DEVELOPMENT SERVICES
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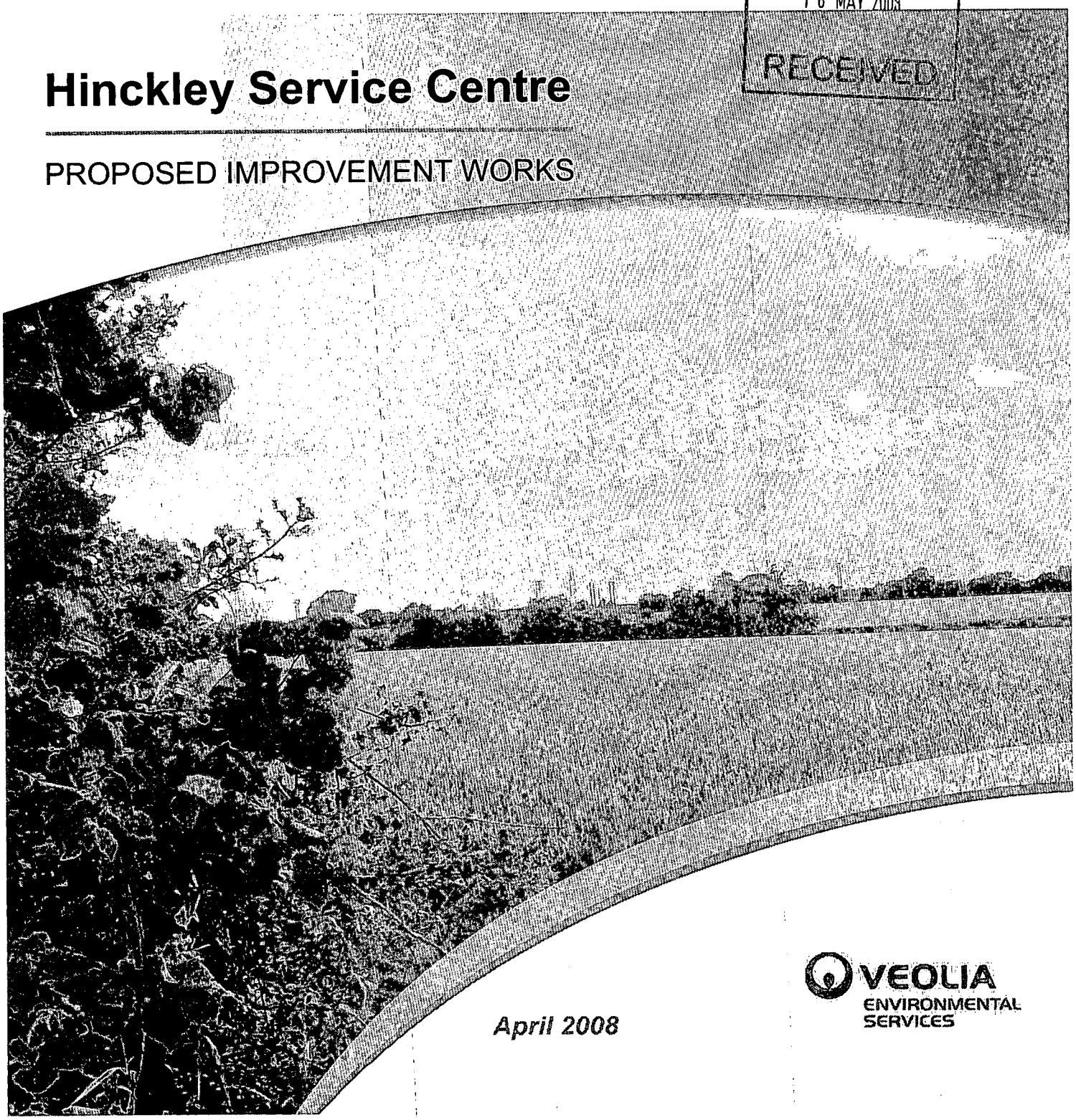
Hinckley Service Centre

PROPOSED IMPROVEMENT WORKS



April 2008

VEOLIA ENVIRONMENTAL SERVICES

VEOLIA ENVIRONMENTAL SERVICES LIMITED

HINCKLEY SERVICE CENTRE

Proposed Site Improvement Works

PLANNING APPLICATION

Joint submission to
Warwickshire and Leicestershire County Councils
for determination by
Warwickshire County Council

April 2008

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FOREWORD

The Applicant Veolia Environmental Services (UK) Plc is a waste management company that operates a number and range of waste management facilities throughout the country. The Company has policies to employ staff locally, to be a good neighbour to the local community and is committed to the principles of sustainability and to carrying out all of its activities to high operational and management standards.

The aims of this proposal at the Hinckley Service Centre are to improve the existing materials recovery facilities to reflect modern requirements and standards and satisfy customer demand whilst improving the environmental conditions at the site.

The site extending to 2.2 hectares in area currently supports metals recovery, storage and transfer of commercial and industrial non- hazardous waste materials, skip and container storage. Since Onyx (now Veolia Environmental Services Plc) purchased the site in 1999, there have been a number of improvements, including:

- Upgrading the site access
- Rationalising the metals recovery operation
- Undertaking boundary landscape works to improve screening of the operations

The Company now propose to house the existing facilities within buildings located away from the site frontage which would enable them to process non-hazardous household waste in addition to the commercial and industrial waste, with mininal environmental impact. As part of the development the existing open-air scrap metal recovery area would also be moved away from the site frontage.

This supporting written statement has been edited and produced on behalf of the Company by Bowman Planton Limited an independent multi-disciplinary land use planning and landscape architecture practice.

1.0 INTRODUCTION

1.1 Town and County Planning – Statutory Rules

1.1.1 The site the subject of this planning application lies partly within Warwickshire and partly within Leicestershire and being an application concerning the waste streams lies to be determined by the appropriate waste Authority i.e. The County Councils. The division of the site by the Civil County boundary is shown on Drawing No's H29/02A and B included at Chapter 7 Parts 2 and 3 of this Statement with the major portion of the proposal lying within Warwickshire.

1.1.2 By agreement with the Planning Authorities the Screening and Scoping exercise was undertaken and completed with Warwickshire County Council – See Chapter 6 – Appendix 8.

1.1.3 In order to achieve compliance with the Government Circular 04/2008 Planning-Related Fees – Paragraphs 73 and 74 it is necessary to formally submit the application to both County Councils for determination.

