

**East Malling & Larkfield TM/11/01953/FL  
East Malling**

**Replacement agricultural storage building (original destroyed by fire) at Paris Farm  
The Rocks Road East Malling West Malling Kent ME19 6AT for Mr W Chaplin**

**No supplementary report**

---

**East Malling & Larkfield TM/11/01319/FL  
East Malling**

***Part* retrospective change of use of part of the ground floor B1 packing Area to  
chiropractic clinic (D1) including the erection of external staircase (mixed B1/D1  
use) at Paris Farm The Rocks Road East Malling West Malling Kent ME19 6AT for Mr  
M Eagle**

DPTL: It would appear that the use of the ground floor has now commenced. The application is therefore now, in part, retrospective. The proposed parking area that was not available due to the portable unit(s) is now clear and the area is available for use. The parking area, now visible due to the removal of the portable building is already hard surfaced. In light of the above the description of the application needs to be amended (as above) and the conditions attached to the report altered as follows:

**AMEND RECOMMENDATION**

**Grant permission subject to the following conditions:**

- 1 Within one month of the date of permission a landscaping and boundary treatment scheme shall be submitted to and approved by the Local Planning Authority. All planting, seeding and turfing comprised in the approved scheme of landscaping shall be implemented during the first planting season following occupation of the buildings or the completion of the development, whichever is the earlier. Any trees or shrubs removed, dying, being seriously damaged or diseased within 10 years of planting shall be replaced in the next planting season with trees or shrubs of similar size and species, unless the Authority gives written consent to any variation. Any boundary fences or walls or similar structures as may be approved shall be erected before first occupation of the building to which they relate.**

---

**Reason: Pursuant to Section 197 of the Town and Country Planning Act 1990 and to protect and enhance the appearance and character of the site and locality.**

- 2 The existing vehicle parking space as shown on the submitted drawing referenced JB/11/3 received 17.08.11 shall be kept available for such use and no permanent development, whether or not permitted by the Town and Country Planning (General Permitted Development) Order 1995 (or any order amending, revoking or re-enacting that Order) shall be carried out on the land so shown or in such a position as to preclude vehicular access to this reserved parking space.**

**Reason: Development without provision of adequate accommodation for the parking of vehicles is likely to lead to hazardous on-street parking.**

- 3 No materials, plant or other equipment of any description shall be kept or stored in the open other than in areas and to such heights as may be approved in writing beforehand by the Local Planning Authority.**

**Reason: To avoid obstruction of vehicle parking/manoeuvring areas and to ensure the character and appearance of the development and the locality is not significantly harmed.**

- 4 Vehicular access to and from the site shall be via the access track to the west onto The Rocks Road as shown on the site plan received 17.08.2011. Vehicle access must not take place from the north.**

**Reason: In the interests of highway and pedestrian safety.**

---

**Aylesford    TM/11/02508/FL**  
**Blue Bell Hill And**  
**Walderslade**

**Ground floor side extension, with pitched roof and Velux windows at 213 Robin Hood Lane Blue Bell Hill Chatham Kent ME5 9QU for Mr Jagter Singh**

**NO SUPPLEMENTARY REPORT**

---

Ditton  
Ditton

TM/11/02635/WAS

**Development of a metals recycling facility (KCC Ref: KCC/TM/0403/2011) at New Hythe Lane Larkfield Aylesford Kent ME20 6PW for Aylesford Metal Company**

The following representations have been received, via KCC, since the report was drafted:

Natural England: Main concern is the possible impact on the Holborough and Burham SSSI that could arise from polluted surface water run-off from the site into the River Medway and hope that the Environment Agency will consider the adequacy of the measures proposed. Welcomes the commitment to carry out a Surface Water Management Plan.

Neighbours: Three further letters have been received querying the economic need for the proposal, expressing concern about increased vehicle movements and parking, hours of operation, air pollution, noise and the effect on wildlife. It is considered that there are a number of outstanding issues which require further clarification and there is a need to improve air quality in the area. It is also considered important to recognise that there are now more residential properties in the area than in the past.

North Larkfield Group for the Protection of the Environment: Similar concerns have been raised to those in the report. No new comments have been raised with the exception of the suggestion that the site could be accessed via an underpass from Bellingham Way.

DHH: The applicants have submitted additional information following comments made in response to noise issues. The DHH response to this information is as follows:

“I have reviewed the further information and I do not wish to change my comments. I still believe that a +5dB correction should be applied to the Rating Level, but that even with this there will not be an unacceptable noise climate at either Corporation Cottages or Papyrus Way. This is due partly to the intervening buildings (to Papyrus Way) and distance plus existing noise levels (Corporation Cottages).

I did note that RPS appeared to imply that as there were more Noise Sensitive Receptors (NSRs) at Papyrus Way than at Corporation Cottages, Papyrus Way should be regarded as the most sensitive receptor. This appears to ignore the fact that there may be more than one NSR.

Concern is expressed about the possible impact on local residents of the “impulse” noises which are likely to be generated by the “on site” activities. The hours applied for at the site are 6am-6pm Monday to Friday. There are concerns over the impact of these “impulse” noises particularly between the hours of 6am and 7am/7.30am in the nearest noise sensitive properties.”

KCC Highways: please see notes attached at Annex 1 to this report. No objection on Highways grounds.

DPTL: The latest comments do not fundamentally alter my view of this proposal but I suggest some minor variation of the suggested comments.

