PLANNING APPLICATION

BY

SKIPY SKIP HIRE LIMITED

BUILDING AND YARD AREA AT

WHARF FARM
KILSBY LANE
RUGBY
WARWICKSHIRE
CV21 4PN

FOR

CHANGE OF USE OF BUILDING AND YARD AREA
TO A SMALL SCALE WASTE TRANSFER
& MATERIALS RECYCLING FACILITY

PLANNING, DESIGN AND ACCESS STATEMENT

APRIL 2014
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1. THE PROPOSED DEVELOPMENT

1.1. Introduction

This application is made by Skipy Skip Hire Ltd, a well-established local Skip Hire Company, who have, for the last 25 years, been operating two 18 tonne two axle rigid Skip Lorries, servicing customers throughout Warwickshire and Northamptonshire from their site at Malt Mill Green, Kilsby, Rugby, Warwickshire, which is just two miles away from the proposed site.

Their current site and adjoining land has been sold by the Land Owner to a Developer for the purpose of Housing Development.

The applicant would therefore like to move all Skip Operations to the proposed site and to develop and operate a small scale Waste Transfer & Materials Recycling Facility.

The existing planning consent on the site is Commercial (Warehousing & Premises) and the buildings and land immediately surrounding the proposed site will remain in that use.

1.2. The Site Location

The application site is located on the Warwickshire/Northamptonshire border at the east south eastern edge of Hillmorton, Rugby, 0.30 Miles from the junction of Crick Road (A428) on Kilsby Lane (B4038).

Wharf Farm
Kilsby Lane
Rugby
CV21 4PN

OS: SP 54397 73072
E: 454397
N: 273072
Drawing No.: 001 shows the Site Location, Site Development Area and Shared Access
1.3. Site History and Description

The site has a long history of commercial use as shown below;

- **1990-2005** - An approved Operating Centre for a Road Haulage Company (D Woolliscroft) whom operated four Articulated Large Goods Vehicles and four Trailers, with the building being used as their Commercial Vehicle Workshop.


The proposed Development Site Area will cover a total area of approximately 1900 square metres as shown below;

- An existing site building with an approximate internal area of 243 square metres
- A concrete slab outside the front of the building measuring approximately 30 square metres
- A hard standing road stone surfaced yard area measuring approximately 1627 square metres

The existing site building is fully enclosed and constructed from corrugated metal sheeting with a timber/steel framework. It is fitted with high access barn type double doors, has adequate dimensions to allow a lorry to reverse completely inside and close the double doors. The concrete floor is fitted with a sealed drainage system.

- There are no plans to make any changes or alterations to this building.

Existing Site Building Dimensions:

- **Width**: 19.0m
- **Depth**: 12.0m
- **Height to eaves**: 4.0m
- **Height to roof apex**: 5.10m

The front of the yard facing the Public Highway is secured from public access with palisade upright metal rail security fencing. Two Security Gates constructed from palisade upright metal rail protect the only site entrance. The side of the yard is separated from the adjacent grass field by a fence constructed from wooden posts and rails. The adjacent field, which is owned by the site landowner, is fully contained by mature hedging and has no public access.

Between the security fence and the public highway is a raised grassed bank and a drainage ditch.

There will be a shared access from the site gates to the remainder of the yard which will be used by the Site Owner for storage.

There will be no other activities carried out within the proposed site area.

The adjoining building is used as a Vehicle Repair Workshop and has its own dedicated access.

The building next to the site building is used by the site owner for the storage of his own vehicles and has its own dedicated access.

Another building to the south of the site comprises a block of converted barns that are used as offices. These offices have a dedicated access.

The Landowner owns the whole site, including all buildings and the adjacent field (described above) to the north of the proposed site.
Site Building showing access via double barn doors (during painting)

Part of Yard Area facing the Public Highway showing Security Fencing
1.4. The Development

Permission is sought to change the use of an existing building and area of yard to develop a small scale Waste Transfer & Materials Recycling Facility, to handle non-hazardous waste and materials in conjunction with the applicant's Skip Hire Business.

The site shall be operated under an Environmental Permit administered by the Environment Agency under The Environmental Permitting (England & Wales) Regulations 2010.