1.1.4 This supporting Written Statement, including the requisite Application Forms, Certificates and Notices at Chapter 8 provides the relevant details for the proposal and other than the specific areas within each County is identical as this improvement scheme itself is a cross civil boundary proposal.

1.1.5 The planning application fee is made payable to Warwickshire County Council as the majority of the site lies within that County.

1.2 General

1.2.1 Recycling society's waste and reducing the amount of waste material taken to landfill is a central feature of waste management policy. This policy, reinforced in EC Directives and Government Regulations, is

embodied in the Government's "*Waste Strategy 2000*" published on 25 May 2000.

1.2.2 "*Waste Strategy 2000*" places emphasis upon implementing what is known as the management hierarchy. This sets out a framework of options for managing waste in a sustainable way. The preferred option is to minimise the amount of waste produced. However, where waste is produced then, if technically and economically practicable, it should be recovered, re-used or recycled.

1.2.3 "*Waste Strategy 2000*" also sets out targets for recycling waste, including targets for reducing the amount of industrial and commercial waste going to landfill.

1.2.4 In response to national policy Local Authorities are incorporating policies in Development Plans that encourage the recovery and recycling of waste. Through the preparation of County Structure Plans and Waste Local Plans, Authorities are recognising and encouraging the important role of recycling as part of the overall waste management policy.

1.2.5 Reinforcing this policy have been four significant developments:

Firstly, the landfill levy, a tax imposed on waste disposal to landfill. The rate of tax is to rise each year for the next few years. By increasing the relative cost of landfill the viability of other options in the hierarchy should improve, particularly to recycling.

Second, markets for certain recycled materials are establishing. Public attitudes are moving in favour of using recycled material and businesses are adopting environmental policies favouring the use of recycled material.

Third, both the Landfill Directive and "*Waste Strategy 2000*" establish targets for recycling and for reducing the amount of waste going to

landfill. Targets apply to industrial and commercial as well as household waste.

Fourth, the Company's customers are taking a pro-active and positive approach to waste management. They are increasingly looking to us to include recycling as part of any contract for managing their waste.

1.2.6 There are now in place policy frameworks, financial incentives, national targets, improved market conditions, customer requirements and public demand that actively encourage the recovery and recycling of materials. It this approach is to bear fruit and the recycling targets set out in "*Waste Strategy 2000*" are to be achieved it is incumbent upon the waste management industry to develop the necessary recovery and recycling facilities.

1.2.7 The site at Hinckley as improved, provides the opportunity for us to respond positively and contribute to achieving these targets within the local area.

1.2.8 The proposal is such that the existing materials recovery and recycling rates are improved consistent with "*Waste Strategy 2000*" whilst at the same time improving the environmental conditions at the site.

1.2.9 A screening exercise has been undertaken with Warwickshire Country Council who advise that the planning application is not required to be accompanied by a formal Environmental Statement but do consider that assessments in respect of traffic, ecology, flood risk, noise, odour, dust and Landscape and Visual should accompany the application. – See Chapter 6 Appendix 8.

1.3 Site Background

1.3.1 The Hinckley Service Centre was originally purchased by Veolia's predecessor company (Onyx) in 1999, since when the site access as been upgraded, a significant area of the site hard surfaced the metal recovery element rationalised and improved boundary landscape works undertaken.

1.3.2 In parallel with these upgrading works the opportunity to increase recovery activities has been taken involving wood, cardboard and plastics reflecting the growing recognition that discarded materials are a potentially valuable resource instead of disposal to landfill.

1.3.3 These improvement proposals include:

- Conversion of the existing metal storage and recovery building to house site administration facilities and storage.
- Relocate metal recovery operations into new building
- Construct new materials recovery building
- Relocate vehicle wash and weighbridge
- Site hard surfacing
- No permanent deposition of waste materials

The general site layout proposed is shown on Drawing No. 0003/L02 at Chapter 7 Part 5.

2.0 PROPOSALS – Improvements

2.1 Site Location

2.1.1 The Hinckley Service Centre is shown on the Location Plan, Drawing No. H29/01 in Chapter 7 Part 1 and lies between the Nuneaton to Hinckley railway line and the A5 Watling Street on the southern boundary of the town of Hinckley. The site lies on a County boundary, the northern part lying within the jurisdiction of Hinckley and Bosworth District Council in Leicestershire whilst the southern part lies within Rugby Borough in Warwickshire.

2.1.1 The site extending to 2.2 hectares is located within the almost flat plain of the River Anker which meanders through open agricultural fields over 1.5km to the south of the site. These fields surround the site to the south and west.

2.1.2 The A5 separates the site from Hinckley. A new housing development was constructed to the north of the A5 directly opposite the site frontage, following grant of planning permission in May 2000. A disused railway embankment and boundary planting separate the housing development from the site.

2.1.3 The farmhouse at Padge Hall, is located 200 metres from the site's western boundary. Public Footpath No. R282 runs approximately 200 metres to the west of the site, parallel to the site's western boundary. The Nuneaton to Hinckley railway line runs along the site's south-eastern boundary. – See Drawing No. H29/01 at Chapter 7 Part 1.

2.2 The Site and Surrounding

2.2.1 Site Survey Drawing H29/03 included at Chapter 7 Part 4 shows the existing site situation. The site's north-eastern operational boundary is defined by a 2 metre high security fence which fronts onto the A5. The south-eastern boundary is marked by fencing, gabion walls and armco barriers which separate the site from the railway line. A native hedgerow marks the south-western boundary beyond which are agricultural fields. The north-western boundary is part hedgerow, to the south-west, and part security fence to the north-east which separates the site from the Midco Limited landholding to the north. Access is directly onto the A5 at the northernmost corner of the site.

2.2.2 The site area is approximately 2.2 hectares (5.4 acres) and is a roughly level platform at approximately 90 metres AOD. In detail, the site falls from 90.79 metres AOD on the boundary to the east of the site entrance to a licensed discharge point at 88.82 metres AOD located on the south-eastern boundary. The surfacing of the site varies from concrete to the north-east section, including the entrance, to unbound gravel within the central section and rough grassland to the south-west. Spoil bunds of approximately 2 metres in height bound the south-western, grass area of the site and these are planted with mixed woodland. A similar bund extends across the site separating the grass area from the surfaced site.

