Application No : 09/03618/FULL1 **Ward: Cray Valley East**

Address : Compost Site On Land Off Cookham Road Swanley

OS Grid Ref: E: 549141 N: 169599

Applicant : TJ Composting Services Ltd **Objections : YES**

Description of Development:

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).

Proposal

Permission is sought for an enclosed composting facility for recycling green and kitchen food waste on this Green Belt site. An anaerobic digester (AD) will be used to process the material delivered to the site and the resultant products will be compost with liquid fertiliser and biogas by-products.

The site is currently used for open windrow composting, processing up to 28,500 tonnes of green waste per annum, 60% of which is collected from the London Borough of Bromley. It is a private facility owned and operated by the applicant.

The proposed facility will comprise the following elements:

- A Reception Building measuring 30m x 35m x 10 high, with an external steelwork gantry between this building and the AD building.
- A building to accommodate the anaerobic digester (AD building) measuring 40m x 23m x 10m high, with 2 chimneys approx 14.5m high
- A Press Room measuring 25m x 12m x 9m
- A Composting Hall measuring 80m x 25m x 10 high
- A Finished Product Storage Area in the north east corner of the site
- 2 biofilters measuring 21m x 12m x 2m and 49m x 6m x 2m
- A liquid fertiliser storage tank measuring 12m diameter x 5m high
- 3 gas engine enclosures to the side of the AD building
- An existing weighbridge
- Existing portacabins for staff accommodation
- An existing attenuation lagoon in the south west corner of the site (used to regulate the flow of surface water generated by the buildings on the site)
- 5 car parking spaces

The site is largely enclosed with a man made bund up to a maximum height of 4.5m above the level of the hardstanding on the site, but considerably lower in the south west corner and along the western boundary, facing Cray Valley Golf Club.

The external materials for the buildings will be profiled metal cladding above pre-cast walls with metal cladding roofs, all in Heritage Green.

Further details of the operation of the use are set out as follows:

- the total new floorspace of buildings will be 3602 sq m on this 2.4ha site.
- the applicant seeks permission to process 46,000 tonnes of waste on the site (compared to the current capacity of 28,500 tonnes).
- it is anticipated that approx 24,000 tonnes of waste to be processed on the site will be green and food waste from London Borough of Bromley (12,000 of which will be food waste that operates across the borough). This will leave capacity for approx 22,000 tonnes of waste from other London Boroughs and adjoining district councils and other local contractors.
- the applicant advises that the process would generate approx 15,000 tonnes of compost per annum and 6,500 tonnes of liquid fertiliser per annum and that much of this produce will be used locally. The compost from the existing windrow process is largely used by local farms and this will remain the case.
- in addition approx 2.2Mw of electricity will be generated by the plant and the applicant has advised that this will be used partly for the energy needs of the composting process with the remainder exported to the National Grid.
- the composting process will operated continuously but the site will be staffed from 7am to 7pm Monday to Friday, 7.30am to 5pm Saturdays and 9am to 4pm Sundays and Bank Holidays, plus 24 hr security. The applicant has advised that deliveries and collections will be limited to Monday to Friday (hours as above) and Saturday (7.30 to 1pm).

Anaerobic Digestion is an enclosed composting process that converts green, kitchen and other organic waste to compost and liquid fertiliser. In addition the methane gas produced can be stored and used as gas or burned to produce electricity, which can be used for site operations and exported to the National Grid. This application is for a ‘dry’ AD process that is appropriate for solid waste. The Planning Statement submitted by the applicant sets out the process in some detail, which is summarised as follows:

- waste is delivered to the site usually by refuse collection vehicles and deposited in the Reception Building. This building has to be 10m high to accommodate ‘tipping’ vehicles. Non compostable material is sorted and sent off site
- the remaining material is shredded into 50mm size pieces and placed on a feed hopper that takes the material to the AD building
- The AD building will accommodate 3 digesters that can take between 4-8 tonnes of material an hour. Using an automated process that takes 15 days, the material is heated and this speeds up the composting process and kills the bacteria in the kitchen waste. Methane gas is produced which can be burned in the gas engines located adjacent to this building

- after 15 days the material is dewatered in the Press Room. A small amount of the liquid is recovered and fed back into the system but the majority is used as liquid fertiliser
- the 'dewatered' material is transferred into the Composting Hall by external conveyor where the material undergoes a further aerobic composting process. This results in a compost that resembles dark, rich soil. The final product is taken to the Finished Produce area. At this stage the material is largely odourless
- the actual AD process is air-free and undertaken in sealed units. To control odour and the emission of bioaerosols resulting for the reception and aerobic composting parts of the process, a 'negative sir pressure system' is used for the Reception Building and Composting Hall. This comprises an airlock system for entry and exit and air within the building is mechanically changed 3-5 times per hour and drawn out of the buildings through the biofilters that are located next to these buildings.

Several specific technical reports have also been submitted and their findings are summarised below. The full reports are available to view online and in the case file.

The **Transport Assessment** considers the impact of additional vehicular movements over and above the existing operation. On this basis the report advises that additional deliveries will be largely carried out by 20 tonne vehicles and there would be an additional 85 deliveries per month (average 3-4 per day) during peak months.

With regard to output distribution, approx 30% of the compost will leave the site on trailers and tractors across fields so will not use the highway network. Where possible lorries delivering green waste to the site will take away the remaining 60% of compost, but it is anticipated that there will be an additional 140 vehicle movements per month (average 7 per day) in this respect.

With regard to the liquid fertiliser it is anticipated that there will be 8 vehicle movements a month will be needed to collect the fertiliser not used on site (average less that 2 movements a week).

Therefore, in total, there will be approx 462 deliveries per month (approx 19 per day) to service the total volume of waste that would be processed on the site.

The applicant also advises that kitchen waste from Bromley is currently transported to Maidstone. The new facility at Cookham Road will considerably reduce the amount of vehicle movements and miles travelled on the wider road network, thereby reducing carbon emissions and congestion.

With regard to construction traffic, the existing use will be suspended during this period and the level of movements relating to construction is not expected to be higher than the movements relating to the current use of the site.

