

SECTION '2' – Applications meriting special consideration

**Application No :** 11/00140/VAR

**Ward:**  
**Cray Valley East**

**Address :** Bournemouth Sand And Gravel Swanley  
Bypass Swanley BR8 7QH

**OS Grid Ref:** E: 550231 N: 168274

**Applicant :** Bournemouth Sand And Gravel Ltd

**Objections :** YES

**Description of Development:**

Variation of conditions 1,12,13 and 16 of 00/02071 and condition 1 of 08/03444 to allow infilling only of existing quarry with inert waste and restoration with associated access, buildings and structures to continue/ remain until 14 January 2018

**Proposal**

- This application in simple terms seeks an extension of time within which to complete the infilling only at this site, the permission for which expired on 14th January 2011.
- In procedural terms this involves the variation of three conditions from a permission granted in 2000 for the works, and one condition from a permission granted in 2008 for buildings at the site in connection with the works, all of which impose a time limit on aspects of the development:

Condition 01 of 00/02071 requires that “The use hereby permitted shall cease on or before the 14th January 2011. The repair shed, security compound comprising 3m high palisade fence around perimeter of the compound, caravan for overnight accommodation for security guard, storage container, mess hut, two storey office/inspection and 3 metre high palisade fence along the northern boundary of the site facility and any associated structures or materials shall be removed from the site on or before the 14th January 2011.”;

Condition 12 of 00/02071 requires that “The use of the means of access to the A20(T) included in the development hereby permitted shall be discontinued, the works and structures removed and the site restored on or before the 14th January 2011.”;

Condition 13 of 00/02071 requires that “The signs approved under reference 99/02071, and more specifically shown on drawing No. 98023/4 shall be maintained as such to the satisfaction of the Traffic Director for London for the

duration of the development and removed on or before the 14th January 2011.;  
and

Condition 01 of 08/03444 requires that All of the buildings and structures hereby permitted shall be completely removed from the land on or before 14th January 2011.

- The period requested for the extension of time is 7 years to 14th January 2018
- The application supporting documents explain that it is submitted on the basis that it is now not possible to adhere to the original timescale due to progress on site, in particular in order to restore the land within the current timescale would involve sourcing material from a wide area and excessive vehicle trips.
- It is stated that the current economic conditions mean that the amount of material available for infilling has been much reduced.
- It is further stated that delays in achieving the required licence from the Environment Agency effectively meant that the infilling was delayed by approximately 7 years, only commencing in December 2007.

A further letter setting out the situation at the site was received on 30th March 2011. This letter is from a Minerals Consultant and explains the volume of the remaining void as of 25th March and the average annual tonnage to be filled over the next 7 years, which is 93,400 tonnes per year. This is considered by the consultant to be reasonable based on historic inputs and anticipated economic conditions at this time.

### **Location**

The site is located to the eastern edge of the Borough, between the A20 and railway line on the east and south sides and open land to the north and west. The site is already a working quarry with vehicular access directly onto the A20.

### **Comments from Local Residents**

A number of concerns have been raised by local residents regarding the site and proposal, and additionally activities on land adjacent to the site. Amongst the concerns raised are:

- the application is for the same timescale as the previous proposal but without any further extraction and therefore the time calculations do not seem to be correct
- vehicular access to and from the site is being achieved via a public footpath
- materials are being dumped on adjacent land from the quarry.
- the site has scarred the local landscape
- noise and dust have affected local residents
- use is un-neighbourly and has spoilt the countryside including the springs and streams through Bourne Wood
- the land should be restored as soon as possible

Crockenhill Parish Council has no objection to infilling provided no further extraction occurs as long as it is subject to landscaping and removal of slip roads onto the A20.

### **Comments from Consultees**

The Highways Engineer comments that an informative may be required to draw the attention of the applicant to the matter of public footpath 170 which is currently diverted around the site.

Network Rail has no comments on the proposal.