2.2.3 The site accommodates the following activities:

- A concreted and drained frontage section occupied by the scrap metals storage and processing operation, including a bunded swarf storage facility;
- To the south of the scrap metals operation is a steel framed, clad, process building that houses metal processing, storage and site offices, with an adjacent bunded fuel storage tank and mess facilities;

- To the rear of the process building is a concreted car parking area, part of which has planning approval to erect an enclosed building or accommodate card board/plastics for recycling;
- Opposite to the site entrance is an open-air waste transfer and recycling area contained by 3 metre high concrete walls surmounted by catch netting to approximately 5 metres in height;
- The weighbridge and associated office are situated adjacent to the transfer station;
- To the south of the transfer station is a concreted area for parking of vehicles; this leads to a hardcore surfaced area used for the storage of empty skips and containers, beyond which is an earth bund that defines the route of a Transco gas pipeline, that crosses the site approximately west to east;
- Extending from the site entrance gates to the west boundary, then along the full length of the west and south boundaries is a screen bund planted with trees and shrubs.

2.2.4 None of the site is in agricultural use nor does it affect any public or other rights of way. The Warwickshire / Rugby Green Belt lies to the south of the Nuneaton / Hinckley rail line and is not affected by these proposed improvements. There are no other statutory or local designations affecting the site.

2.2.5 The site is situated on the easternmost edge of the area of rural land between Hinckley and Nuneaton – See Chapter 6 Appendix 2 with accompanying Drawing No. H29/05. The Green Belt is located to the south of the Hinckley to Nuneaton railway line stretching between the River Anker and the Warwickshire/Leicestershire County boundary and for a considerable distance south towards Coventry. This parcel of rural land is clearly defined by the surrounding residential/mixed light industrial fringes found on the edges of Hinckley and Nuneaton. The site is accessed directly from the A5 which forms its north eastern boundary.

To the north east of the A5, directly opposite the site behind established roadside trees and a disused railway embankment lies a recent residential development which merges with some of the older residential areas of Hinckley. The southern site boundary is bounded by the Nuneaton to Hinckley railway line which is elevated upon an embankment in the vicinity of the site, crossing the A5 via a bridge just to the south east corner of the site. The north western and western site boundaries are bounded by agricultural land. Further agricultural land exists to the south of the Nuneaton to Hinckley railway line stretching in a relatively unbroken sweep, except for the occasional scattered farmhouses with associated farm buildings and the small village of Burton Hastings situated on elevated ground up to the M69 to the south east. – See Chapter 6 Appendix 2 Drawing No. H29/04.

2.2.6 The landscape is very open in character which is partly due to the combination of the gently rolling almost flat topography and the generally large open field pattern. The agricultural land is predominantly an improved arable landscape with only occasional small pastoral fields. The vegetation pattern of tree and shrub cover is primarily linear in form concentrated along the field boundaries, the transport corridors such as the railway embankments and roadsides as overgrown hedgerows/hedgerow trees and along the watercourses. Thus despite the open flat nature of the landscape there is some degree of a layering of vegetation providing visual filters and integration to manmade elements in the landscape.

2.2.7 There is strong evidence of man's engineering impact upon this rural landscape, in addition to the visible fringes of Hinckley and Nuneaton, with the now well integrated Ashby-de-la-Zouch Canal which runs from the north through Hinckley passing to the east of the site. There are also several electricity pylons routes through this rural pocket between Hinckley and Nuneaton which are extremely visible within this flat open landscape.

2.3 Town and Country Planning

2.3.1 General

The site benefits from a number of planning discussions dating back to January 1991 copies of which approvals are included at Chapter 6 Appendix 1.

	Ref	Date	Development	LPA
1	R/89/1831- 1747P	10/01/91	Building for storage of scrap and associated offices	Rugby
2	79/2388/4	04/02/91	Change of use for storage purposes and new access	Hinckley and Bosworth
3	91/0893/4	06/04/92	Provision of skip transfer station in association with existing skip hire use	L.C.C.
4	R1318/92CM067 Certificate of Lawful Use	03/03/93	Storage, sorting and mechanical processing of scrap metal	W.C.C.
5	ENV/2/B/A Certificate of Lawful Use	24/03/93	Storage, sorting and processing of scrap metal	L.C.C.

6	95/0804/4	30/01/96	New buildings and associated facilities for waste recycling and transfer	L.C.C.
7	96/0251/4	04/07/96	Use of land for scrap yard, dry waste handling and storage and construction of waste handling compound	L.C.C.
8	96/00614/CONDIT	18/09/96	Non-compliance with condition 1 of 79/2388/4 Amended Access	Hinckley and Bosworth
9	96/0613/4	25/10/96	Non-compliance with conditions 6,7 and 8 of 95/0804/4 and conditions 7 and 8 of 96/0251/4	L.C.C.
10	97/0998/4	24/02/98	Extension of covered bay and revised compound area	L.C.C.
11	R1318/98CM004	25/08/98	Extension to waste recycling site	W.C.C.
12	Letter	06/03/01	Discharge of Condition 11 of 95/0804/4; Condition 10 of 96/0251/4 and Condition 5 of 97/0998/4	L.C.C.
	Letters	10/04/01 and 20/04/01	Discharge of Conditions 2, 5, 6 and 7 of R1318/98/CM004	W.C.C.

13	2003/0654/04	27/08/03	Variation of Condition 4 of 1995/0804/04 and Condition 5 of1996/0251/04 holidays	L.C.C.

Within the various planning permissions are conditions stipulating working days, working hours, number of vehicles movements, site access and waste categories non of which will be affected by the proposed improvements.

2.3.2 Site Specific Commentary

2.3.2.1 The eastern section of the site, adjacent to the railway embankment, is recorded as having been used as a scrapyard since 1956. From the scrapyard, the operations are understood to have expanded to include the collection, transfer and recycling of dry waste, the parking of vehicles, and the storage of skips and containers.

2.3.2.2 In 1991 Appeal Decision E3715/A/90/158152/P2 was issued for the metals storage / process building, located adjacent to the railway boundary.

2.3.2.3 Also in 1991, planning permission 79/2388/4 was granted by Hinckley and Bosworth Borough Council for the change of use of the remainder of the site frontage to storage purposed and the formation of a new highway access.

2.3.2.4 In 1992 planning permission 91/0893/4 was granted by Leicestershire County Council to use a parcel of land in the north east corner of the site as a skip transfer station in association with the existing skip hire use.

2.3.2.5 In March 1993, Certificates of Lawful Use for the storage, sorting and mechanical processing of scrap metal waste at the site were issued by Warwickshire and Leicestershire County Councils.