## **AMEND RECOMMENDATION**

**Revise the wording of informative 4 and add an additional informative.**

**4. The hours of operation should be revised to 0800-1800 Monday-Friday, 0800-1300 Saturdays with no working on Sundays or Public and Bank Holidays unless otherwise agreed in writing by the Local Planning Authority.**

**7. It is recommended that the opportunity is taken to undertake works to the roundabout at the junction of Leybourne Way and New Hythe Lane to reduce its height and to improve visibility.**

---

## **Alleged Unauthorised Development**

**East Malling & Larkfield 11/00315/UNAUTU  
East Malling**

**Paris Farm The Rocks Road East Malling West Malling Kent ME19 6AT**

DPTL. The caravan has now been removed from site and no action is necessary with regard to this breach

Two containers remain on the site and appear to be in breach of the Enforcement Notice issued on 30 September 2010. Further investigations are continuing and if necessary prosecution action be taken under the Chief Solicitor's delegated Authority.

---

**Annex 1: TM/11/02635/WAS Notes regarding highways issues**
**Development of a metals recycling facility**
**New Hythe Lane. Aylesford**

1. The application is on a site previously used by the New Hythe Mill
2. The Transport Assessment accompanying the application states that the proposal would lead to a net decrease in traffic movements to and from the site when compared to the extant use.
3. Access is not altered and is made via the New Hythe Lane/ Leybourne Way and the A228.
4. There is an existing 7.5tonnes weight limit on New Hythe Lane to the west of Leybourne Way; therefore all HGV's travel to the site via Leybourne Way and the A228
5. The area leading to the development site is a mix of residential and industrial.
6. The recycling facility is currently situated nearby at Mill Hall and this proposal is similar to that operation which is being moved to this site.
7. Parking is based on the operator's experience of parking demand for staff and visitors. 10 visitor spaces and 10 staff spaces are proposed which is considered to be adequate.
8. Traffic movements (two way) associated with the extant paper mill use are as follows:-

	HGVs	Staff	Total
AM Pk	7	40	47
PM Pk	7	40	47
Daily (24 hrs)	166	194	360

9. The Metals Recycling facility is expected to generate the following traffic movements (two way):-

	HGV's	LGV/ MGV	Staff	Total
AM Pk	6	8	0	14
PM Pk	6	8	0	14
Daily	68	100	40	208

0600-1800 Mon – Fri and 0600 – 1300 Sat

10. The Metals recycling facility is part of a wider proposal for the redevelopment of this site which would eventually include a Gasification Plant and Materials Recycling Facility in addition to the Metals Recycling Facility which is the subject of this current application
11. Traffic flows associated with the proposed future redevelopment of the site are as follows:

	HGV's	Staff	Total
AM Pk	20	14	34
PM Pk	20	14	34
Daily (24 hour)	248	110	358

12. It should be noted that the HGV movements on the chart above includes 100 LGV/MGV movements for the MetRF and clarification on this point is required.
13. The future redevelopment of the site to include the Gasification Plant, the Materials Recycling Facility and the Metals Recycling Facility would therefore be likely to lead to the following changes to traffic movements when compared to the extant use of the Mill site:-

	HGVs	Staff	Total
AM Pk	+13	-26	-13
PM Pk	+13	-26	-13
Daily (24 hour)	+82	-84	-2

14. Traffic surveys have been completed at the following junctions to establish the existing level of traffic movements and peak hours of traffic movement:

Site access/ New Hythe Lane  
New Hythe Lane / Bellingham Way/Leybourne Way  
A228/Leybourne Way

15. Additionally surveys have been submitted at the following locations to establish existing traffic flows:-

A228 between M20 and Leybourne Way

Leybourne Way east of the A228  
Leybourne Way east of Tesco  
New Hythe Lane between Papyrus Way and West Mead  
A20 east of the A228  
A20 west of the M20 junction 5  
M20 east of junction 4

16. Capacity assessments have been undertaken on the following junctions:-

New Hythe Lane / Bellingham Way/Leybourne Way  
A228/Leybourne Way

17. Growth rates have been applied to the recorded traffic flows to adjust the flows to those expected in the year of opening (2012) and 2021. Additional predicted traffic flows generated from committed development in the area have been added to these flows together with the traffic flows generated by the former Mill which has an extant permission on the site. The total of the surveyed flows with growth rates applied, the committed development flows and the flows associated with the sites previous use form the baseline traffic flows. The effects of the traffic generation associated with the current planning application should be compared against these baseline flows.

18. The capacity analysis of the 2 junctions indicates that the redevelopment of the site as proposed would not have a significant effect on the capacity of the junctions modelled.

19. The crash record for the area has been visited and there are no existing road safety issues identified.

20. In conclusion, when compared against the traffic flows for the previous use of the site, the traffic generation associated with the current application for the Metals Recycling Facility would lead to a net decrease in total traffic movements in both the peak hours and daily. This comprises of a decrease in the number of HGV movements and staff trips but an increase in the number of LGV/MGV movements. Whilst the combined traffic movements associated with HGV's/LGV's and MGV's is similar to those previously generated by HGV's, clarification of the types of LGV's and MGV's to be used and the likely distribution of the vehicles on the highway is required. The Transport Assessment indicates that all LGV's and MGV's will travel along Leybourne Way to the A228 however these vehicles may not be subject to the weight restriction along New Hythe Lane and therefore the distribution may differ from that indicated in the Assessment.

21. The Transport Assessment indicates that the redevelopment of the whole site for the Gasification Plant, the Materials Recycling Facility and the Metals Recycling Facility would lead to an additional 82 HGV's movements per day which would be routed along New Hythe Lane and Leybourne Way. A link capacity assessment of these roads would be helpful when application is made for the future development proposals in order to address concerns regarding this intensification of HGV traffic.

22. Staff numbers for the Materials Recycling Facility are not included in the Transport Assessment and this information should be provided and the transport models adjusted when application is made for the future development proposals.
  
23. The Transport Assessment indicates that the gasification solid residue from the gasification plant would be exported on a backhaul basis using the input vehicles and I would be grateful for further clarification on this point when application is made for the Gasification plant.