The Environment Agency's (EA) response is awaited and will be reported verbally

The Council's Environmental Health Officer has no objection to the application.

The Highways Agency (responsible for the A20) has no objection to the scheme.

Kent County Council comment that the use is appropriate in the Green Belt and that the infilling with inert waste offers an effective means of achieving the restoration of the land. It is further noted that the site offers a rare resource for the disposal of inert waste and makes a potentially significant contribution to reducing the export of construction, demolition and excavation waste from London for landfill into Kent and the south east.

Sevenoaks DC comment that insufficient evidence has been presented to demonstrate that the continued operations will have no greater harm upon air quality within the adjacent A20(T) Air Quality Management Area (AQMA) and no greater harm to amenity of residents from poor air quality than the existing permission.

### **Response from Independent Minerals Consultant**

In connection with previous applications at this site for extended extraction and infilling, the Council has sought an external specialist consultant's view on the proposal. It should be noted that the advice was given on the basis of continued extraction and infilling but this application is only for the latter. Much of the advice however remains relevant.

With regard to the infilling it is noted that the applicant admits that to fully restore all the site he will require sufficient waste to backfill some 1.5 million cubic metres. A projection of 187,500 cubic metres per year is provided.

Further advice is provided regarding the potential control of operations into the future should permission be granted, and additionally the consultant points out that should permission be refused, the applicant may walk away from the site leaving it in its current state. It is pointed out that the application is an opportunity to reduce the harm which is being caused in the locality, and in particular to what the consultant describes as excessive numbers of machinery and plant held on site apparently for uses outside of quarrying and backfilling operations.

The Council's consultant suggests several options to take matters forward. It is considered that a refusal of planning permission might cause considerable doubts regarding the future of the site and would probably not be beneficial to either party. The relevant suggestion which Members are now able to consider is to grant permission to only allow backfilling of the existing void and no further quarrying, subject to suitable safeguarding conditions. This may be considered the best option in the circumstances.

Any further comments in light of the recently submitted information from the applicant's minerals consultant will be reported verbally.

### **Planning Considerations**

The site lies within the Green Belt and it is necessary to consider relevant policies in relation to this, and additionally highway and footpath matters, residential amenities, environmental impact, footpath diversion, mineral planning, waste and recycling and the impact on the Site for Nature Conservation which is to the west of the site, slightly overlapping the application area, in Bourne Wood. All of these are issues which have been previously considered and for this application, the impact resulting from an increased time for infilling must be considered with regard to current policy.

Policies from the 2006 Bromley Unitary Development plan of relevance are:

|           |   |
|-----------|---|
| T2        | Assessment of Transport Effects             |
| T18       | Road Safety                                 |
| NE2 & NE3 | Development and Nature Conservation Sites   |
| NE12      | Landscape Quality and Character             |
| G1        | The Green Belt                              |
| G14 & G15 | Mineral Workings and Associated Development |

Policies from the London Plan (as amended 2008) of relevance include:

|       |   |
|-------|---|
| 3D.9  | Green Belt  |
| 4A.19 | Improving Air Quality   |
| 4A.20 | Reducing Noise and Enhancing Soundscapes                              |
| 4A.21 | Waste Strategic Policy and Targets                                    |
| 4A.22 | Special Policies for Waste Management                                 |
| 4A.24 | Existing Provision – Capacity, Intensification, Re-use and Protection |
| 4A.28 | Construction, Excavation and Demolition Waste                         |

National Planning Policies of relevance include:

|       |   |
|-------|---|
| PPS1  | Delivering Sustainable Development        |
| PPG2  | Green Belts                               |
| PPS10 | Planning for Sustainable Waste Management |

### **Planning History**

Planning permission was initially granted at appeal under reference 96/00962 in 1997 for the “Extraction of Thanet sand and restoration and re-contouring by disposal of inert waste and creation of new vehicular access.” at this site.