2.3.2.6 Planning permission 95/0804/4 was granted by Leicestershire County Council in January 1996 for the erection of new building and associated facilities for waste recycling and transfer.

2.3.2.7 In July 1996 planning permission 96/0251/4 was granted by Leicestershire County Council for the use of land for scrapyard, dry waste handling and storage and construction of a waste handling compound.

2.3.2.8 In August 1996 planning permission 96/00614/ Condit was issued by Hinckley and Bosworth Borough Council for non-compliance with Condition 1 of permission ref 79/2388/4, providing for a new site access onto the A5 Watling Street subject to the closure of all other A5 access points.

2.3.2.9 Revisions to permissions 79/2388/4, 95/0804/4 and 96/0251/4 were granted in September and October 1996 by the issue of permissions 96/0614/Condit (Hinckley and Bosworth) and 96/0613/4 (Leicestershire) respectively.

2.3.2.10 In February 1998 planning permission 97/0998/4 was granted by Leicestershire County Council for an extension of the covered bay and revised compound area in the north western sector of he overall site.

2.3.2.11 In August 1998 planning permission R1318/98CM004 was granted by Warwickshire County Council for the extension to the Waste Recycling Site, extending from the existing transfer station across the whole of the

site as far as the southern boundary. This included increasing the size of the open-air transfer facility and using the land to the south for skip and container storage, the sorting and storage of waste materials and the provision of the planted screen bund around the site boundaries.

2.3.2.12 During March and April of 2001 the following conditions were discharged;

Condition 11 of Planning Permission 95/0808/4

Condition 10 of Planning Permission 96/0251/4

Condition5 of Planning Permission 97/0998/4

Conditions 2, 5, 6 and 7 of Planning Permission R1318/98/CM004

2.3.2.13 By the grant of planning permission 2003/0654/4, Conditions 4 of Planning Permission 95/0804/4 and 5 of 96/0251/4 were varied by Leicestershire County Council to allow the opening of the waste recycling and transfer station only on Bank / Public Holidays excepting Christmas Day and Sundays.

2.3.2.14 This proposal does not include any changes to the existing permitted development other than to improve the operation and its general environment.

2.3.2.14 The Waste Management Licence issued in 2002 regulates the manner in which the site is operated.

2.4 Improvements

2.4.1 The proposals are for the improvement of the Service Centre. - See Drawing No. 0003/L02 at Chapter 7 Part 5. In essence, the proposals are for the improvement of existing activities replacing the existing outdoor

recovery and transfer operation within a purpose designed building, relocating and housing the metals recovery operation, away from the site frontage, and upgrading environmental conditions as a whole.

2.4.2 The main items recovered for recycling are cardboard, wood, plastic packaging, metals and soils and hardcore. The residual material is then removed for landfill disposal. As opportunities arise and markets develop other materials will be recovered for re-use and recycling.

2.4.3 The level of site activities will remain as existing.

2.4.4 The proposed improvements are described below:-

- Container Storage Area – See Drawing No. 0003/L02 at Chapter 7 Part 5.

  There are no changes proposed to this facility

- Metal Recovery Operation – See Drawing Nos. 0003/L02 and 0011/L01 at Chapter 7 Parts 5 and 7 respectively.

  The cleared south western section of the site surrounded by the screening mounds will be hard surfaced and fitted with containment bays. These bays will be moveable to enable variation in bay size to accommodate different types and quantities of metals for segregation and temporary storage prior to removal from site.

  Deliveries having been weighed in at the weighbridge will be offloaded and segregated as appropriate into types and grades for placement into the appropriate storage bay(s). Metals that require specialised storage will be taken into the sorting and storage building. Here, as necessary, further segregation takes place and the metals are stored pending removal from site. Vehicles are loaded with separated metals for removal from site, being weighed and checked out at the weighbridge control office.

A separate area will be used for the storage of swarf metal brought to site. This will be surrounded by a bund wall, to ensure containment of residual cutting oils. This area will be drained to the existing interceptor.

The implementation of these works will enable the metal recovery operation to be relocated, away from the site frontage to the A5 Road.

- Materials Recovery and Transfer Building – See Drawing No's 0003/L02 and 0010/L01 at Chapter 7 Part 5 and 6 respectively.

  The clearance of the site frontage will enable the purpose designed, indoor materials recovery and transfer building to be erected. This building will enable all off-loading, handling and re-loading of material within building itself.

  The vehicular entrances to the building are on the southern elevation and so not visible from the A5 road. – See Drawing No. 0010/L01 at Chapter 7 Part 6.

The operation of the facility will continue as currently, the major improvement being that the handling of materials will be carried out undercover, within the buildings, as follows:

- Deliveries to site will be from the A5 Watling Street via the existing modern site access.
- Within the site, loads will be weighed in at the weighbridge
- Drivers will report to the Site Control Office to register their deliveries and obtain a permit to offload within the building
- Vehicles will enter the building and off load into a designated area

- Once offloaded vehicles either leave the building or first collect containers of recovered materials for removal from site or leave the building and exchange container prior to leaving site
- Within the building recovered materials are stored pending removal or are placed into containers for external storage
- Residual material unsuited for recovery is loaded into a larger vehicle, within the building, for removal from site
- Loaded vehicles are covered or sheeted as appropriate prior to leaving the site
- Vehicles leave site via the weighbridge, checking out at the Site Control Office.

The whole of this element of the material recovery operation will be undertaken within the building – offloading, handling and re-loading.

- Removal of existing outdoor recovery and transfer facility

  Following the commissioning of the materials recovery building the current outdoor facility will be removed with the area being hard surfaced. This area will then accommodate vehicular circulation and site HGV overnight parking.

- Administration, offices, mess facilities and storage – See Drawing No's 0003/L02 and 0011/L01 at Chapter 7 Parts 5 and 7 respectively.

  The opportunity has been taken to improve both the external appearance and internal user of the existing administration and storage building but essentially retaining its present use.

- Site Access / Vehicles Movements – See Drawing No 0003/L02 at Chapter 7 Part 5 and Chapter 6 Appendix 7.

The present site access to the A5 Watling Street is designed and implemented to a capacity of 300 vehicle movements per day. Planning Permission R 1318/98CM004 at Condition 18 restricts the number of such movements to 250 per day. The level of vehicular activity averages incoming trips at 116 with outgoing trips at 112. Table 1 below presents the actual observations undertaken in December 2007.

Table 1 – Average movements based upon observations 10 – 14 December 2007 between 0730 and 1630 hours daily.