The **Landscape and Visual Impact Assessment** provides a detailed assessment of the potential impact of the proposed buildings on the landscape character and visual amenity, given the rural setting of the development and the existing use on the site. It reaches the following conclusions:

- the site lies in an area of undulating landscape and the land rises to the west to a low ridge which screens the site from the urban area and to the north towards Joyden's Wood on the far side of the A20.
- the site would be visible from several vantage points. At close range it can be seen from Cookham Road, public footpaths to the east and north of the site and the Cray Valley Golf Course. From longer range it will be visible from two residential properties, Ruxley Manor Garden Centre, the footpath over the M20, from public footpaths paths located at greater distance and from Pauls Cray Hill Park, which is beyond Chapman's Lane to the south west. Much of the site is screened by the existing bund and planting around the site. The longer distance views are softened by roadside vegetation and general landscape vegetation and in most cases the proposed buildings will be seen against the landscape rather than the horizon.
- with regard to landscape character the site is set within an area of urban/rural fringe landscape and the assessment concludes that the overall character is generally in poor condition and of low quality. There are also prominent urban structures and infrastructure within the landscape. Due to distances involved and existing screening of the site within the landscape, the people and places that will be able to see the site will not be significantly adversely affected by the development.
- in addition there are opportunities for mitigating measures on the development site with additional planting, reworking of the bunds to allow additional planting and screening, careful choice of colour of the buildings to minimise the visual impact and the design of the buildings to avoid hard edges where possible.
- in terms of the impact on the Green Belt and other UDP policies the report concludes that, for the reasons set out above and subject to the mitigation measures, the development will not have a significantly adverse impact on the landscape and is acceptable in policy terms.

The **Environmental Noise Report** considers the impact of predicted additional noise on nearby sensitive receptors. The takes the existing ambient noise level by measuring current activities over several days. From the technical information available for the component activities proposed for the AD plant the report assesses their impact on the receptors.

The report concludes that there would be no increase in ambient noise levels from the proposed plant during the night. There will be an increase in levels of +4 during the daytime as a result of vehicle movements and loading activities. In terms of the impact on the receptors, an increase of +5 decibels is considered to be of marginal significant in terms of generating complaints.

Therefore the report concludes that the proposed development is acceptable in terms of the likelihood of generating complaints and in environmental noise terms.

The **Ecology Report** relates to the impact on the nearby colony of sand martins at Hockenden Sand Pit, which is a Site of Interest for Nature Conservation. It advises that that on a field visit in July 2009 no birds or active nest holes were identified and old nest sites had not been visited for several years. The report advises that even if the site was to be visited by birds in the future, the construction of a building 0.5 km from the sand pits would not have an adverse on the birds.

The **Odour Impact Assessment** identifies the source of odour at the proposed AD facility, the effectiveness of proposed odour control measures, the impact of odour on nearby sensitive receptors and the significance of these impacts.

The report identifies 26 receptor locations around the site which covered the nearest residential properties and other more general locations, such as the adjacent golf course. The potential odour sources are likely to be in the delivery area, the biofilter beds, the AD plant itself, the composting hall and the digestate storage area.

The report concludes that, based on the technical information submitted, there are adequate measures proposed to ensure that the odour impact on nearby residential properties is below the industry standards. For the nearby golf course and the immediate part of Cookham Road adjacent to the site, odour levels slightly exceed the industry standard but due to the transitory nature of the use of these areas it is considered that the predicted impacts are acceptable.

The **Air Quality Management** report assesses the impact of the biogas CHP plant on local air quality for both sensitive human and ecological receptors. The report considered the impact on short range, medium range and long range locations.

In terms of the impact on human receptors the report found that in all but 10 cases the impacts of the biogas CHP plant emissions are not considered to be significant. In the 10 cases where there was a ‘small’ or ‘medium’ change the predicted impact is identified as ‘slight adverse’ within the technical definitions. Overall the impacts are considered to represent a ‘low’ priority consideration according to Environmental Protection UK (EUPK) guidance and no further mitigation is considered to be required.

There are no predicted impacts on any of the ecological receptors in the study area.

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 it is the A20.

A Site of Importance to Nature Conservation is located at Hockenden Sand Pit approx 500m to the south of the site

There are public footpaths leading directly north and south from the site. In addition there is a footpath approx 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 several representations were received which can be summarised as follows:

- industrial development in the Green Belt
- increase in pollution
- increase/commencement of unacceptable odours
- increase in traffic levels on over-used and poor quality country lanes
- storage of potentially harmful/dangerous materials in a rural environment
- effect on visual outlook
- effect on land values
- need a guarantee that the air quality, in terms of odour, will be improved
- use generating current odours should not be in the countryside
- existing odour is sometimes unbearable
- contrary to Policy G1 Green belt as it will encourage urban sprawl and is very visible in the landscape and from private gardens.

In addition the applicant wrote directly to nearby residential properties in November 2009 setting out the details of the proposals and received 4 responses. All respondees support the proposal and 2 replies refer to problems with odour from the site. One letter raises concerns about the size of vehicles used to deliver waste and their proximity to their back garden and danger from a potential accident.

Swanley Town Council support the application for the potential employment benefits for Swanley residents.

Comments from Consultees

The Council's Highways Officer notes that there would be a potential increase in vehicle movements of upwards of 30%. However given that the current level of movement is approx 15 vehicles per day it is considered that this is not likely to have a significant impact in local highway terms.

Transport for London raised no concerns and recommends conditions relating to the submission of a Delivery and Service Plan, a Travel Plan and a Construction Management Plan.

The Council's Drainage Consultant referred the application to Thames Water who raise no objection to the proposal in terms of surface water drainage and sewerage infrastructure.

The Council's Environmental Health Officer has reviewed the Air Quality Management Report, the Odour Impact Assessment and the Environmental Noise Report and raises no objections in principle.

The London Borough of Bexley was consulted and raises no objection to the proposal on the grounds of the impact on air quality. They commented on the Alternative Site Assessment submitted by the applicant stating that whilst there may be opportunities for this facility on some other sites identified, and other potential opportunities that have not been explored, the Cookham Road site is still assessed with a high score. This development would help meet objectives set out in PPS10, which seek to promote the management of wastes as close as possible to their point of production, and for communities to take responsibility for the management of their own waste. Therefore no objection is raised.

Sevenoaks Borough Council was consulted and raises no objections.

The Environment Agency raises no objections in terms of the impact on groundwater, surface water drainage and foul drainage. However the Environment Agency has advised that there are regular complaints regarding the odour generated by the current use of the site. These can be daily depending on wind direction and atmospheric conditions.

On March 31st 2010 the Council received a Stage 1 report from The Greater London Authority under powers vested in the Mayor of London under the Town and Country Planning Act 1990 (as amended). The Greater London Authority Acts 1999 and 2007 and the Town and Country Planning (Mayor of London) Order 2008. The GLA advised that the application did not comply with the London Plan for the following reasons

- Green Belt: The proposals constitute inappropriate development on Green Belt, and the 'very special circumstance' argument as required by PPG2 is not robust and requires further consideration before the proposals can be accepted as complying with PPG2 and London Plan Policy 3D.9 relating to Green Belt (superseded by policy 7.16 of the London Plan 2011)