Details of dust suppression noise control and protection of the water course, signing changes on the A20(T) restoration and aftercare of the site, retention and protection of trees and hedgerows, trespass proof fence pursuant to conditions 06, 14, 17, and 18 of application 96/00962 granted on appeal for extraction of Thanet Sand and restoration and re-contouring by disposal of inert waste; creation of new vehicular access were approved under reference 99/02071.

In 2000 permission was granted by the Council for some changes to the permitted scheme under reference 00/02071 for Variation of condition 20 of application 96/00962 granted on appeal for extraction of Thanet Sand regarding restoration and re-contouring by disposal of inert waste, creation of vehicular access, the reduction in the width of the surface berm running along the eastern boundary of the site. Erection of repair shed. Erection of security compound comprising 3m high steel palisade fence around perimeter of compound, caravan for overnight accommodation for security guard, storage container, mess hut and 2 storey office/inspection facility. Erection of 3 metre high steel palisade fence along northern boundary of the site. This was the most recent permission for the site until its expiry in January 2011.

Replacement workshop, weighbridge, offices and parking area were permitted in 2008 under reference 08/03444, as the area within which the original site offices were located is intended to be excavated.

Application 09/02818 for an extension of time for extraction and infilling was withdrawn by the applicant in order that further discussions could take place. Application 10/00657 was recently refused permission for an extension of time until 2018 for extraction and infilling on the basis of the harm the ongoing extraction would cause.

## **Conclusions**

It is necessary in this case to balance the benefits of allowing additional time to achieve the infilling at this site with any harm caused for an extended period of 7 years. In particular it is pertinent to examine whether the background justification for the original appeal decision still exists, and whether the extension of the timescale for the proposal can be supported by current planning policies. In light of the consultant’s report it would seem permission ought to be granted for an extension in order to have any certainty that the land will be suitably restored, given the current state of the site, and the likely timescale to complete works.

The need for void space for inert waste

In 1997 there was an identified need for void space for inert waste which was considered by the Inspector to partly justify allowing the appeal. Since that time the current London Plan has been published and this includes policies specifically relating waste. Bournemouth Sand and Gravel can be regarded as an existing

landfill site, however no substantive evidence has been provided that it meets any specific need. At the time of the original decision, the Inspector stated that the site would "need to attract a relatively small proportion of [the significant amounts of inert waste exported into Kent for disposal] in order to keep pace with extraction." Despite the positive economic conditions prevailing through the early 2000s, the pace of works at the site appears to have been slow. However, information submitted with the application confirms that during 2009, a total of 315,836 tonnes of inert waste was delivered to the site and this equates to 143,562 cubic metres of fill at a rate of 2.2 tonnes per cubic metre. The applicant is confident that demand will rise further as the economy picks up. This figure is higher than the recently provided data of expected fill of 93,400 tonnes per year for the next 7 years.

The supporting text to London Plan Policy 4A.28 states that "Construction, excavation and demolition waste facilities do not form part of the overall forecast provision for new facilities. It is estimated that London reuses/recycles some 90% of this waste stream already. However it is the intention in the future to encourage more beneficial and higher order uses of this inert waste. There is no additional permanent new site provision identified up to 2020. However, it is anticipated that a combination of effective use of existing sites and the provision of recycling facilities at aggregate extraction sites and, where appropriate, safeguarded wharves, together with on-site mobile facilities, is capable of meeting the anticipated future requirement within London to achieve a more beneficial re-use of this material."

Waste deposit in the Green Belt is not recognised in UDP Policy or national policy in PPG2 as being an exception to the general presumption against inappropriate development. Such a use is inappropriate in the Green Belt and there must be 'very special circumstances' to warrant overriding the general presumption against it. In this instance the infilling of the site following extraction of the valued Thanet Sand was considered to be a suitable very special circumstance which justified such inappropriate activity. Given the current existence of a large quarried area, it is considered that the need to infill this area can also be regarded as very special circumstances since the benefits to the Green Belt (and consequences of not infilling the site) are obvious in this case.