Total		Arrivals		Departures	
In	Out	From Left	From Right	Turning Left	Turning Right
116	112	64	52	64	48

The site will continue to operate at the present level of activity and within the currently permitted working hours.

2.5 Operations

2.5.1 The times of site working will continue as the existing permitted operations – See Chapter 6 Appendix 1.

- Planning Permission 91/0893/4 – 26 September 1991

  Condition 4 – Skip Transfer

  Monday – Friday 0730 – 1700 hours

  Saturday 0730 – 1230 hours

- Planning Permission 95/0804/4 – 30 January 1996

  Condition 4

  Monday – Friday 0700 – 1700 hours

  Saturday 0700 – 1230 hours

- Planning Permission 96/0251/4 – 4 July 1996

  Condition 5 – Dry Waste Handling and Storage

  Monday – Friday 0700 – 1700 hours

  Saturday 0700 – 1230 hours

- Planning Permission 97/0998/4 – 24 February 1998

  Condition 3 – Importation, stored, sorted or recycled

  Monday – Friday 0700 – 1700 hours

  Saturday 0700 – 1230 hours

- Planning Permission R 1318/98CM004 – 25 August 1998

  Condition 10 – General Operations

  Monday – Friday 0700 – 1700 hours

  Saturday 0700 – 1230 hours

2.5.2 Vehicle movements associated with the permitted operations will remain unchanged by the proposed improvement proposals.

2.5.3 Existing on site facilities including:

- Mobile plant fuel store
- Vehicle wash down facility

- Drainage
- Security
- Control Offices
- Lighting
- Operational Vehicle Parking
- Employee Car Parking

will either remain as existing or improve – See Drawing No 0003/L02 at Chapter 7 Part 5.

2.6 Employment

2.6.1 Whilst these improvement proposals will not of themselves generate an increase in the number employed at the site they will nevertheless secure the continued employment of those 38 persons presently employed at the Hinckley Service Centre.

2.6.2 In addition to those persons directly employed on site the continuing activity will use local businesses, suppliers and support services in the provision of goods, plant maintenance etc. so continuing to make a positive contribution to the local economy.

3.0 POLICY BACKGROUND

3.1 European

3.1.1 National policy relating to waste management is strongly influenced by the European Community, through directives, resolutions and communications. In particular, the 1991 Waste Framework Directive (91/125/EEC) established the following waste management hierarchy:

(i) Prevention and minimisation

(ii) Re-use, recycling and resource recovery

(iii) Incineration – and

(iv) Final disposal to landfill

The aim is to move waste management up the hierarchy. Rather than simply landfill waste, emphasis is placed upon recovering value from it.

3.1.2 More recently have been

a) The Directive on Packing and Packaging Waste (Directive 94/62/EC). This aims to improve the management of packaging. This includes increasing the recovery and recycling of packaging waste.

b) The Landfill Directive (Directive 1999/31/EC). One of the main objectives of the Landfill Directive is to stimulate the recovery and recycling of waste. The Directive sets targets for reducing the amount of waste going to landfill, including commercial and industrial waste.

3.1.3 One of the main features of European Policy has been to introduce measures which place obligations on Member States to encourage greater

materials recovery and recycling. This is reflected in national and local policies within the UK.

3.2 National

3.2.1 In the UK, the Government publication Sustainable Development – the UK Strategy (1994). Sets out a framework for sustainable waste management based on the waste management hierarchy.

3.2.2 The strategy draws attention to the need to re-use and recycle more material rather than simply dispose of it, and to the potential use of economic instruments (e.g. the landfill tax) to encourage more recycling of material.

3.2.3 The Sustainable Development Strategy was developed further in 1995 with the publication of Making Waste Work – A Strategy for Sustainable Waste Management in England and Wales. This also promotes the waste management hierarchy, which consists of:

- Reduction
- Re-use
- Recycling and Composting
- Energy Recovery
- Disposal

3.2.4 The recycling and re-use of materials is recognised in Making Waste Work as having a clear role to play in achieving these targets. They reduce the amount of waste going to landfill, recover value from the waste and produce a useable product.

3.2.5 In 1998 the Government published its consultation paper "Less waste more value". One of the key commitments of this consultation paper was to encourage more recycling.

3.2.6 The most recent national policy document was published in May 2000, entitled Waste Strategy 2000. This continues the aim of recovering value from and recycling waste materials. It sets clear targets to be achieved for materials recovery and recycling and timescales within which they are to be achieved. In relation to industrial and commercial waste, the target is to reduce the amount going to landfill to 85% of the 1998 levels, this to be achieved by the year 2005.

3.3 The Development Plan

3.3.1 Warwickshire Structure Plan – 2001

3.3.1.1 The Warwickshire Structure Plan was adopted in August 2001 and comprises policies and proposals and is the strategic land use plan for the County.

3.3.1.2 Policy GD2 (d) – promotes waste recycling to reduce waste imports from the metropolitan areas as well as locally generated waste. This Policy provides the context for the Waste Local Plan.

3.3.1.3 Policy GD6 – confirms the extent of land in the County which will be subject to Green Belt Policy. The Hinckley Service Centre is not affected by such designation.

3.3.1.4 Policy ER2 – the potential impacts of these improvement proposals have been assessed together with the constraints imposed by existing planning conditions, following consultations with the County Council.

3.3.1.5 Policy ER9 – Waste Local Plan

This policy aims to encourage the siting of waste recycling facilities close to the source of waste, conserve landfill space and reduce the movement of waste across the County. This proposal simply improves in both environmental and operational terms an established and duly permitted recycling facility.

The Hinckley Service Centre satisfies the aims of the Structure Plan by:

- Compliance with the land use planning system
- Adheres with the waste facilities strategy
- Does not involve the Green Belt
- Close to source of waste production
- Situated in an urban area

3.3.2 Warwickshire – Waste Local Plan – 1999

3.3.2.1 In order that the County is to achieve the Government's landfill target by 2005 it will be necessary to make provision for the development of additional materials recycling and composting facilities which can cater for an annual throughput of some 1.2 million tonnes.

3.3.2.2 The Waste Local Plan is required to make provision for "*recycling depots with a combined capacity of about 1.2 million tonnes per annum ..... where the greatest reductions in landfill, the imports, fall to be made*". The Hinckley Service Centre provides a contribution towards achieving this aim.

3.3.2.3 The strategy for the Waste Local Plan includes at Statement 2.10 provision that "*Wherever practicable, provision of material recycling facilities for handling industrial, commercial, demolition and construction waste ..... should be made in conjunction with facilities for recycling household waste*".