- Waste: The proposed AD plant is generally in line with London Plan policy 3A.25 (superseded by London Plan 2011 policies 5.16 and 5.17) although further information is required in relation to the joint waste group and the justification for the proposed capacity of plant.
- Biodiversity: The use of planning conditions is required to secure the ecological recommendations and ensure the proposals comply with the London Plan policy 3D.14 (superseded by policy 7.10 of the London Plan 2011)
- Urban Design: The proposals broadly comply with the London Plan policy 4B.1 but a green or brown rood is required in line with London Plan policy 4A.11 (superseded by London Plan 2011 policy 7.16)
- Transport: Further information is required to ensure compliance with London Plan policies 3C.2, 3C.22, 3C.23, 3C.25 (superseded by London Plan 2011 policies 6.3, 6.9, 6.13 and 6.14)
- Climate change mitigation and adaptation: Further information is required to demonstrate full compliance with London Plan policies 4A.5 and 4A.6 (superseded by London Plan 2011 policies 5.3, 5.5 and 5.6)

The applicant was advised of further changes that could lead to the application becoming compliant with the London Plan, namely

- Green Belt: The applicant should provide more detailed information on the site selection criteria and the need for the development in waste capacity terms. Bromley Council should also confirm the figures provided by the applicant are accurate and provide reassurance to how the use of a private facility will serve the borough exclusively.
- Waste: Further information is required in relation to the joint waste group and the justification for the proposed capacity of plant
- Biodiversity: The use of planning conditions is required to secure the ecological recommendations
- Urban Design: The applicant should investigate the use of green or brown roofs and living walls and provide examples of the cladding approach
- Transport: A delivery and servicing and construction logistics plan is required alongside confirmation of the number of employees and car parking spaces at the site
- Climate change mitigation and adaptation: Further information is required in relation to the specific proposals (rather than generic figures for the proposed technology), energy efficiency measures and the export of heat from the site.

The applicant has submitted further information which is considered below.

The Mayor will consider this additional information, following consideration of this report by Members, and will produce a Stage 2 report with their officer's conclusions and recommendations.

Planning Considerations

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

G1 Green Belt
ER2 Waste Management Facilities
BE1 Design of New Development
BE3 Buildings in Rural Areas
T1 Transport Demand
T2 Assessment of Transport Effects
T3 Parking
NE12 Landscape Quality and Character
EMP6 Development outside Business Areas
IMP1 Planning Obligations

In strategic terms the most relevant London Plan (July 2011) policies are:

1.1 Delivering the Strategic Vision and Objectives for London
2.17 Strategic Industrial Locations
4.1 Developing London's Economy
4.4 Managing Industrial Land and Premises
5.1 Climate Change Mitigation
5.2 Minimising Carbon Dioxide Emissions
5.3 Sustainable Design and Construction
5.5 Decentralised Energy Networks
5.6 Decentralised energy in Development Proposals
5.7 Renewable Energy
5.8 Innovative Energy Technologies
5.13 Sustainable Drainage
5.16 Waste self-sufficiency
5.17 Waste Capacity
6.3 Assessing Effects of Development on Transport Capacity
6.9 Cycling
6.14 Freight
6.13 Parking Strategy
7.10 Biodiversity and access to nature
7.14 Improving Air Quality
7.15 Reducing Noise and Enhancing Soundscapes
7.16 Green Belt
8.2 Planning Obligations

A minor alteration was published in December 2009 setting out waste apportionment targets.

The London Plan Industrial Capacity Supplementary Planning Document.

There are a number of national policy documents that are relevant to the consideration of this application. These include:

PPS1 Delivering Sustainable Communities
PPG2 Green Belts

PPS9 Biodiversity and Geological Conservation
PPS7 Sustainable Development in Rural Areas
PPS10 Planning for Sustainable Waste Management
PPS22 Renewable Energy
PPS23 Planning and Pollution Control
PPG24 Planning and Noise

Other relevant documents include

National Waste Strategy for England (2007)

In May 2007 the Department for the Environment Food and Rural Affairs (DEFRA) published the Waste Strategy for England. The key government objectives outlined in the strategy include:

- an emphasis on waste prevention and re-use
- to meet and exceed targets for the diversion of biodegradable municipal waste from landfill
- to increase the diversion quantity of non-municipal waste
- secure better integration for municipal and non-municipal waste

South East London Waste Partnership (SELWP) – this comprises the London Boroughs of Bexley, Bromley, Southwark, Greenwich and Lewisham. SELWP is formally registered as a Joint Waste Planning Group for the purposes of satisfying the requirements of the London Plan and PPS10.

Planning History

The site has been the subject of several previous relevant applications:

- Hardstanding for composting (Upper Hockenden Farm) approved as a determination of agricultural permitted development rights in December 2010 (ref 01/03814/AGRIC).
- Waste composting facility comprising access roads, weighbridge, portable building, car parking, storage lagoon, compost storage area and landscaping buffer permitted in May 2004 (ref 03/03110)
- 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 (ref 04/04280) permitted in February 2005
- Variation of condition 14 of application 04/04280 to increase the throughput of material to 28,500 tonnes per annum (from 20,000 tonnes) permitted in August 2007 (ref 07/01939/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 (ref 10/03429/VAR) permitted in April 2011.
- Change of use of compost facility from open windrow compost system to an Anaerobic Digestion (AD) and In Vessel Compost (IVC) facility together with

buildings necessary for the relevant operations. Request for formal screening opinion regarding need for Environmental Impact Assessment under Regulation 5 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 (ref 08/03541/EIA). EIA not required - Dec 2008

Conclusions

The main issues to be considered are:

- the principle of development and need for an anaerobic digester in the London Borough of Bromley
- impact on the Green Belt in terms of appropriateness and openness and visual impact on the landscape
- climate change mitigation and adaption
- highways and parking implications
- other technical implications such as odour control and noise and disturbance

1. Principle of development and the need for an anaerobic digester in the London Borough of Bromley

The London Borough of Bromley has been operating a green garden waste collection service for over 15 years. In 2009/10 10,929 tonnes was collected. In October 2010 a food waste collection service was introduced across the borough and it is projected that this will collect 12,350 tonnes per annum (based on the first 4 months of operation). Currently all of the Council's green garden waste is processed at Cookham Road. The kitchen waste is currently transported out of borough for processing.

The current application seeks to provide a facility that would facilitate the processing of all green and kitchen waste within the borough.

PPS 10 Planning for Sustainable Waste Management sets national policy and provides guidance that is relevant to this application, namely:

- the energy hierarchy – this requires communities to take responsibility for managing their own waste by reducing the amount of waste generated in the first instance and the promotion of recycling and composting in favour of landfill.
- locational criteria for identifying suitable sites for development.

(a) Waste Hierarchy

The waste hierarchy referred to above seeks a sequential approach to waste management. The first step is to reduce the generation of waste. Where waste is generated the next step seeks to maximise the re-use of products and materials together with the recycling and composting of relevant waste resources. The next step is to generate energy from the waste resources. Only if none of these steps can be taken should waste be disposed of.

Policies 5.16 and 5.17 of the London Plan 2011 set out how waste will be managed in London and advise that development plans should safeguard existing waste sites and identify new sites in suitable locations in order for boroughs to meet their apportioned waste and recycling targets.

