

Supporting statement

PrepWorld
Unit k Springhead Enterprise Park
Springhead Road
Northfleet
Kent
DA 11 8HH

Application

Trade effluent balancing plant installation

Background

The site is an industrial facility occupied by a food processing business. There are detached gate houses at both site entrances and the principal, buildings are surrounded by large yard areas designed for car and HGV use.

The applicant is PrepWorld who have 600 employees and are one of the largest employers in Kent.

The site is owned by Gravesham Borough Council who are landlords.

Context

All the proposed works are associated with the industrial process undertaken within the site. The site is wholly industrial and sits within the Springhead Enterprise park which is comprised of fairly generic steel clad industrial units. The proposed works are the installation of above ground tanks and interconnecting pipework, plus a rotary drum screen. These will allow the outgoing trade effluent to be discharged to the public sewer to higher quality standards than currently.

The driver for this investment are the applicants commitment to improving their environmental footprint, and also a requirement from Southern Water to change some parameters of the discharged effluent.

The proposal

The proposal comprises the following works:

Concrete levelling plinth poured on existing concrete yard such that new tanks sit on level surface (yard has a gradient)

Installation of 2 No self bunded above ground balancing tanks. One tank to be installed initially with second added later.

Installation of 1 No self bunded above ground pH correction tank

Installation of clients existing rotary drum screen in new location

Installation of pipework support gantry

Installation of interconnecting pipework.

Noise and odour

The nature of the effluent is such that there is no odour. The effluent is very dilute and contains only fruit residue and cleaning chemicals in water.

The proposed installation has been designed so that balancing and blending of effluent occurs on a continuous basis and therefore no effluent is stored. The balancing tanks are also vented to prevent risk of anaerobic activity generating malodours.

The potential sources of noise are a small pump set and the rotary drum screen.

Pump set likely approx. 60dB immediately adjacent with 30m to nearest site boundary.

Drum screen approx. 60dB immediately adjacent with 30m to nearest site boundary.

Visual amenity

The proposed works sit in a goods yard used by HGV's, recycling vehicles, FLT's. Goods in and out of site pass through this area. The proposed works have a maximum height of approx. 6.5m and are set immediately against the face of the building which is 9m to eaves and 15m to ridge.

The proposed works are fully screened by the existing building from most directions outside the site.

Location

The proposed works are sited in the Western yard adjacent to the existing recycling area. The current effluent discharge, statutory sampling point and flow measurement equipment are located in this area. These remain as part of the proposed scheme. This area is currently served by vehicles collecting packaging material and fruit waste for recycling. Solids collected by the new screening process can therefore be placed immediately into the recycling flow.

The location of the proposed works is in front of redundant loading docks. These are not used by the applicant.

The site currently has 2 separate accesses and has HGV to front (East/main) entrance only with cars to rear entrance only, with exception of accessible parking and office visitors which also use the East/main access gate.

There is an excess of HGV parking/loading within the site. Currently there are 28 HGV loading bays on site. However the bays on the West elevation are not used due to site layout and this side of the site and its access being dedicated to cars. 4 loading docks are used by the waste recycling activities. Of the remaining loading bays 7 are available for goods in, and 5 available for goods out and packaging deliveries. Ample HGV turning and waiting is available within the existing East yard.

At maximum production capacity the turnover of HGV's per day will be 45. This is spread across the day and is continuous cycle of vehicles in/un-loaded/out, or in/loaded/out. The reduced HGV capacity is therefore ample. HGV's spend minimal time on site - the perishable nature of the product is such that deliveries and collections are tightly scheduled and controlled so that product is offloaded/ loaded in minimum time with HGV leaving site as soon as possible.

The proposed works are all above ground and are easily reversible should a future occupier of the site require a different vehicle mix.