: In order to comply with Policy BE1 of the Unitary Development Plan and in the interests of the amenities of the locality and to comply with the terms of the permission.

- 7 Waste shall not be shredded within the site other than between the hours of 0800 hrs to 1800 hrs Monday to Friday and 0800 hrs to 1200 hrs on Saturday. Waste shall not be shredded or moved within the site on any Sunday, Public Holiday or Bank Holidays. Windrows shall only be turned within these hours.**

Reason: In order to comply with Policy BE1 of the Unitary Development Plan and in the interests of the amenities of the locality and to comply with the terms of the permission.

- 8 Any oil, lubricant and other potential pollutants shall be handled on the site in a manner as to prevent pollution of any watercourse, aquifer or soil. For any liquid other than water, this shall include storage in suitable tanks and containers which shall be housed in an area surrounded by bund walls of sufficient height and construction so as to contain 110% of the total contents of all containers and associated pipework. The floor and walls of the bunded areas shall be impervious to both waste and oil. The pipes shall vent downwards into the bund.**

Reason: To prevent pollution of any watercourse aquifer or soil.

- 9 All vehicles, plant and machinery operated within the site shall be maintained in accordance with the manufacturer's specification at all times, and shall be fitted with and use effective silencers.**

Reason: In the interests of the amenities of the locality and to comply with Policy BE1 of the Unitary Development Plan.

10 The use of reversing alarms on any mobile plant used on the site shall be restricted to modular or silent types.

Reason: In the interests of the amenities of the locality.

11 In order to minimise the raising of the dust the following steps shall be taken:

(a) All roadways and operational areas within the site shall be laid out and maintained in good condition. They shall be damped down as necessary using a water bowser or other suitable plant.

(b) All windrows shall be maintained in a moist condition by spraying with water as necessary and in particular before windrow turning or screening of the composted material.

(c) All other operations, including the construction, movement and maintenance of screening and soil storage mounds shall be carried out only when the prevailing conditions are such that dust will not be carried beyond the boundaries of the site.

Reason: In the interests of the amenities of the locality and to comply with Policy BE1 of the Unitary Development Plan. .

12 No waste or other materials shall be burnt at the site.

Reason: In the interests of the amenities of the locality and to comply with Policy BE1 of the Unitary Development Plan.

13 Composting shall be carried out in accordance with best practice in order to prevent the creation of unpleasant odours. In particular windrows shall be turned at an appropriate frequency to avoid anaerobic conditions from developing within the waste.

Reason: In the interests of the amenities of the locality and to comply with Policy BE1 of the Unitary Development Plan. .

14 The best practicable measures shall be adopted to prevent waste or litter being blown outside the boundaries of the site.

Reason: In the interests of the amenities of the locality and to comply with Policy BE1 of the Unitary Development Plan.

15 No loaded lorries shall enter or leave the site unless the loads are sheeted, netted or otherwise adequately secured.

Reason: In the interests of the amenities of the locality and to comply with Policy BE1 and T18 of the Unitary Development Plan.

16 There shall be no direct retailing of compost from this site and the site shall not be used by the general public either for purchasing compost, deliveries or collections.

Reason: To comply with the terms of the permission.

17 There shall be no more than 1 shredder on site at any one time

Reason: To comply with the terms of the permission and Policy BE1 of the Unitary Development Plan and in the interest of the amenity of the locality