The object of the facility will be to;

- Enable the site operators to maximize the recovery and recycling of the materials contained within the various sized skips that have been hired out to their customers, with an expected recovery/recycling rate of at least 85%
- Enable imported materials and waste to be sorted, segregated, bulked up and exported from the site in as short a time as practicable, with only a minimal amount of waste and materials being stored on site
- Minimise the applicants environmental impact by reducing the number of journeys to Disposal Sites by enabling waste from the applicants smaller and medium sized skips to be bulked up into larger skips
- Minimise the amount of waste being transferred to Landfill Sites
- Minimise the applicants operations environmental impact by carrying out all tipping and sorting operations indoors

The site is deemed to be most suitable and appropriate for this purpose due to its locality to the site operator’s customers, its size, access, current use and state.

There are no proposals for any development or changes to the existing infrastructure or site building.

It is to be a small scale operation with no more than forty skips a week to be processed on site.

All sorting, segregating of materials and bulking operations will be carried out inside the building, which has a concrete floor fitted with a sealed drainage system, is fully enclosed with double barn high access doors and has adequate dimensions to allow a lorry to reverse completely inside.

A concreted area outside of the building will be used as a ‘Temporary Holding Area’ for up to four skips containing unsegregated Non Hazardous Mixed Materials/Waste.

The outside yard area will be used for;

- The parking of the applicants two 18 tonne, 2 axle, rigid Skip Lorries
- The storage of empty skips stacked a maximum of 5 high or stacked below the height of the security fence whichever is the lower
- The temporary storage of a maximum of 20 tonnes of sorted ‘Recycled Materials’, i.e. Cardboard, Wood, Bricks, etc. To be stored only in unstacked skips
In accordance with The Environment Agency - Environmental Regulations, these ‘Recycled Materials’ materials will be;

- Stored within individual secure skips
- Materials will not be mixed
- Materials will be stored for no more than 3 months

Skips stored outside containing materials will not be stacked

The site will not accept;

- Wastes consisting solely or mainly of dusts, powders or loose fibres
- Wastes that are in a form which is either sludge or liquid
- Any form of Hazardous Waste

The site operations will not include;

- Waste screening or crushing
- The burning of wastes

1.5. Hours of Operation

The proposed operational hours for the site are as follows;

- Monday – Friday 0730 to 1800
- Saturday 0800 to 1400
- Sunday Closed
- Bank Holidays 0800 to 1200

The site will remain locked and secure when not in use.
1.6. Site Operations

The applicant has a long standing policy of advising their customers that, where practicable, materials should be segregated at their point of origin into different types.

Upon collection of a full skip from a Customers site, the contents will be visually inspected by the driver;

- Only Waste and Materials deemed suitable for the site will be brought onto the site
- Waste and Materials deemed unsuitable for the site will be transported to a more suitable Disposal Site
- If the Waste and Materials are deemed suitable for immediate recycling and the quantity is sufficient, they will be transported straight to the appropriate Recycling site

Upon arrival at the site with a full skip;

- The lorry will reverse inside the building, unsheet the load and tip out the contents of the skip onto a designated ‘Tipping Area’
- This ‘Tipping Area’ will be surrounded by a number of ‘Recycling Skips’, one for each individual material type, i.e. Timber, Cardboard, Paper, Metal, Hardcore/Rubble, Plastic, Plasterboard and Residual Waste. This will facilitate the sorting process, which will be carried out primarily by hand, enabling each material and any residual waste to be placed immediately into the relevant skips with minimal time, movement and effort.
- Any pre-segregated materials will be transferred straight into the relevant ‘Recycling Skips’, each skip containing an individual material type as above.

Waste and Materials will only be tipped inside the building and no Waste or Materials will be tipped onto the yard surface.

Should any vehicle enter the site with a full skip whilst the designated ‘Tipping Area’ is in use, the skip will be placed on a designated ‘Temporary Holding Area’ which is sited just outside the building and will consist of a concrete slab with a sealed drainage system.

To ensure that there is a limit to the amount of unsegregated waste stored on site, this ‘Temporary Holding Area’ will hold no more than four skips and any subsequent Materials and Wastes will be directed to other facilities.