With regard to the timescale, the Council raised concerns about this at the first public inquiry, stating that a marginally viable operation might be drawn out over many years with continuing impact upon the character and appearance of the wider locality. The Inspector recognised that there are uncertainties concerning the timescale of extraction and restoration, however he was satisfied that on the balance of probabilities that the Bournemouth operation could be carried through in the envisaged 10-11 year timescale. The Inspector placed considerable weight upon the limited period over which the activity would take place. Notwithstanding the above points, regard must be given to the current situation in terms of the existence of a partially excavated quarry in the Green Belt. It would seem preferable to infill and restore this, even if this does take some time, rather than being left with uncertainty about the land and how it might be restored.

In respect of timescale, there is an inconsistency between this and the previous application in that they both seek the same timescale but one involves further excavation infilling and the other no further excavation but infilling of the existing

void. It would seem that the latter (and current proposal) should in fact take considerably less time. Members will wish to carefully consider this point with regard to the recently submitted information regarding expected tonnage infill per year provided by the applicant's consultant.

There have been concerns that vehicular access to the site has been gained via a widened public footpath from Hockenden Lane, and this appears to be an ongoing matter, with the applicant having not yet taken any action to close the access formed to the rear of the site. Should this application be approved a condition specifically prohibiting this and requiring reinstatement of suitable boundary enclosures could be imposed.

The previous permission for the site is for the extraction of sand and infilling with inert materials, and any revised permission issued as a result of this application is for the infilling of the existing void with inert materials. Processing of materials does not form part of the permission. There have been concerns that recycling of materials has been ongoing at the site in breach of a previously issued enforcement notice, and indeed an Environment Agency permit has been issued to allow such activity. The applicant considered that this could be carried out under the current planning permission, but the Council does not agree with this view. The agent has confirmed subsequently that the applicant is prepared to accept that the permission does not include recycling and a tightened condition is proposed to ensure that this can be suitably controlled should permission be granted. The applicant has also been asked to surrender the permit for recycling to the Environment Agency, given that it is an activity prohibited by an extant enforcement notice. Correspondence from the applicant's solicitor confirms that recycling and sorting has now ceased at the site, however no confirmation of the surrender of the permit for the unauthorised activity has been received.

It is clear that the activity subject of this application is harmful to the character and appearance of the area and the Green Belt given its scale and the nature of the activity. It also gives rise to concerns from local residents in terms of noise, dust, highway safety and other impacts, which is apparent from the correspondence received in response to local consultation. Whilst it is accepted that these concerns can be reduced through the imposition and enforcement of planning conditions, it is necessary to consider this impact in considering the extension of time requested, alongside the other pertinent issues such as the future for the quarry and how the land will be returned to open Green Belt.

In determining this application Members need to consider primarily whether the supply of inert waste justifies the requested 7 year extension to activities at the site. Works commenced in January 2000 at the site and have therefore been ongoing for almost ten years, however infilling has apparently only been ongoing since 2007 following delays in issuing the environmental permit. It is questionable whether best endeavours have been made to comply with the proposed timescale, and it is clear that careful consideration must be given to all the issues discussed above. However, given the consultant's observations and the current state of the site, Members may consider it would be appropriate to grant an extension of time and accept that the very special circumstances exist to justify the infilling of the existing void in this Green Belt location, given the likely consequences of refusal.

Background papers referred to during production of this report comprise all correspondence on files refs. 96/00962, 99/02071, 00/02071, 08/03444, 09/02818, 10/00657 and 11/00140, excluding exempt information.

## **RECOMMENDATION: APPROVAL**

subject to the following conditions:

- 1 The use hereby permitted shall cease on or before 14th January 2018. All associated buildings, structures, plant and machinery, including the bund formed at the site boundary with the A20(T), shall all be removed from the site on or before 14th January 2018.

**Reason:** In the interests of the openness and character of the Green Belt and to accord with Policies G1, G14 and G15 of the Unitary Development Plan.