Policy 5.16: Waste Self-Sufficiency seeks to manage as much of London's waste within London as practicable, working towards 100% by 2031. This will be achieved by exceeding recycling and composting rates by at least 45% for municipal solid waste by 2020, rising to 60% by 2031. To help achieve this Bromley forms part of the South East London Waste Partnership (SELWP), together with the London Boroughs of Bexley, Greenwich, Southwark and Lewisham.

Policy 5.17: Waste Capacity states that the following development will be supported; development that includes a range of complementary waste facilities on a single site, development that uses technologies to produce a renewable gas and developments for producing renewable energy from organic/biomass waste. In addition existing waste sites should be protected and the use maximised.

The current applicant fits into the Waste Hierarchy by seeking to increase the capacity to compost green and kitchen waste within London, close to the source of that waste.

The applicant has submitted detailed information in an Alternative Site Assessment setting out the current and projected position relating to the treatment of organic waste in the SELWP area. This information is summarised below.

At the present time the SELWP can jointly satisfied the GLA requirements for residual waste treatment, recycling transfer and processing up to 2020 but there is not sufficient capacity for the treatment of organic material.

Southeast London Boroughs' Joint Waste Working Group Organics 2008-09

Authority	Windrow	Treatment Capacity	IVC	Treatment Capacity	Total Organics	Treatment Capacity
Bexley LB	2,488	0	20,138	0	22,626	0
Bromley LB	10,072	28,000	532	0	10,604	28,000
Greenwich LB	1,553	0	19,325	0	20,788	0
Lewisham LB	730	0	-	0	730	0
Southwark LB	5,967	0	-	0	5,967	0
Sub-total	20,810	28,000	39,905	0	60,715	28,000

Source: WasteDataFlow accessed 1.10.2010

Southeast London Boroughs' Joint Waste Working group Organics Projected 2012

Authority	Windrow	Treatment Capacity	IVC	Treatment Capacity	Total Organics	Treatment Capacity
Bexley LB	3,500	0	21,500	0	25,000	0
Bromley LB	10,500	0	12,850	46,000	23,350	46,000
Greenwich LB	2,500	0	20,500	20,000	203,000	20,000
Lewisham LB	900	0	-	0	900	0
Southwark LB	6,500	0	-	0	6,500	0
Sub-total	20,810		54,850	66,000	78,750	66,000

Source: WasteDataFlow accessed 1.10.2010 plus personal communication

Based on the latest figures produced by the SELWP the projected demand by 2012 is for the treatment of 78,000 tonnes of organic waste (green and kitchen) in the partnership area. There is currently capacity to deal with 28,000 tonnes of green waste at the application site. There are no other sites in the SELWP area that deal with the treatment of green waste and there are no facilities in the SELWP area that can treat kitchen waste.

The Councils Waste Advisor has been consulted and verifies these figures as accurate for both the Joint Waste Planning Group and for Bromley.

The London Borough of Bromley currently uses the application site for the treatment of all its green waste and transports approx 12,800 tonnes pa of kitchen waste to an In-Vessel Composting (IVC) facility in Maidstone.

The London Borough of Bexley currently transports 23,000 tonnes pa of mixed food and garden waste to Ipswich.

The London Borough of Lewisham are in the early stages of considering a food waste collection service and currently send 900 tonnes pa of green waste to Cookham Road.

The London Borough of Southwark is committed to dealing with their organic waste through the use of their MBT (Mechanical Biological Treatment) facility at the Old Kent Road.

There are currently two potential AD sites identified in the SELWP area, namely Cookham Road in Bromley and Purland Road in Greenwich. Together they would provide a total capacity to treat 66,000 tonnes of organic waste. Based on the projected demand for the treatment of 78,000 tonnes by 2012 this leaves an overall shortfall of 12,000 tonnes in the SELWP area based on current estimates.

The applicant advises that the development of an AD at Cookham Road that can treat 46,000 tonnes of organic waste will make a significant contribution to the overall waste treatment targets for the partnership area. In addition the applicant advises that a site of approx 2.5ha is required to provide a plant that would

significantly help to meet current demand for the treatment of organic waste material.

It should be noted that the Council has received letters from both the London Borough of Bexley and Lewisham supporting the current application. They supported the opportunity to process waste locally rather than sending it out of London. Both boroughs expressed interest in using the AD facility subject to their own procurement processes.

In addition the applicant advises that the Council, Veolia and the applicant have an informal agreement that all Bromley's food waste will be delivered to the AD facility should planning permission be granted.

(b) Locational Criteria

These are a set of criteria set out in PPS10 that should be addressed by each application for development of waste management facilities. The criteria are as follows:

- opportunities for on-site management of waste where it arises
- assessment of a broad range of location including industrial sites
- physical and environmental constraints on development, including existing and proposed neighbouring land uses – this includes protection of water resources, nature conservation, visual intrusion traffic and access, air emissions, odours, vermin, noise and vibration and litter.
- the cumulative effect of previous waste disposal facilities
- the capacity of existing and potential transport infrastructure to support the sustainable movement of waste
- priority to the re-use of previously developed land.

These issues will be addressed through this report in the sections below

2. Green Belt issues

The application site lies within the Metropolitan Green Belt. As such PPG2 Green Belts, London Plan Policy 7.16 and UDP Policy G1 restrict development to defined appropriate uses. It is considered that the current proposal is an inappropriate use and, therefore, it is necessary for the applicant to demonstrate 'very special circumstances' that would justify the proposed development. In addition openness and visual amenity of the Green Belt shall not be injured by any proposals for development within or conspicuous from the Green Belt which might be visually detrimental by reasons of scale, siting, materials or design.

In addition to this advice, there is further advice relating to projects proposed in the green belt as follows:

> PPS 10 sets out locational criteria for new waste related development, including proposals in the Green Belt – para 3 states that 'policies should 'protect green belts but recognise the particular locational needs of some types of waste management facilities…and in determining planning

applications, that those locational needs, together with the wider environmental and economic benefits of sustainable waste management, are material considerations that should be given significant weight in determining whether proposals should be given planning permission.' Para 21 sets out criteria for identifying and assessing sites and areas suitable for new or enhanced waste management facilities. The guidance goes on to state that, amongst other criteria, priority should be given to the re-use of previously developed land.

PPS 7 Sustainable Development in Rural Areas states that 'While the policies in PPG2 continue to apply in green belts, local planning authorities …. should aim to secure environmental improvements and maximise a range of beneficial uses of this land, whilst reducing potential conflicts between neighbouring land uses (para 26).

PPS 22: Renewable Energy states that 'when located in the green belt, elements of many renewable projects will comprise inappropriate developments….Careful consideration will need to be given to the visual impact of projects and developers will need to demonstrate very special circumstances that clearly outweigh the harm by reason of inappropriateness…Such very special circumstances may include the wider environmental benefits associated with increased production of energy from renewable sources (para 13) '

It should be noted that the existing composting use is an inappropriate use within the green belt and this was acknowledged when planning permission was originally granted for this use of the site. Therefore the site is previously developed land.