As soon as any skip inside the building is full, depending on the contents, it will either be;

- Transferred to a temporary storage area within the building to be transported off site to a relevant disposal/recycling facility as soon as practicable
- Transferred to the yard area for temporary storage to be transported off site to a relevant disposal/recycling facility as soon as practicable
- Transported off site to a relevant disposal/recycling facility immediately
1.7 Site Layout

Satellite View (May 2009) – Red Line indicates Building & Yard Development Area – Blue Line indicates Shared Access
Drawing No.: 002 shows the Layout Plan for the site
- Cars will be parked in the designated parking area outside the site gates or in the designated parking area within the yard
- All Lorries will be parked within the yard
- Empty Skips will be stacked no more than 5 Skips high or will be stacked no higher than the height of the security fence, whichever is the lower
- No more than 4 Skips will be stored within the ‘Temporary Holding Area’
- No more than 20 tonnes of materials will be stored outside
- All materials stored outside will be stored only within unstacked skips and neither the skips or their contents will be allowed to project above the height of the security fence
- The yard lies on a relatively flat area of ground and is completely surfaced with a road-stone covered hardcore base

1.8. Site Access and Traffic

Access to the site is off the B4038, Kilsby Lane. The site has previously been used as an Approved Operating Centre for 4 Articulated Vehicles & 4 Trailers and the site will utilise the current access facilities which were constructed to allow the safe access of Articulated Vehicles as below;

- A splayed concrete access apron measuring 63 metres in length and 12.9 metres deep
- 4.63 metre wide double security gates set back 13 metres from the Public Highway

The apron enables all types of vehicle to park completely off the Public Highway whilst the site gates are being opened or closed

The apron enables all types of vehicles leaving the site to benefit from an excellent unobstructed view in both directions before entering the Public Highway

The apron offers drivers of all vehicles using the Public Highway an excellent unobstructed view from both directions, of all types of vehicles either entering or leaving the site

The section of the Public Highway outside the site is covered by the national speed limit (60mph), however, by nature of design, the speed of traffic when approaching the site in a northerly direction (from Kilsby towards Rugby), is restricted to around 40 – 45mph due to the nearby canal bridge being sited both on a bend and the brow of a hill. This reduction in speed further enhances safety for all vehicles approaching, entering or leaving the site.

Traffic travelling in a southerly direction (from Rugby towards Kilsby) has an excellent unobstructed view of the site entrance from a distance of at approximately 200m.

The site has previously been used as an Approved Operating Centre for 4 Articulated Vehicles and 4 Trailers (Operators Licence No. OD0191267), operating on a six day week basis from 1990 to 2005.

From 2005 to 2014, the Site Operations have included;

- The Sale & Repair of 4x4 Vehicles and Cars and the Import and Export of Vehicles & Vehicle Parts, which involved the delivery and collection of 4x4 vehicles using two tier articulated car transporters on a weekly basis
- Commercial Vehicle Load Consolidation, which involved a Rugby based Road Haulage Company using the site on a daily basis to load, unload and consolidate their vehicle loads
- The Storage of Cars, 4x4 Vehicles, Vans, Recovery Vehicles, Plant, Plant Machinery, Boats, Caravans, Coaches, JCB’s, Storage Containers and Farm Machinery.
The applicant has been in contact with both the previous and current site owners and has been able to obtain approximate historical and current daily vehicle numbers and movements. These figures along with figures relating to the proposed operations are displayed in the table shown below;

| Assessment of Daily Vehicle Numbers Entering and Leaving The Site from 1990 to 2014 |
|---------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| Historical (1990-2005)          | Mon | Tue | Wed | Thu | Fri | Sat | Total |
| Cars / Vans                    | 15  | 15  | 15  | 15  | 15  | 10  | 85    |
| 2 Axle Rigid HGV's             | 4   | 4   | 4   | 4   | 4   | 0   | 20    |
| Articulated HGV's              | 8   | 8   | 8   | 8   | 8   | 8   | 48    |
| Total                          |     |     |     |     |     |     | 153   |
| Current (2006 - 2014)          |     |     |     |     |     |     |       |
| Cars / Vans                    | 20  | 20  | 20  | 20  | 20  | 10  | 110   |
| 2 Axle Rigid HGV's             | 12  | 12  | 12  | 12  | 12  | 6   | 66    |
| Articulated HGV's              | 2   | 0   | 2   | 0   | 2   | 0   | 6     |
| Total                          |     |     |     |     |     |     | 182   |
| Proposed Operations            |     |     |     |     |     |     |       |
| Cars / Vans                    | 10  | 10  | 10  | 10  | 10  | 10  | 60    |
| 2 Axle Rigid HGV's             | 12  | 12  | 12  | 12  | 12  | 8   | 68    |
| Articulated HGV's              | 0   | 0   | 0   | 0   | 0   | 0   | 0     |
| Total                          |     |     |     |     |     |     | 128   |

It can be seen from the above table that the proposed use of the site will result in;

- The overall number of HGV's entering and leaving the site on a daily basis being markedly less than when the site was used as an Approved Operating Centre (historical)
- A reduction in the current numbers of all types of vehicular traffic, both HGV's and Cars/Vans entering and leaving the site on a daily basis (current)
- No Articulated HGV's entering or leaving the site

The applicant has operated from the neighbouring village of Kilsby since August 1988. Their site and office is just two miles from the proposed site and is on the same road (B4038).