- 2 The use shall not operate, no machinery shall be operated, no process carried out and no deliveries taken at or dispatched from the site outside the following hours: 07:00 to 19:00 Mondays to Fridays inclusive and 07:00 to 13:00 on Saturdays, nor at any time on Sundays, Bank or Public Holidays.

**Reason:** To protect the amenities of nearby residential properties and in the interests of the openness and character of the Green Belt and to accord with Policies BE1, G1, G14 and G15 of the Unitary Development Plan.

- 3 A revised written phasing plan shall be submitted to the Local Planning Authority within 1 month of the date of this permission and works shall only proceed in accordance with the approved details.

**Reason:** In the interests of the openness and character of the Green Belt and to accord with Policies G1, G14 and G15 of the Unitary Development Plan.

- 4 The depth of working shall not at any point be below 52m AOD in Area A and 55m AOD in Areas B and C as shown in drawing number 1749/2 received 7th October 2009.

**Reason:** To prevent pollution to the water environment and to comply with Policies G15 of the Unitary Development Plan, 4A.17 of the London Plan and PPS25.

- 5 An updated scheme for dust suppression, noise control and the protection of the water course shall be submitted to and approved in writing by the Local Planning Authority within 3 months of the date of this permission. The approved scheme shall be implemented for the full duration of the permission hereby granted unless otherwise agreed in writing by the Local Planning Authority or if operations cease.

**Reason:** To protect the amenities of nearby residential properties and to prevent pollution to the water environment and to comply with Policies BE1 and G15 of the Unitary Development Plan, 4A.17, 4A.19 and 4A.20 of the London Plan and PPS25.

- 6 No topsoil, subsoil or overburden shall be removed from the site.

**Reason:** To ensure that adequate material is left for the restoration of the site and to comply with Policy G15 of the Unitary Development Plan.

- 7 There shall be no floodlighting or other external lighting at the site without the approval in writing of the Local Planning Authority. Any approved lighting shall be retained in accordance with the approved details.



**Reason:** To protect the amenities of nearby residential properties and in the interests of the openness and character of the Green Belt and to accord with Policies BE1, G1, G14 and G15 of the Unitary Development Plan.

8 No further extraction of materials of any sort shall take place at the site.

**Reason:** To accord with the terms of the planning permission, to protect the amenities of nearby residential properties and in the interests of the openness and character of the Green Belt and to accord with Policies BE1, G1, G14 and G15 of the Unitary Development Plan.

9 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 or any amending, revoking and re-enacting this Order, no operation permitted by Part 19 Class A and B shall be carried out.

**Reason:** To protect the amenities of nearby residential properties and in the interests of the openness and character of the Green Belt and to accord with Policies BE1, G1, G14 and G15 of the Unitary Development Plan.

10 While the development hereby permitted is being carried out a suitable hardstanding shall be provided with washdown facilities for the cleaning of all vehicles of an accumulation of mud or other material prior to the vehicle leaving the site and any mud or material deposited by vehicles on the site access road shall be removed without delay and in no circumstances be left beyond the end of the working day.

**Reason:** In the interests of highway safety on the A20(T) and to accord with Policy T18 of the Unitary Development Plan.

11 The implemented highway works to provide access to the A20(T) as shown on drawing No. 0796/WD/6A submitted for application 00/02071 shall be maintained as such to the satisfaction of the Highways Authority.

**Reason:** In the interests of highway safety on the A20(T) and to accord with Policy T18 of the Unitary Development Plan.

12 The use of the means of access to the A20(T) included in the development hereby permitted shall be discontinued, the works and structures removed and the site restored on or before the 14th January 2018.

**Reason:** In the interests of the openness and character of the Green Belt and to accord with Policies G1, G14 and G15 of the Unitary Development Plan.