3.3.2.4 Policy 1 – identifies the basic development controls against which proposals are to be considered. This proposal involves the improvement of the existing facility. Nevertheless the proposals have be considered against the Policy 1 requirements and found to be in conformity.

3.3.2.5 Policy 2 – The Hinckley Service Centre is the subject of a number of individual planning permissions which contain appropriate conditions relevant to those topics identified in this Policy.

3.3.2.6 Policy 7 – relates specifically to scrap yards, an ongoing activity undertaken at the Hinckley Site. As part of these improvement measures the metal recovery element of the business is to be housed in a building and so secures the aims of this Policy.

3.3.2.7 Policy 8 – Transfer Stations

The proposal is for improvements to the existing transfer operations by housing these activities within a building.

3.3.2.8 Policy 10 – Household Waste Facilities

The proposal does not involve either a new or expanded operation simply improvements to the existing permitted operation.

3.3.3 Warwickshire – Waste Development Framework

3.3.3.1 The County Council are re-consulting on the Issues and Option Paper to be issued in June 2008. The policies applicable to this proposal are those "saved" existing policies included in the Waste Local Plan – 1999.

3.3.4 Leicestershire, Leicester and Rutland Structure Plan – 1994

3.3.4.1 Resource Management Policy 8 – Waste

The planning submission lodged with Warwickshire County Council by agreement between the Authorities duly recognises and comments upon the issues of:

- Best Practicable Environmental Option
- Regional self-sufficiency
- The Proximity Principle
- The Waste Hierarchy

3.3.4.2 Resource Management Policy 14 – Recovery of Waste

This proposal to improve the operations at the Hinckley Service Centre conforms with this Policy.

3.3.5 Leicestershire – Waste Local Plan – 2002

3.3.5.1 Policy WLP1 – Waste Minimisation

The existing Hinckley Service Centre contributes towards this aim and with the implementation of these improvement proposals the efficiency of the site will increase.

3.3.5.2 Policy WLP6 –Submission of Planning Applications

The planning application has been submitted to Warwickshire County Council for determination following agreement with Leicestershire County and conforms with the Warwickshire Development Plan requirements.

3.3.6 Leicestershire and Leicester – Waste Development Framework

3.3.6.1 This proposal remains to be considered against the "saved" Waste Policies from the Waste Local Plan – 2002.

3.3.7 Rugby Borough Local Plan 2006

3.3.7.1 The Rugby Borough Local Plan sets out the framework under which development is to taken place.

3.3.7.2 The Hinckley Service Centre operates under the provisions of 13 planning permissions and authorisations issued over the period 1991to 2003. Previously issued by the then Borough Councils of Rugby and Hinckley and Bosworth and Leicestershire and Warwickshire County Councils – See Chapter 6 Appendix 1.

3.3.7.3 This planning submission being for improvements to the existing Hinckley Service Centre and concerning waste disposal has been submitted to Warwickshire County Council for determination following agreement between the Counties of Leicester and Warwick.

3.3.7.4 The submission satisfies and conforms with the Warwickshire Structure and Waste Local Plans, following the undertaking of a screening and Scoping exercise with Warwickshire. – See Chapter 6 Appendix 8.

3.3.7.5 Whilst the submission does not consider this Borough Plan in detail, the proposal relating to a County matter (Waste) is in conformity with the Borough Plan Policies.

3.3.8 Hinckley and Bosworth Local Plan – 2001

3.3.8.1 The Hinckley and Bosworth Local Plan sets out policies and proposals for the development and use of land within the Borough.

3.3.8.2 The strategic framework for the Borough is provided by the Leicestershire Structure Plan.

3.3.8.3 The objectives of this Local Plan seek to ensure that the policies and proposals are based on the principles of sustainable development. Strategic Objective 4 – the safeguarding and enhancing of the environment seeks to protect wildlife habitats, the water environment and the landscape. Strategic Objective 5 – seeks to ensure that sites of the nature of Hinckley Service Centre are easily accessible. This proposal to improve the Hinckley Service Centre does not conflict with the overall strategic objectives of the Borough Council.

3.3.8.4 The Hinckley site is considered to be an employment site that is of importance to the economy not only of the Borough but also its neighbouring authorities. In such cases the Borough Council will actively seek to ensure the retention of employment uses on these sites.

3.3.8.5 Policy EMP2 – whilst this proposal does not involve expansion, merely improvements, nevertheless it is considered that Policy EMP2 applies to this proposal and with which this proposal conforms.

3.3.8.6 Policy BE1 – the high standards of design demonstrated by these improvement proposals conform with Policy BE1 requirements.

3.3.8.7 These proposals do not adversely affect any designated environmental areas, buildings, cultural or water interests.

3.3.8.8 This application, following consultation with Warwickshire County Council, includes sufficient information in the form of independent assessments and reports concerning those individual topics listed in the County's Scoping Opinion dated 6 August 2007 – See Chapter 6 Appendix 8.

3.3.8.9 The permitted site access onto the A5 Trunk Road complies with modern capacity and safety standards.

4.0 ENVIRONMENT AND AMENITY

4.1 General

4.1.1 Following discussions in 2007 involving Leicestershire and Warwickshire County Councils agreement was reached whereby Warwickshire County would deal with this improvement submission. Accordingly in June 2007 a Screening and Scoping Opinion was requested from Warwickshire which concluded on 6 August 2007 that the application would not be required to be accompanied by an Environmental Statement but nevertheless should include detailed information on transport, ecology, flood risk, noise, odour, dust and landscape.

4.1.2 These proposals for site improvements have been designed to include full compliance with modern day environmental standards and expectations. These improved standards will minimise any adverse effects resulting from the operations both within the site and its immediate surrounds.

4.1.3 It is considered that there will be significant benefits as a direct result of accommodating the general transfer and recovery operation within the building and of reducing the visibility of operations from the public highway.

4.2 Landscape and Visual

4.2.1 Following discussions with Warwickshire County Council and with reference to the County Council Scoping Opinion dated 6 August (Chapter 6 Appendix 8) an independent assessment has been commissioned and undertaken by Bowman Planton Limited a copy of which Report is included at Chapter 6 Appendix 2.

4.2.2 The impact upon the landscape of the permitted Service Centre is, detrimental whilst making a positive contribution on the Mease Lowlands Estate Farmlands character and the scope for mitigation measures.