In this instance the applicant has submitted the following documents to support the application in these respects:

- an Alternative Site Assessment (ASA) to demonstrate that the application site is the most suitable location for the proposed use
- a Landscape and Visual Impact Assessment.

(a) Alternative Site Assessment

The ASA is a detailed report that assesses alternative sites in the London Borough of Bexley and Bromley. Sites in Lewisham and Greenwich and Southwark have not been included in this assessment. The applicant advises that this is based on the proximity principle to Bromley's waste source and the transportation distances and the additional cost to Bromley from using facilities in these boroughs. The applicant identifies 12 criteria against which each site is assessed including site size, proximity to waste, availability, policy compliance, location, access to road network, landscape or nature conservation restrictions, flooding or groundwater restrictions.

A 'long list' of 13 sites was initially drawn up. Three of these sites were eliminated due to land area and land use constraints. Three further sites were eliminated due to deliverability issues. The remaining 7 sites were assessed against the detailed criteria set out above and scored in terms of their compliance with these criteria. Of

the sites assessed at this stage one is in the London Borough of Bromley, namely the application site at Cookham, and the remaining 6 are in the London Borough of Bexley.

The report concludes that the Cookham Road site has the highest score with a total of 8 thereby demonstrating the greatest compliance with the assessment criteria. There are 3 other sites with scores of 7, 6 and 6 respectively.

The applicant also assessed some of the more appropriate strategic waste sites in the boroughs of Bexley and Bromley identified in the SELWP Joint technical paper to consider the possibility of co-location of the existing waste uses and the proposed AD. In this respect the report concludes that, in all cases, it is not possible to co-locate an AD plant on the existing sites.

The report has been assessed by officers from both Bexley and Bromley and found to be reasonable in the choice of assessment criteria, scoring values and conclusions. On the basis of the information available at the time of preparing the report it is considered that the report has demonstrated that the application site would help to meet the objectives of PPS10, which seek to promote the management of wastes as close to their point of production as possible, and for communities to take responsibility for the management of their own waste. In addition this forms an important part of the applicants case for 'very special circumstances' on the grounds that there are no non-Green Belt sites available for the location of an AD.

(b) Landscape and Visual Impact Assessment

The applicant has submitted a detailed assessment of the impact of the proposed buildings on the landscape character of the site and the surrounding area. The report assesses the visibility of the development, the impact on planning policy, in particular the green belt and the impact on the particular landscape character in the vicinity of the site. The findings are summarised earlier in the report.

The report and its conclusion have been assessed by officers. Firstly it is clear that the proposed structures will be visible from outside the site and it will not be fully screened by the bund or existing planting. It is accepted that there are some opportunities for additional planting around the site. The landscape does include woodland blocks so additional heavy tree planting where this can be undertaken on the site is welcomed. There is little planting on the top or slopes of the bund which suggest poor quality and this will need to be addressed by the applicant if planning permission is granted. In addition there is limited land available for additional planting but the applicant has shown additional tree screening particularly along the north east boundary (facing the golf course).

It is evident that the buildings will be visible within the landscape of this area. The applicant has offered mitigation measures, described above, to reduce the visibility of the buildings and this will help to soften their appearance but will not hide them from view.

In terms of the impact on openness in the green belt there is no doubt that the proposal would amount to the introduction of a large building into the landscape and, therefore, there would be harm to the openness of the green belt. The applicant will attempt to minimise the harm through planting and the use of suitable materials for the buildings as described above and as such, it is considered that the impact from the building will be largely confined to the local area and would not be unacceptable.

With regard to the Hockenden Sand Pit Site of Importance to Nature Conservation (SINC) it is agreed that the sand martins that have used the site in the past are no longer using it, and therefore the development would not have an adverse impact on this SINC.

To summarise, in terms of very special circumstances it is considered that the lack of suitable non Green Belt sites, the need to find locations well related to the source of waste arisings and the fact that the site is previously developed land already in a waste related use amount to very special circumstances sufficient to overcome the harm by reason of inappropriateness and any other harm, and to justify the development in the Green Belt.

3. Climate Change Mitigation and Adaption

The applicant advises that the composting process is likely to generate approx 2.2Mw of electricity from the AD process and this would be sufficient to power 2,000 local homes. (This is the equivalent of approx 10 wind turbines but with 24/7 production of energy).

In addition the process will produce approx 15,000 of compost and 6,500 tonnes of liquid fertiliser.

The site will use power generated by the composting process to run the process with excess energy exported to the National Grid.

At this stage the applicants have advised that it is not possible to provide the exact division of electricity between the site requirements and input into the National grid but it is likely that the AD will use approx 12.5m kWh per annum and around 12,135,500kWh per annum will be exported into the Grid.

In terms of C0 ² emissions that applicant advises that there are zero emissions form the AD plant itself. In terms of gas emissions from the plant there will be directed to the Combined Heat and Power engine and used to generate electricity. Therefore the net release of biogas into the atmosphere will be zero.

In the event that the CHP is out of commission the biogas will be directed to a flare to ensure that this remains the situation.

In addition attention is drawn to the PPS 10 which introduces the ‘proximity principle’ in which local communities take more responsibility for their waste and enable sufficient and timely provision of waste management facilities to meet their needs. Consequently it is also a key objective on PPS10 for waste to be dealt with

in one of the nearest appropriate installations. In this case the application site will provide an accessible facility on the northern boundary of the borough close to adjoining London boroughs and district councils.

To reinforce the proximity principle and maximise the mitigation of climate change the signing of a legal agreement is recommended to secure local sources of waste material for the site. For contractual reasons it is not currently possible to guarantee the use of the site by the local waste authorities but the applicant proposes the following wording

> "Subject to appropriate waste being available to the facility, the operator shall ensure that only waste from the South East London Partnership Area and directly adjoining boroughs will be processed at the AD plant"

Having looked at other recent decisions relating to a variety of different waste uses it is considered that this form of wording is reasonable the enable the applicant to operate and the SELWP and adjoining boroughs to be able to use the site once it is in operation.

As previously mentioned Bromley has very limited opportunities to deal with waste within the borough boundaries and it is considered that this plant is an opportunity for the borough to start meeting some of its commitments in this respect.

4. Highways and Parking Implications

The applicant has submitted a detailed Transport Assessment which has been summarised above. TfL and the Council's Highways Officer have assessed the information in the report.

In summary the report stated that there were 377 deliveries to the site in the month of June 2009, June being one of the busiest months of the year, with an average of 15 trips per day. It is anticipated that there will be an additional 85 trips per month resulting from the additional operational capacity resulting in approx 462 deliveries per month. Therefore the daily trip generation would be approx 19 vehicles over a 25 day month.

Both officers have consider the impact of additional vehicle movements over and above the existing number of movements and, based on the information provided but the applicant, conclude that the additional numbers of vehicles would not have a significantly detrimental effect on the amenities of local residents in the area.