13 The signs approved under reference 99/02071, and more specifically shown on drawing No. 98023/4 shall be maintained as such to the satisfaction of the Highways Agency for the duration of the development and removed on or before the 14th January 2018.

**Reason:** In the interests of highway safety on the A20(T) and to accord with Policy T18 of the Unitary Development Plan.

14 All loaded lorries shall have their cargo area sheeted over prior to the departure from the site.

**Reason:** In the interests of highway safety on the A20(T) and to accord with Policy T18 of the Unitary Development Plan.

15 No access other than the approved access to the A20(T) shall be used by any vehicle for the purpose of entering or leaving the site during the operation period of the development hereby approved. Details of measures to prevent access into and out of the site around the remainder of its boundary shall be submitted to and approved in writing by the Local Planning Authority within one month of the date of this permission and the approved measures shall be implemented within 2 months of the date of

approval. This restriction does not apply to access for the purpose of restoration and aftercare following removal of the temporary access to the A20(T) for which a suitable access route shall be approved in writing by the Local Planning Authority as part of the restoration scheme as required by condition 16 of this permission.

**Reason:** To protect the amenities of nearby residential properties and in the interests of the openness and character of the Green Belt and highway safety and to accord with Policies T18, BE1, G1, G14 and G15 of the Unitary Development Plan.

- 16 An updated scheme for the restoration and aftercare of the site, retention and protection of trees and hedgerows and trespass proof fence shall be submitted to and approved in writing within 3 months of the date of this permission. Restoration shall be carried out in accordance with the details approved unless otherwise agreed in writing by the Local Planning Authority. Restoration of completed Area A shall be completed within one year of this permission unless otherwise agreed in writing by the Local Planning Authority. Any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

**Reason:** To protect the amenities of nearby residential properties and in the interests of the openness and character of the Green Belt and the area in general and to accord with Policies BE1, G1, G14 and G15 of the Unitary Development Plan.

- 17 No excavations are to be carried out, overburden tipped or building erected within an undisturbed 20 metre surface berm from the southern boundary of the Network Rail land until an independent geotechnical engineers report detailing the working method, parameters to be used in slope calculation and giving a safety factor against failure of the excavation slope is submitted to and approved by the Local Planning Authority. These works shall be carried out as approved.

**Reason:** To ensure the structural integrity of the railway embankment.

- 18 Only inert waste conforming to the categories as set out in the submitted Schedule 3 extract List of "Permitted Wastes for Landfill Activities" from the current site permit shall be imported to the site for restoration purposes and no other material shall be imported to the site for any other reason unless agreed in writing by the Local Planning Authority.

**Reason:** To protect the amenities of nearby residential properties and the Green Belt, and to prevent pollution to the water environment and to comply with Policies BE1 and G15 of the Unitary Development Plan, 4A.17, 4A.19 and 4A.20 of the London Plan and PPS25.

- 19 Any facilities for the storage of oils, fuels or chemicals shall be sited on impervious bases and surrounded by impervious bund walls. The volume of the bunded compound shall be at least equivalent to the capacity of the tank plus 10%. If there is multiple tankage, the compound shall be at least equivalent to the capacity of the largest tank or the combined capacity of interconnected tanks plus 10%. All filling points, vents, gauges and sight glasses shall be located within the bund. The drainage system of the bund shall be sealed with no discharge to any watercourse, land or underground

strata. Associated pipework should be located above ground and protected from accidental damage. All filling points and tank overflow pipe outlets should be detailed to discharge downwards into the bund.

**Reason:** To prevent pollution to the water environment and to comply with Policies G15 of the Unitary Development Plan, 4A.17 of the London Plan and PPS25.

20 Except with the prior written agreement of the Local Planning Authority, no vehicle brought onto the site for aftercare following the cessation of the use in accordance with condition 1 of this permission shall exceed 5 tonnes GVW. For the purpose of this condition aftercare shall be defined as the maintenance of the completed landscaping scheme after cessation of all other works on the site.