It has been calculated that at least 55% of their current journeys are to and from Rugby, delivering and collecting skips and as such, their vehicles have been using this stretch of road many times per day on a daily basis for the last 26 years.

Hence the ‘actual’ increase in overall traffic numbers due to the applicants use of the proposed site will be minimal, with an estimated figure of less than five extra vehicle movements per day.

The applicant’s office will remain at the applicants address in Kilsby.

The access has been used since 1990 for previous and existing operations without incident and is deemed to be more than acceptable for the proposed use of the site with the applicants two 18 tonne Rigid Skip Lorries, with no variation to its line shape or orientation.
View from Site entrance looking left towards Kilsby

View from Site entrance looking right towards Rugby
1.9.0 Site Security

The front of the yard facing the Public Highway is secured from public access with 2.10 metre palisade upright metal rail security fencing. The side of the yard is separated from the adjoining grass field by a 0.90 metre fence constructed from wooden posts and rails. This adjoining field, which is owned by the site landowner, is contained by well-developed hedging and has no public access.

The yard area is protected by PIR Sensor Security Lighting and CCTV.

1.9.1 Public Footpaths and Access

There are no public footpaths either on the proposed site or on the Public Highway outside the site and the site will not be open to the general public.

2.0. Environmental Impact

2.1 Flood Risk

The site is not within any designated flood plain and the proposed site operations present no flood risk.

The nearest water body is the Oxford Canal at a distance of 30 metres from the nearest edge of the site in an easterly direction, approximately 4 metres below the lowest point of the site and the canal by nature of design, is not subject to flooding.
2.2. Surface and Groundwater Protection

Rain water run-off from the building is collected by the buildings existing guttering/piping and discharged into the existing storm drainage system.

The interior of the building has a concrete base designed to contain any liquids with two drains which discharge into a sealed drainage system which is located just outside the building.

A ‘Temporary Holding Area’ is sited just outside the building to enable up to four full skips containing unsegregated Mixed Wastes/Materials to be temporarily sited should the ‘Tipping Area’ inside the building be in use.

This ‘Temporary Holding Area’ is constructed using a concrete base, designed to contain any liquids that may escape from any skip by sloping towards a drain, which in turn, discharges into the sealed drainage system (as above). This will prevent any liquids escaping from the skips into the groundwater.

The sealed drainage system is constructed to enable the piping from all three of the above drains to be connected directly to a reinforced liquid storage tank which is buried underground. This tank has a capacity of 1250 litres and is fitted with an inspection cover which enables easy access for regular inspections.

This tank will be inspected at regular intervals and the contents pumped out and taken off site in a tanker for disposed or recovery as required under The Environment Permitting (England and Wales) Regulations 2010.

In compliance with The Environmental Permitting (England & Wales) Regulations 2010, only specified, permitted Wastes and Materials will be stored in the yard area i.e. Cardboard, Wood, Bricks, etc. These will have been pre-sorted, will not be contaminated or mixed, will be contained within skips or secure containers, with no risk of escape and are deemed by the Environment Agency to be low risk and un-polluting. As such, these Wastes and Materials when stored outside, will present no opportunity for groundwater contamination.

2.3. Environmentally Sensitive Sites

A search has been undertaken and has indicated that there are no Special Areas of Conservation (SACs), Sites of Special Scientific Interest (SSSI), Ramsar sites or any Wells, Springs or Borehole on or identified within 2 km of the site.

2.4. Dust, Air Emissions & Odours

The proposed site operations should result in there being no risk of dust, air emissions or odours for the following reasons;

- No tipping of Wastes will take place outside of the building and no Materials or Waste will be tipped onto the yard surface
- As all sorting will be carried out manually, Wastes consisting solely or mainly of dusts, powders or loose fibres or containing putrescible waste or waste likely to cause an odour will not be accepted on the site and will be taken to a more appropriate Disposal Site
• The contents of the applicants skips consists primarily of waste from the Construction Industry and Local Household activities i.e. Building & DIY Projects, Moving House, Garage Clearance, etc. Hence the skip contents would normally consist of wastes that are either no or low odour

• Should dust present a problem whilst sorting waste inside the building, a Dust Suppression System will be used which will involve the fine spraying of water inside the building

2.5. Noise

The Site Owner resides in the nearest residential property, which is to the south of the site at a distance of approximately 50 metres. Another residential property lies to the north west of the site at a distance of approximately 120 metres.