Overall the existing Service Centre has a substantial landscape effect due to its high / medium impact upon a landscape of medium sensitivity, likewise the Nuneaton to Hinckley railway line could be described as experiencing a high magnitude of impact directly adjacent to the Service Centre.

4.2.3 When considering viewpoints three (3) locations experienced substantial visual effects as a result of the current operations. Two of these viewpoints are from the perimeters and road of the residential development (Applebees Walk) to the north of the A5 Trunk Road. The third viewpoint being Padge Hall Farm.

4.2.4 Viewpoints from the circulatory bridleways, footpaths and minor roads surrounding the site with the exception of Footpath R282 between Padge Hall Farm and the A5 experience only minor views of the site, with intervening vegetation, the railway embankment and existing screening bunds helping to minimise the extent of views into the site.

4.2.5 The improvement proposals for the site, from herein referred to as the 'Improvement Works,' hinge on a complete reorganisation of the site layout with the creation of an improved vehicular circulatory system and a rationalised rezoning of the existing site operations. The objective is to maximise the whole site potential, upgrade its facilities and thus improve its appearance. The improvements are comprehensive addressing the site built infrastructure, surfacing, site perimeter treatments, drainage and landscape measures.

4.2.6 The Improvement Works will critically re-house some of the existing waste handling activities, currently undertaken outside, within a new proposed transfer building and thus demolish some existing associated structures and relocate and conceal existing unsightly operations away from the site frontage area. Metal sorting operations will be relocated to

the south western end of the site currently underused. – See Drawing No 0003/L02 at Chapter 7 Part 5.

4.2.7 These proposals will not result in the loss of further characteristic landscape features as there is no lateral expansion of the permitted site. However, the layout of the site will change particularly the locations of the individual buildings.

4.2.8 The main visual implications of the improvement works may be summaries as concerning:

- The new transfer sorting building
- The new metal storage and sorting buildings
- The improvement works to the existing administration building
- The mitigating and security treatment of the site perimeter
- The site access improvements – provision of appropriate sightlines
- The relocation of the external transfer / sorting operation from outside to inside
- The removal of the metal handling operations from the site frontage to the A5 Trunk Road.
- The relocation of the skip storage area

4.3 Noise

4.3.1 A visual survey of the proposed improvements to the Hinckley Service Centre has been made and noise levels measured at five locations around the existing centre. Measurements were made in terms of L_{Aeq}, L_{A10}, L_{A90} and L_{Amax}, thus enabling the existing noise climate to be characterised.

4.3.2 A series of noise predictions, based upon BS 5228 and CRTN, , have been made to five residential properties identified around the Service Centre. These predicted levels have been assessed against the noise criteria in MPS 2 and IPPC H3 guidance for normal site operations. Predicted levels for construction operations have been assessed against the agreed noise limit during construction activities.

4.3.3 The predictions refer to worst case scenarios, when operations are undertaken at the closest distances to noise sensitive properties and therefore have the greatest influence on the noise levels at each location.

4.3.4 From the results it is apparent that calculated worst case noise levels from the construction and normal operation of the Service Centre:

(a) all five locations during normal operations do not exceed the L_{A90} + 10 dB(A) or 55 dB $L_{Aeq,1h}$ criterion, considered, when necessary as an upper limit in MPS 2.

(b) all five locations during normal operations do not exceed the 50 $L_{Aeq,1h}$ criterion in the IPPC H3 guidance.

(c) all five locations during construction operations do not exceed the 65 dB $L_{Aeq,1h}$ (free field) proposed noise limit during construction operations at the Service Centre.

With exercise of reasonable engineering control over general site operations, the Service Centre at Watling Street, Hinckley should be able to operate within the criteria of MPS 2 and IPPC H3 guidance during normal operations and within the proposed noise limits during the construction operations.

4.3.6 Not withstanding the noise attenuation by virtue of distance and intervening barriers additional measures are also in place to reduce the potential for increased noise levels at the site.

- The enclosing retaining walls, buildings and where provided, the internal push-walls all serve to attenuate noise in the main activity areas
- All vehicle circulation / manoeuvring areas for delivery of materials are hard-surfaced and will be maintained to avoid the formation of potholes with attendant noise
- A low speed limit will be enforced for commercial vehicles
- All Company vehicles are subject to regular servicing and maintenance and are fitted with silencers to manufacturer's specifications
- Vehicles will be fitted with in-cab demobiliser switches to deactivate their reversing horns whilst on site and signs will be erected at the site entrance to instruct drivers of this requirement
- Existing boundary screen bunds will be retained

4.4 **Dust**

4.4.1 A review of the baseline air quality and dust conditions at and surrounding the site has been made, Monitoring has indicated that the impact of the main dust generating activities is restricted to within 50 metres of the source. Elevated dust levels within this remit are consistent with ambient roadside monitoring in urban areas. The monitoring results demonstrated that the weighbridge (receptor 1) is located in closest proximity to the main dust generating activities on site. However, dust mitigation measures are in place for this area of the site, thereby ensuring a low risk is maintained.

4.4.2 Concentrations recorded downwind of the main dust source approached background levels within 35 metres of the source. Therefore, it can be expected that, regardless of the wind direction, dust concentrations may diminish to near background levels quickly. Reception 3 (Augean laboratories / offices) are located 20 metres to the north of the main dust

generating source. The dust mitigation measures in place would be expected to ensure dust impacts at this receptor would remain low.

4.4.3 Monitoring has indicated that dust, originating from on site activities, disperses and deposits over a relatively short distance. This reduces the risk to both on site and adjacent sensitive locations. Consequently, based on the activities observed at the site for this assessment, a low risk of elevated dust levels at the site boundary and off site is considered.

4.4.4 Control of dust will be addressed through the continuing implementation of the following existing measures:

- Hard surfacing of the main external yard areas
- Regular sweeping of the external yard
- The imposition of low speed limits within the site
- Loading, off-loading and processing of loose materials likely to give rise to dust being within the confines of the building
- The use of misting units within the building as appropriate
- Containers of loose material being appropriately sheeted or netted whilst in transit (except metals)
- Monitoring of the site for dust and taking appropriate remedial action, as required by the Waste Management Site Licence

4.4.5 By the adoption of such measures, any dust that does arise on site is activity managed and controlled to prevent it becoming airborne and leaving the wider site boundary.

4.5 Odour

4.5.1 Local odour sources identified included the open waste storage and transfer area, metal storage locations. Detectable odour associated with VES operations, observed during the survey, was limited to within 30 metres of the source. Consequently, no odour impact off site would be expected.