**Reason:** To protect the amenities of nearby residential properties and to accord with Policy BE1 of the Unitary Development Plan

21 The re-seeding of each restored phase shall take place within the first planting season following completion of tipping within that phase.

**Reason:** To ensure adequate restoration of each phase, and to protect the amenities of nearby residential properties and in the interests of the openness and character of the Green Belt and to accord with Policies BE1, G1, G14 and G15 of the Unitary Development Plan.

22 The buildings and structures permitted under reference 08/03444 shall be used only for purposes in connection with the permitted use of the land for infilling with inert waste and for no other purpose.

**Reason:** To protect the amenities of nearby residential properties and in the interests of the openness and character of the Green Belt and highway safety and to accord with Policies T18, BE1, G1, G14 and G15 of the Unitary Development Plan.

23 The existing repair shed, security compound, caravan, storage containers, mess hut, inspection facility, offices and all other structures and buildings within Area D shall be completely removed from the site within 3 months of the date of this permission.

**Reason:** To accord with the planning permission for the use of the site and in the interests of the openness and visual amenities of the Green Belt and in order to comply with Policies G1, G15 and BE1 of the Unitary Development Plan.

24 Details of the extent and material to be used for the hardstanding approved under permission 08/03444 shall be submitted to and approved in writing by the Local Planning Authority prior to first use of the buildings / structures hereby permitted. The approved hardstanding shall not be altered without the prior approval in writing of the Local Planning Authority. The hardstanding shall be completely removed from the site by 14th January 2018 or before.

**Reason:** To accord with the planning permission for the use of the site and in the interests of the openness and visual amenities of the Green Belt and in order to comply with Policies G1, G15 and BE1 of the Unitary Development Plan.

25 No hire or sale of plant or other equipment or machinery including skips shall take place from the site at any time including the storage of any such plant. No equipment, plant, machinery, or vehicles shall be kept or stored at the site other than that required for the infilling operations hereby permitted

and as set out in a list to be submitted to and approved by the Local Planning Authority unless otherwise agreed in writing by the Local Planning Authority. No more than one skip required for any non-conforming waste shall be kept at the site at any time.

**Reason:** To protect the amenities of nearby residential properties and in the interests of the openness and character of the Green Belt and highway safety and to accord with Policies T18, BE1, G1, G14 and G15 of the Unitary Development Plan.

26 There shall be no import of soil or any other material for sorting or recycling, and no sorting or recycling of any material shall take place at the site without the prior written approval of the Local Planning Authority.

**Reason:** To accord with the planning permission for the use of the site and in the interests of the openness and visual amenities of the Green Belt and in order to comply with Policies G1, G15 and BE1 of the Unitary Development Plan.