Both consultees recommend conditions relating to the submission of Service Delivery and Construction Management Plans. In addition the Councils Highways Officer also recommends further conditions relating to car and bicycle parking, wash down facilities and highways drainage.

In view of the above it is recognised that there will be additional vehicle movements generated by the increase in capacity relating to the AD plant. However in view of the relatively small increase in daily trips it is anticipated that this will not result in a

significantly detrimental affect on the local highway network or the amenities of the occupants of nearby residential properties.

5. Other technical issues

(a) Odour Issues

As previously stated there are considerable odour issues associated with the current use, as verified by the Environment Agency and the letters of objection received.

The applicant has submitted a detailed report relating to odour control which is summarised above. The report concludes that the techniques proposed by the applicant to control odour emissions are sufficient to ensure satisfactory odour control to all receptors except to users of Cookham Road and the footpaths immediately adjacent to the site. The level of predicted odour impact is such that may result in a complaint from a residential property.

As previously stated the report concludes that due to the transient nature of any individual's exposure at the locations the predicted impacts are considered to be acceptable.

In order to maximise the effectiveness of odour control a condition is recommended requiring an odour management plan to be submitted and approved and the plan to be implemented prior to first use of the premises and thereafter retained.

Is summary it is recognised that there is a predicted impact on the area immediately adjacent to the site but it should be noted that there is already a considerable impact on the area in terms of odour, including the residential properties, from the current windrow operation on the site.

The report states that the impact for the residential receptors would not be significant and Members may consider that this improvement for these receptors is welcomed and the slight impact on transient users in the immediate vicinity of the site is acceptable.

(b) Air Quality Management

The applicant has submitted a detailed report relating to the impact of the biogas CHP engine emissions which is summarised above.

As previously stated the report concludes that in all but 10 cases the impact from the predicted biomass emissions is classified as 'negligible'. In the case of the residence between the site and the A20, where the finding is 'slightly adverse,' the level only marginally exceeds the limited required to reach a classification of 'negligible' impact. In the remaining 9 cases that received a 'slightly adverse' finding the readings were only marginally over the 'negligible' limit. In addition the report found that there were no sites. The report also states in its conclusions that

the calculations have been made on a ‘worst case’ scenario in terms of the hours of operation and so the actual impacts will be lower than predicted.

The reports overall conclusion is that the emission of combustible products from the biogas CHP plant will not lead to any braches of Air Quality Standards for either short term NO2 or long tern NO2.

Members may agree with the findings of the report that there is a relatively low number of properties that are predicted to have readings that are marginally higher that the ‘negligible’ standard and given there is no overall breach of the objective for NO2 the impacts are acceptable.

(c) Use of green/brown roofs

The GLA requested that the applicant investigate the use of green or brown roofs. The applicant advises that they have investigated these and there are a number of construction issues that make it virtually impossible to use these types of roof.

They also state that there will be significant planting associated with the scheme which will improve overall biodiversity and that the lagoon is already attracting wildlife.

(d) Noise emissions

The applicant has submitted a detailed noise report that is summarised above. This is based on the proposed plant and its operational requirements.

In conclusion the report assesses the impact of potential noise arising from the development on nearby noise sensitive receptors, in this case nearby residents, taking into account day and night emissions. The analysis shows that the level of noise will increase between 0 decibels (night operations) and +4 decibels(daytime operations). The British Standard states that +5 decibel assessment difference indicates the likelihood of complaints is considered to be of marginal significance and therefore is acceptable in terms of British Standard 4121 assessment.

The Council’s Environmental Health Officer has reviewed the report and agrees in principle with the report findings. It should be noted that the predicted noise levels for the AD plant are based on average prevailing wind speeds and direction. Therefore there may be occasions when the measured levels are higher or lower than the predicted levels.

(e) Night time illumination

It is expected that there will be a requirement for some illumination of the site during the hours of darkness hours for operational and safety purposes. As yet detailed information has not been received regarding the level of illumination needed but this will vary depending on the operations being undertaken. It is anticipated that the AD plant will require higher levels of lighting during the hours when waste is being delivered to the site, reducing significantly after these hours of

operation. During the remainder of time that is from 7pm to 7am the light levels is likely to be reduced to an operational minimum.

A condition has been recommended requiring the applicant to submit details of illumination of the site.

Overall conclusions

This is a complex application that brings together sensitive issues relating to waste management and the protection of the Green Belt.

Looking at each element of the application in turn and based on the detailed analysis set out in the report and taking account of the comments from local residents and Consultees, it is considered that the following conclusions apply in this case:

The principle of development and need for an anaerobic digester in the London Borough of Bromley

National, regional and local plan policies clearly set out the need to reduce landfill as a method of dealing with household waste. By setting out specified targets these policies are encouraging individual local authorities to develop waste strategies to provide facilities to encourage, in this instance, recycling of organic waste. The existing and projected need and demand for facilities to treat organic waste close to the source of that waste is demonstrated and the lack of a site within the London Borough of Bromley is evident. To this extent it is considered that the need and demand for this facility is proven.

Impact on the Green Belt in terms of appropriateness and openness and visual impact on the landscape

As this site lies within the Green Belt the applicant has submitted information to demonstrate that there are sufficient ‘very special circumstances’ that clearly outweigh the harm to the Green Belt by reason of inappropriateness or any other harm.

The paragraph above sets out the conclusion in relation to need and demand which are also highly relevant to this aspect of the development.

The Alternative Site Assessment concludes that there are currently no non-Green Belt sites in the London Boroughs of Bromley and Bexley that could accommodate an AD plant of the size required to meet the current demand for organic composting.

The AD plant will be situated on previously developed land and the site currently accommodates an inappropriate use within the Green Belt. This site is also a waste management site and national and regional policies encourage the retention and maximum use of these sites.

It is accepted that the AD plant will be visible at short, medium and long range distances and that this will have a significant impact on openness. However this must be weighed against the 'very special circumstances' submitted by the applicant and the mitigating measures proposed to soften the appearance in the landscape.

Lastly the site will produce renewable energy (see paragraph below).

Climate change mitigation and adaption

In support of policies to reduce greenhouse gas emissions and maximise the provision of renewable from waste processing the applicant proposes a Combined Heat and Power facility that will transform the biogas produced by the waste process into electricity.

In terms of green house production there will be nil produced by the AD plant and all of the gas produced as a by-product will be converted to energy. Part of this energy will be used for the operation of the site and the remainder will be transferred to the National Grid resulting in a net increase of renewable energy.

Lastly it is anticipated that local boroughs will use the site for treatment of their green and kitchen waste reducing the current mileage undertaken to transport this waste to facilities outside the boroughs.

Highways and parking implications

There are no objections to the level of additional traffic proposed from TfL or London Borough of Bromley subject to conditions to the minimise impact of vehicle movements on local residents during construction and subsequent operation of the AD plant.