The site has previously been used as an Approved Operating Centre for four Articulated Lorries and four Trailers, as well as a Commercial Vehicle Workshop and as such, would have experienced noise levels associated with activities including: a minimum of four Articulated Lorries and Trailers being loaded and unloaded, entering and leaving the site throughout the day on a daily basis, this along with the noise levels associated with a busy Commercial Vehicle Repairs Workshop.

The current noise producing activities carried out on the site include or have included; the delivery, loading and unloading of shipping containers. Commercial Vehicles including Recovery Vehicles and HGV's entering, leaving the site, being loaded and unloaded. Forklift Truck Operations, the use of Farm Machinery and Equipment and the activities associated with a Vehicle Repair Workshop.

The proposed outdoors activities on the site on a daily basis will be;

• Two Cars/Light Vans entering and leaving the site at the start and end of each day
• Two 18 tonne, 2 axle, Rigid Skip Lorries entering and leaving the site up to 12 times per day
• The loading and standing down of approximately 10 skips throughout the day

The proposed activities inside the site building on a daily basis will be;

• The tipping out of approximately 8 skips containing waste/materials onto a concrete surface
• The manual sorting and segregation of wastes and materials throughout the day
• The loading and standing down of approximately 10 skips

The above activities are assessed as being unlikely to create any additional noise levels beyond that of the existing or previous site activities and due to the sorting of materials being carried out manually, it is more likely that there will be an overall reduction in noise levels.

2.6. Visual Impact

The site has a history of commercial storage and is currently used for the storage of Cars, 4x4 Vehicles, Vans, Recovery Vehicles, Plant, Plant Machinery, Boats, Caravans, Coaches, JCB’s, Storage Containers and Farm Machinery, of which, many are visible from the Public Highway and as such, the proposed site operations should have no detrimental effect on the visual impact.
The applicant is of course sensitive to minimising any visual impact that their proposed operations may have and as such will ensure that;

- Only empty skips and skips containing sorted materials are stacked behind the security fence.
- Empty skips will be stacked no more than five high or below the height of the security fence, whichever is the lower.
- Any skips containing materials will not be stacked.

The raised soil bank between the security fence and the Public Highway is covered with established grass, shrubs, bushes and brambles and this provides a limited natural screen.

It can be seen from the photographs shown below, that if skips are stacked below the height of the security fence, they are barely noticeable when approaching the site.

![Photograph of skips stacked behind the security fence](image1.jpg)

2.7. **Vermin & Birds**

Skips containing putrescible waste will not be accepted on the site and as such vermin and birds should not be a problem. Nevertheless, regular inspections of the site will be carried out to ensure that neither gives rise to complaint.

2.8. **Litter - On and Off Site**

To comply with The Environmental (Duty of Care) Regulations 1991, all open skips that contain waste or materials, will have their loads secured with sheeting when entering or leaving the site.

Where applicable, to prevent the escape of Waste/Materials when stored outside in skips, the skips contents will be securely sheeted.

As all the tipping, sorting and loading of Wastes/Materials will be carried out indoors, litter should not be a problem. However, daily site inspections will be carried out to ensure that it does not give rise to complaint.
2.9. Lighting

The Site Building is fitted with internal overhead lighting. There will be no requirement for overnight external lighting. However, the yard area is protected by PIR Sensor Security Lighting.

3.0. The Planning Considerations

3.1. Planning Policy and Context

Section 38(6) of the 2004 Planning and Compensation Act requires that planning applications are determined in accordance with the provisions of the Development Plan ‘unless material considerations indicate otherwise’.


3.2. National Planning Policy

At the heart of the National Planning Policy Framework (NPPF) is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. The NPPF states that there are three dimensions to sustainable development: economic, social and environmental. The Framework states that local planning authorities should look for solutions rather than problems, and decision-takers at every level should seek to approve applications for sustainable development where possible.

The NPPF states that in meeting development needs, the aim should be to minimise pollution and other adverse effects on the local and natural environment. It goes on to state that, planning policies and decisions should aim to; avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development and mitigate and reduce such impacts, including through the use of conditions.