4.5.2 The operation of the Service Centre is based upon the rapid throughput of material. This ensures the material will not be on site for sufficient time to generate odours from putrefaction. Storage areas will regularly be cleared of materials and cleaned to ensure waste does not accumulate unnecessarily or become odorous. The short storage time of materials on site reduces the potential for odour emissions to atmosphere.

4.5.3 Any localised odours from stored material will be contained within the building such that external and off-site odours will not arise. Should any unacceptable odours arise then deodorising sprays will be used as appropriate coupled with the rapid movement off-site of the offending material.

4.5.4 The metal recovery operation does not give rise to detectable odours. The interceptors and drains at the site will regularly be cleaned to prevent the potential for odours from this source.

4.5.5 The potential for odours will be managed effectively. The existing odour control measures are designed to prevent odours being distinguishable at and beyond the wider site boundary.

4.6 Flood Risk

4.6.1 The Assessment (Chapter 6 Appendix 6) having considered the planning and flood risk requirements concludes that:

- The proposed development lies within Flood Zone 1 and therefore has a low probability of flooding from watercourses (less than 0.1% in any year).
- A proposed surface water drainage concept has been prepared to demonstrate that the increased risk of flooding from surface water can be mitigated.

- There is no requirement for a Level 3 FRA for the proposed development.

4.7 **Ecology**

4.7.1 To accompany this written supporting statement an independent ecological site assessment has been commissioned and undertaken by ECUS Ltd a copy of which Report is included at Chapter 6 Appendix 5.

4.7.2 The ecological assessment is based on the findings of surveys undertaken and the responses of consultees including Leicestershire Environmental Resources Centre and Warwickshire County Council Ecology. The information obtained and assessment processes have highlighted the following key areas.

4.7.3 T*errestrial habitats*: The majority of landtake associated with the proposed improvements comprises grassland habitat of limited value for nature conservation. Landtake of this habitat is not considered to comprise a significant impact to nature conservation outwith its immediate zone of effects.

4.7.4 O*pen water habitats*: The proposed improvements will require landtake of an existing waterbody of limited intrinsic ecological value. Landtake of this habitat is not considered to comprise a significant impact to nature conservation outwith its immediate zone of effects. However, the value of the pond for amphibian species is currently under investigation (Para 4.7.8 following).

4.7.5 *Badgers*: No signs of badgers were recorded on the site during survey. No impacts to badgers are anticipated to result from the development as proposed.

4.7.6 *Bats*: No trees or structures containing features likely to be if interest to roosting bats are present on the site. No significant impacts to bats are anticipated to result from the development as proposed.

4.7.7 *Birds*: No significant negative effects on bird populations are anticipated to result from the proposed scheme. Site improvements will be scheduled to avoid the bird breeding season where possible (March-August inclusive).

4.7.8 *Amphibians*: The pond present on site is potentially suitable for supporting populations of the protected amphibian species great-crested newt. The status of this species on the site will be confirmed through further survey work to be undertaken in Spring 2008.

4.7.9 No other protected species have been identified within the area of effects and as such no impacts are predicted.

4.8 **Transport**

4.8.1 This proposal to improve the Hinckley Service Centre does not involve any changes that affect the level of traffic either permitted or generated within those movements permitted.

4.8.2 The traffic movements associated with the ongoing site activities are controlled by Condition 18 of Planning Permission R1318/98CM004 issued by Warwickshire County Council on 25 August 1998.
Condition 18
"*No more than 125 vehicles shall be allowed to enter or leave the site in any one day (250 movements) unless otherwise agreed in writing with the County Planning Authority*" – See Chapter 6 Appendix 1.
The site operations are in conformity with this requirement.

4.8.3 The site access onto the A5 Watling Street is designed and constructed in conformity with:

- Planning Permission 79/2388/4
  as amended by
  Planning Permission 96/00614/CONDIT
- Planning Permission 95/0804/4
  as amended by
  Planning Permission 96/0613/4

See Chapter 6 Appendix 1

4.8.4 The Highways Agency have been consulted regarding these proposed site improvements and have raised no objections subject to the A5 access being in conformity with the following criteria – See Chapter 6 Appendix 7.

Distance back from A5 carriageway – 4.5 metres
Visibility splay in both directions – 160 metres
The Applicant can confirm that the above requirements will be implemented and does not involve any third party property in both splay directions.

4.8.5 The number of traffic movements associated with the present operations will not be affected by the proposed site improvements and will continue unchanged within the presently authorised working hours as permitted by the Planning Permissions detailed in Paragraph 2.5.1 of this supporting Written Statement.

4.9 Litter

4.9.1 Materials delivered to site will be off loaded, sorted and re-loaded within the confines of the improved and enclosed Transfer Building so avoiding the occurrence of external litter.

4.9.2 The enclosed operation together with vehicle sheeting, and the sweeping within the Transfer Building will eliminate the potential for both on-site and off-site litter arising.

4.10 **Pest Control**

4.10.1 By enclosing the materials transfer facility together with the nature of the materials being processed and the rapid throughput rate of the operations the facility will eliminate any attraction of the facility to birds, insects or vermin. As a precautionary measure pest control management will continue to be undertaken as existing.

4.11 **Mud**

4.11.1 These proposed improvements include for the hard surfacing of the operational areas of the site, as a consequence of which, the deposition of deletions materials on the public highway will not arise. Nevertheless the site entrance and open surfaced and internal traffic routes will be swept on a regular basis, and as a consequence the opportunity for mud to arise at the site or potentially carried off site will be eliminated.

5.0 CONCLUSIONS

5.1 The continued operation of the Hinckley Service Centre will assist in enabling the Local Authorities in whose area it is located to achieve not only their respective Development Plan and Policy strategies and aims but also compliance with Regional targets regarding waste recycling, recovery, reuse and ultimate disposal.

5.2 The proposals will improve both operational and environmental standards regarding both on-site and its immediate surrounds.

5.3 The grant of this application will ensure the continued direct employment of 38 people.

5.4 This proposal promotes positive step forwards in respect of:

- The recycling of locally arising waste streams
- Compliance with Waste Strategy 2000
- The Waste Hierarchy
- The Proximity Principle
- Self-sufficiency in waste management

5.5 The recovery of materials for recycling contributes to reducing the use of existing landfill capacity and consequently the need for new landfill sites.

5.6 In designing these proposals full recognition has been given to environmental and amenity considerations so ensuring that the activities will be undertaken in accordance with modern day environmental standards and without detriment to local amenities.