Other technical implications such as odour control, air quality and noise and disturbance

Reports submitted by the applicant indicate that for each of the above areas there are no predicted significantly adverse impacts resulting from the proposed AD plant and in terms of odour control it is anticipated that the current poor situation is likely to be improved. Conditions are recommended to allow officers to consider each aspect of these mitigation measures in detail.

In view of the above, it is considered that, on balance, the proposed AD plant is acceptable, subject to the direction of the Mayor of London, the signing of a S106 agreement and the recommended conditions.

Background papers referred to during the production of this report comprise all correspondence on file ref. 09/03618, excluding exempt information.

as amended by documents received on 08.06.2010 14.10.2010 10.11.2010 02.12.2010 10.12.2010 01.03.2011 31.05.2011

RECOMMENDATION: PERMISSION BE GRANTED subject to the direction of the Mayor of London in accordance with powers under the Town and Country Planning (Mayor of London) Order 2008 and subject to prior completion of a Section 106 agreement relating to source of waste material.

and the following conditions:

1 ACA01 Commencement of development within 3 yrs
ACA01R A01 Reason 3 years
2 ACK01 Compliance with submitted plan

Reason: In order to comply with Policy BE1 of the Unitary Development Plan.

3 The site shall only be used for the purposes of composting green and kitchen waste and for no other purposes and the throughput of material shall not exceed 46,000 tonnes per annum.

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

4 The composting facility shall not accept deliveries of green or kitchen waste other than between the hours of 0700 hrs to 1900 hrs Monday to Friday, 0700 hrs to 1300 hrs on Saturday and shall not accept green waste on Sundays, Public Holidays and Bank Holidays unless otherwise agreed in writing with the Local Planning Authority.

Reason: In order to comply with the terms of the permission and Policy BE1 to protect the interests of the amenities of the locality and nearby residents, particularly in terms of noise and disturbance from traffic movements.

5 Unless otherwise agreed in writing by the Local Planning Authority, no demolition or construction work or ancillary activities such as deliveries shall take place before 8am or after 6pm Mondays to Fridays inclusive, before 8am or after 1pm on Saturdays or at any time on Sundays or Bank Holidays.

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

6 No raw materials (unprocessed organic waste) shall be stored or processed in any external area on the site at any time.

Reason: To protect the amenities of local residents in accordance with Policy BE1 of the Unitary Development Plan.

7 Records of daily tonnages of waste, including separately that received from the London Borough's of Bromley and Bexley shall be taken and shall be made available for the officers of the Waste Disposal Authority to see on request.

Reason: To accord with the terms of the application and to comply with Policies G1 and ER2 of the Unitary Development Plan.

Permitted Development Rights

8 Notwithstanding the provisions of Part 4 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order amending, replacing or re-enacting that Order) no plant or machinery, building, structures and erections whether fixed or moveable, shall be erected, extended, installed or replaces within the site without the prior approval in writing of the Local Planning Authority.

Reason: To comply with Policy G1 of the Unitary Development Plan and to protect the designated Green Belt.

Heat Recovery and Energy Exportation

9 Prior to the commencement of operation of the AD plant hereby approved a heat plan detailing the means of delivering energy and heat outputs from the facility, the identified heat users and the timetable for deliveries shall be submitted to and, following consultation with the Environment Agency, approved by the Local Planning authority. Unless otherwise approved in writing in advance by the Local Planning Authority the approved heat plan shall thereafter be implemented in accordance with the details and timetable so approved.

Reason: To comply with Policy 5.17 of the London Plan 2011 and to ensure the maximum benefit from the collection and delivery of sustainable power can be achieved.

10 Prior to commencement of the development hereby approved details of means of connection to the National Grid, together with the details of all related pipework and machinery shall be submitted and approved in writing by the Local Planning Authority. Prior to the commencement of the use of the AD this development shall be carried out in accordance with the details so approved and to enable compliance with the heat plan approved under Condition 9.

Reason: In order to ensure that the physical measures to export heat are implemented and ensure that the AD plant is operated efficiently in accordance with the requirements of Policy 5.17 the London Plan 2011.

11 No waste shall be processed by the AD plant until the electric link to the National Grid has been constructed and is capable of transmitting all the excess electrical power produced by the Plant. Thereafter, except during periods of maintenance and repair and unless required to do so by the National Grid no waste shall be processed by the plant unless power is being generated

Reason: To ensure that the development complies with Policy Be1 of the Unitary Development Plan and Policy 5.17 of the London Plan 2011.

Appearance

12 Prior to the commencement of development full details of all aspects of the appearance of all of the buildings and structures on the site, including finishes, colour and treatment of external materials, shall be submitted to and approved by the Local Planning Authority including the design and appearance of all of the individual component buildings, the proposed materials for the buildings and the associated hard surfaces. The buildings and structures shall be constructed in accordance with the submitted details and permanently retained thereafter.

Reason: To ensure that the proposed structures are relevant and necessary to the use of the site as specified in the application and to comply with Policy BE1 of the Unitary Development Plan.

13 ACA04 Landscaping Scheme - full app no details
ACA04R Reason A04

14 Prior to the commencement of development a plan to improve the biodiversity value of the site shall be submitted to and approved by the Local Planning Authority and implemented in accordance with the approved details.

Reason: In order to comply with Policy 7.19 of the London Plan 2011 and maximise the use of site in biodiversity terms.

15 ACA07 Boundary enclosure - no detail submitted
ACA07R Reason A07

16 ACC01 Satisfactory materials (ext'nl surfaces)
ACC01R Reason C01

17 Details of the location, height, design, sensors, hours of operation and luminance of internal and external lighting for the AD plant (which shall be designed to minimise the potential nuisance of light spillage on nearby properties and the countryside) shall be submitted and approved in writing by the Local Planning Authority before the commencement of the permitted use. Any scheme that is approved shall be implemented in accordance with the approved details and retained as such thereafter.

Reason: In order to comply with Policy BE1 and minimise the impact on the amenities of the area and nearby residential properties.

18 Following the receipt of any waste, no storage container, skip, unsorted or sorted waste material of residue of recycled materials or any other items shall be stored outside the building, other than within the designated bays or on operational vehicles.

Reason: To control the visual appearance of the site and protect the amenities of the surrounding area and nearby residents in accordance with Policy BE1 of the Unitary Development Plan.

19 ACK05 Slab levels - no details submitted
ACK05R K05 reason

Drainage and Contamination

20 ACD02 Surface water drainage - no det. submitt
ADD02R Reason D02

21 ACC04 Matching materials
ADD04R Reason D04

22 If during development, contamination not previously identified is found to be present at the site no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the LPA, details of how this unsuspected contamination shall be dealt with.

Reason: The site is underlain by Thanet Sands and Upper Chalk formations, classified respectively as secondary and principal aquifers. The site is also located within Source Protection Zone II for a groundwater abstraction.