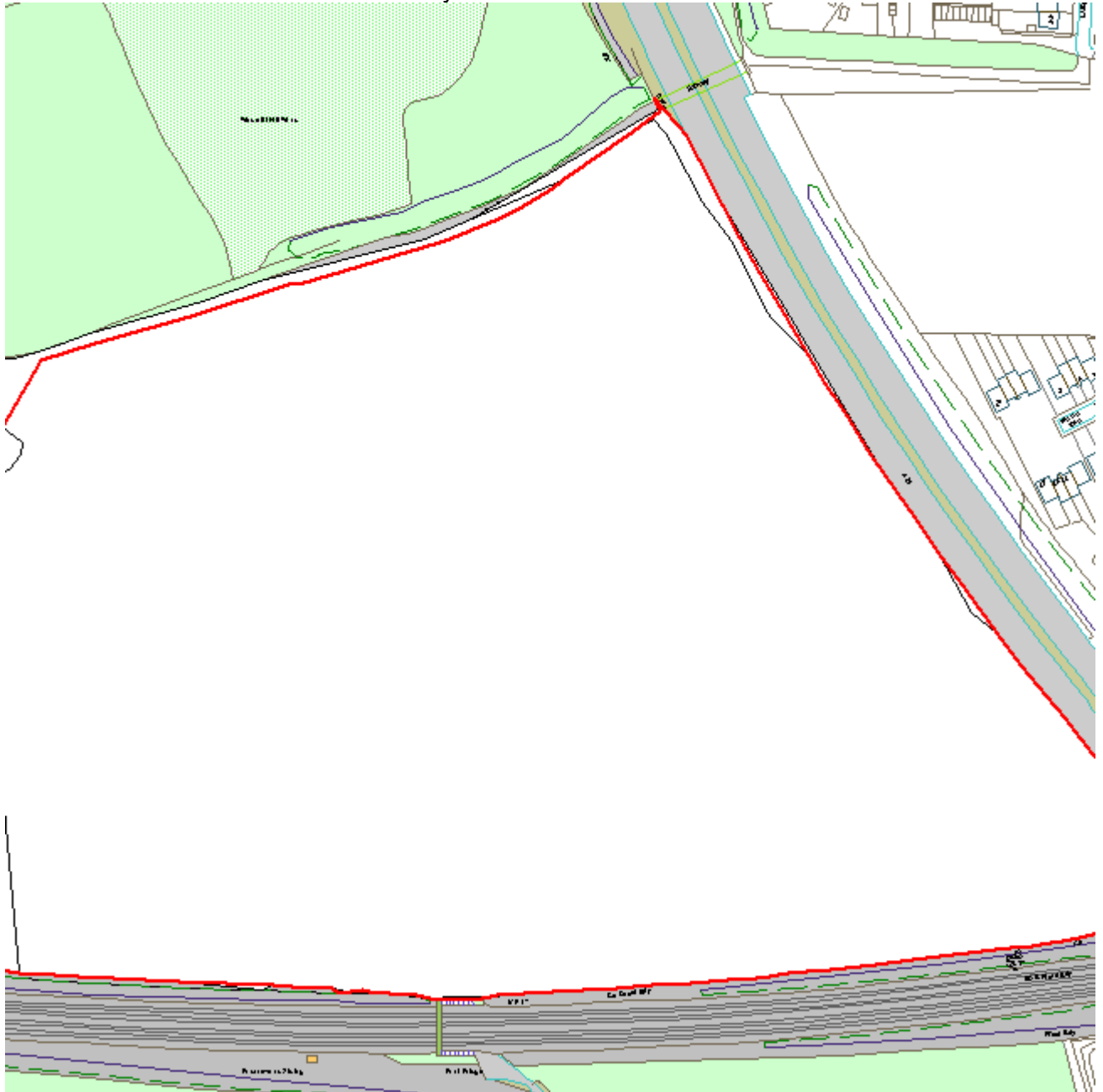
27 An annual monitoring report setting out a programme for remediation and restoration shall be submitted to the Local Planning Authority annually within one month of the anniversary of the date of this decision for approval by the Local Planning Authority. The report must set out the works proposed over the following 12 month period to enable the Local Planning Authority to monitor the works required for the future completion of the restoration of the site and ensure that these are being carried out in a satisfactory manner.

**Reason:** To protect the amenities of nearby residential properties and in the interests of the openness and character of the Green Belt and highway safety and to accord with Policies T18, BE1, G1, G14 and G15 of the Unitary Development Plan.

#### **Reasons for granting permission:**

The proposal is considered to be a case where very special circumstances justify the setting aside of normal Green Belt policies due to the need to infill the existing quarry void and infilling benefits with regard to UDP Policies G1, G14 and G15 and advice in PPG2, PPS10 and the London Plan, and subject to suitable conditions.

Reference: 11/00140/VAR  
Address: Bournemouth Sand And Gravel Swanley Bypass Swanley BR8 7QH  
Proposal: Variation of conditions 1,12,13 and 16 of 00/02071 and condition 1 of 08/03444 to allow infilling only of existing quarry with inert waste and restoration with associated access, buildings and structures to continue/ remain until 14 January 2018



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