The NPPF makes it clear that local planning authorities should focus on whether the development itself is an acceptable use of the land and the impact of the use, rather than the control of the processes or emissions themselves where these are subject to approval under pollution control regimes. Local planning authorities should assume that these regimes will operate effectively.

Planning Policy Statement 10 (PPS10): Planning for Sustainable Waste Management, which has not been replaced by the NPPF, seeks to reduce waste arisings and to use waste as a resource wherever possible. Disposing of waste to landfill should be very much the last resort. The guidance note makes it clear that the planning system is pivotal to the adequate and timely provision of the new facilities.

Paragraph 29 of PPS 10 states that in considering planning applications for waste management facilities, planning authorities should consider the likely impact on the local environment and amenity. Annex E sets out more specific locational criteria including; protection of water resources, visual intrusion, traffic and access, air emissions, odours, vermin, noise, litter, potential land use conflict, etc.
3.3. Local Planning Policies

Warwickshire County Council Waste Core Strategy – July 2013

The adopted Waste core Strategy sets out policies in respect of directing future waste development. The policies contained within this document reflect the national government planning policy of producing less waste, and to re-use it by recycling as a resource where possible.

Policy CS1 – Waste Management Capacity, states that sufficient waste management capacity will be provided to manage the equivalent of waste arisings in Warwickshire and as a minimum, achieve the County’s targets for recycling, composting, reuse and landfill diversion.

Policy CS2 – The Spatial Waste Planning Strategy for Warwickshire seeks waste management facilities to be well located in accordance with identified broad locations. The application site is located in close proximity to a primary settlement, which is one of the broad locations identified for new waste facilities, where individual sites are well located to sources of waste, are well located to the strategic transport infrastructure and do not have significant adverse environmental impacts. Within the broad locations the policy states that new waste developments will be supported in, amongst other locations, general industrial land.

Policy CS4 – Strategy for locating small scale waste sites (facilities managing less than 50,000 tonnes of waste per annum) directs new facilities to be in close proximity of primary or secondary settlements, which includes Rugby.

Policy CS5 – Proposals for reuse, recycling, waste transfer/storage and composting encourages such proposals provided that they accord with all other relevant policies.

Policy DM1 – Protection of the Natural and Built Environment, requires new development to conserve and where possible enhance the natural and built environment by ensuring that there are no unacceptable adverse impacts upon, amongst other things, adjacent land users and occupiers.

Policy DM2 - Managing Health and Amenity Impacts of Waste Development, relates to environmental controls and states that waste management proposals will be permitted where it can be demonstrated that the development will have no significant adverse impacts on the local environment or communities through, amongst other things, noise, visual intrusion, odour, dust, emissions, traffic, etc. The policy goes on to state that planning permission will not be granted for waste management proposals where by reason of the collective impact of different proposals or by reason of a number of impacts for the same development, the proposal has an unacceptable cumulative impact.

Rugby Borough Council Local Development Framework Core Strategy adopted June 2011

Policy CS1 - Development Strategy states that the location and scale of development must comply with the settlement hierarchy. It must be demonstrated that the most sustainable locations are considered ahead of those further down the hierarchy. New development will be resisted; only where national policy on countryside locations allows will development be permitted.

Policy CS16 - Sustainable Design states that all development will only be allowed where proposals are of a scale, density and design that would not cause any material harm to the qualities, character and amenity of the areas in which they are situated. Development will ensure that the amenities of existing and future neighbouring occupiers are safeguarded. New development should seek to complement, enhance and utilise where possible, the historic environment and must not have a significant impact on existing designated and non – designated heritage assets and their settings.
4.0. **Conclusions**

- The Applicant (Skipy Skip Hire Ltd) is a well-established, successful small local business
- The site is deemed to be most suitable and appropriate for the applicants purpose due to its location, size, access, current use and state
- The site is ideally situated to serve the needs of the operator to recycle materials from customers in Rugby and the surrounding urban and rural districts
- The facility will support the overall need to increase the rate of recycling and divert quantities of waste away from Landfill Sites
- The proposed development is consistent with Government guidelines and will help achieve targets to recycle, manage and reduce waste
- The development is within the framework of policies contained within the latest planning policy guidance
- The proposed operations can be undertaken without any adverse impacts upon its neighbours or local residents
- The recycling of waste is consistent with the waste hierarchy

End of Planning, Design & Access Statement