23 No filtration of surface water drainage into the ground shall take place other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters.

Reason: The site is underlain by Thanet Sands and Upper Chalk formations, classified respectively as secondary and principal aquifers. The site is also located within Source Protection Zone II for a groundwater abstraction.

Highways

24 ACH03 Satisfactory parking - full application
ACH03R Reason H03
25 ACH04 Size of parking bays/garages
ACH04R Reason H04
26 ACH16 Hardstanding for wash-down facilities
ACH16R Reason H16
27 ACH22 Bicycle Parking
ACH22R Reason H22
28 ACH28 Car park management
ACH26R Reason H26
29 ACH27 Arrangements for construction period
ACH27R Reason H27
30 ACH29 Construction Management Plan
ACH29R Reason H29
31 ACH32 Highway Drainage
ADH32R Reason H32

32 Prior to the commencement of the development hereby permitted a Delivery and Servicing Plan relating to the operation of the approved facility shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall identify efficiency and sustainability measures to be undertaken once the development is in operation, identification of the optimum use of loading facilities, measures to encourage off-peak servicing and the management of additional vehicle movements generated as a result of the development and measures to minimise noise emissions from reversing vehicles.

Reason: In order to comply with Policy 6.14 of the London Plan 2011 and in the interests of the amenity and safety of the occupants of nearby residents and businesses.

Odour Control

33 Prior to the commencement of development an odour management plan for the AD plant hereby approved shall be submitted to and, following consultation with the Environment Agency, approved in writing by the Local Planning Authority. The plan shall outline details of measures necessary to prevent offensive odours, as well as a proposed system of odour abatement and destruction in the event of offensive odours being identified. These shall include details of the operation and maintenance for the proposed biofilters. These preventive measures shall include the installation of fast opening/closing doors on all buildings, which shall be kept shut at all times except when a vehicle is entering or leaving. The AD plant shall be operated in strict accordance with the odour management plan so approved.

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

34 No loaded lorries shall enter or leave the site unless the loads are fully sealed.

Reason: In order to protect the amenities of nearby sensitive receptors and to comply with Policy 7.14 of the London Plan 2011.

35 All delivery/loading bay doors within the development shall be kept closed at all times except to provide access for loading/unloading operations.

Reason: To avoid the unnecessary breakout of noise and odours from the operation of the units and to protect the amenities of local residents in accordance with Policy 7.14 of the London Plan 2011.

Noise Control

36 All plant and machinery on the site shall be operated and maintained in accordance with the manufacturers instructions at all times and any attenuation measures necessary to achieve the predicted noise levels in the Environmental Noise Report shall be carried out prior to the first use of the plant and/or machinery and retained permanently thereafter.

Reason: In order to protect the amenities of nearby sensitive receptors and to comply with Policy 7.15 of the London Plan 2011.

General Conditions

37 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.

38 Prior to the commencement of development details of contingency measures and arrangements to deal with all aspects of the operation of the AD plant in case of emergency power failure shall be submitted and approved in writing by the Local Planning Authority. The approved generator shall be installed and be in working order prior to the first commencement of the use hereby permitted and shall be retained in operational good order permanently thereafter.

Reason: To ensure that the plant can remain operational at all times and to prevent the escape of odours and noxious substances in the event of power failure. This is in accordance with Policy 7.14 of the London Plan 2011.

39 If for any reason than for extended maintenance or repair, the AD plant ceases to be used for a period of more than 36 months, a scheme for the demolition and removal of the building and the related infrastructure (which shall include all buildings, structure, plant, equipment, areas of hardstanding and access roads) shall be submitted for approval in writing to the Local Planning Authority. Such a scheme shall include:

(i) details of all structures and buildings which are to be removed,
(ii) details of the means of removal of materials resulting from the demolition and methods for the control of dust and noise,
(iii) timing and phasing of the demolition and removal,
(iv) details of the restoration works, and
(v) the phasing of restoration works.

The demolition and removal of the buildings and related infrastructure and subsequent restoration of the site shall thereafter be implemented in accordance with the approved plans.

Reason: In order to protect the amenities of nearby sensitive receptors and to comply with Policy 7.14 of the London Plan 2011.

40 Prior to the commencement of the use of the site a pest control plan should be submitted and approved in writing by the Local Planning Authority. This plan should include measures for the control and eradication of pests, including rodents, insects and larvae. The measures approved shall be implemented prior to the first use of the AD plant in accordance with the approved plan and retained permanently thereafter.

Reason: In order to protect the amenities of nearby sensitive receptors and to comply with Policy BE1 of the Unitary Development Plan.

Reasons for granting permission:

In granting permission the Local Planning Authority had regard to the following policies of the Unitary Development Plan:

G1 Green Belt
ER2 Waste Management Facilities
BE1 Design of New Development
BE3 Buildings in Rural Areas
T1 Transport Demand
T2 Assessment of Transport Effects
T3 Parking
NE12 Landscape Quality and Character
EMP6 Development outside Business Areas
IMP1 Planning Obligations

In strategic terms the most relevant London Plan (July 2011) policies are:

1.1 Delivering the Strategic Vision and Objectives for London
2.17 Strategic Industrial Locations
4.1 Developing London's Economy
4.4 Managing Industrial Land and Premises
5.1 Climate Change Mitigation
5.2 Minimising Carbon Dioxide Emissions
5.3 Sustainable Design and Construction
5.5 Decentralised Energy Networks
5.6 Decentralised energy in Development Proposals
5.7 Renewable Energy
5.8 Innovative Energy Technologies
5.13 Sustainable Drainage
5.16 Waste self-sufficiency
5.17 Waste Capacity
6.3 Assessing Effects of Development on Transport Capacity
6.9 Cycling
6.14 Freight
6.13 Parking Strategy
7.10 Biodiversity and access to nature
7.14 Improving Air Quality
7.15 Reducing Noise and Enhancing Soundscapes

7.16 Green Belt
8.2 Planning Obligations

The development is considered to be satisfactory in relation to the following:

(a) the appearance of the development in the landscape and streetscene
(b) the relationship of the development to adjacent property
(c) the character of the development in the surrounding areas
(d) the impact on the amenities of the occupiers of adjacent and nearby properties, in relation to odour, air quality and noise and disturbance
(e) the safety of pedestrians and motorists on the adjacent highway
(f) the safety and security of buildings and spaces around them
(g) sustainability issues
(h) the green belt and open space policies of the development plan
(i) the relationship of the development to trees to be retained

and having regard to all other matters raised.

INFORMATIVE(S)

1 You should seek engineering advice from the Environmental Services Department at the Civic Centre regarding the need to obtain permits for the use of 20 tonnes vehicles under the London Lorry Control Scheme.
2 RD124 Public Right of Way advice

Reference: 09/03618/FULL1
Address: Land At Cookham Wood Cookham Road Swanley
Proposal: 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).