**Design and Access Statement**

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|---|---|
| **Site Address:** | **City Skips, Hillside Industrial Estate, Cheadle, ST10 2NP** |
| **Applicant:** | **David Astley t/a City Skips** |
| **Proposal:** | **Application for change of use to skip hire operation with waste transfer.** |

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**This Design and Access Statement (DAS) accompanies a full planning application for the extension to the site area and a change to operating hours.**

**The DAS has been written to meet the requirements of Article 4C of the Town and Country Planning (General Development Procedure) Order 1995 (as amended).**

## 1. Introduction

1.1. AC Environmental Consulting Ltd have been instructed by City Skips to apply for a change to the existing planning use to a skip hire operation with waste transfer.

1.2. The plans for the proposed development provides the local area with improved recycling facilities and the design approach which was used in formulating the proposals demonstrates how the constraints and opportunities on the site, have been taken into account, as well as the general character and key features of the surrounding area.

1.3. The principle of development at the site is already established by virtue of the current planning permissions at nearby sites within the same industrial estate. As such the key issues relate to appearance, scale, access and management.

## 2. Design principles and concepts

2.1. **Assessment:**

2.1.1 The site is located at Hillside Industrial Estate, Draycott Crossroads, Cheadle, ST10 2NP, which is an industrial area located approximately 1 mile from Cheadle Town Centre.

2.1.2 The Site is bounded to the south, west and east by adjacent industrial units.

2.1.3 To the north is woodland and then fields with the A521 lying 440m to the north.

2.1.4 The nearest sensitive receptor 210m to the south of the site boundary. In between the site and the sensitive receptor are other industrial units and a screen of mature trees.

2.1.5 Waste management planning requires a range of facilities of varying scales and technologies to deal with the mix of wastes arisings in modern society.

2.1.6 The proposal provides for a change of site use to enable the site operate as a base for skip hire and for recycling of skip wastes.

2.1.7 A search of the public register on the Environment Agency website has identified the following permitted waste management sites in the local area.

Table1: Sites with Environmental Permits within 1km radius

| Name | Distance ▲ | Address |
|---|---|---|
| Baniforn Limited | 0.08 Km | Drayton Cross Road, Cheadle, Stoke On Trent, Staffordshire |
| New Haden Metals Ltd | 0.20 Km | Brookhouse Ind Est, Draycott Cross Road, Cheadle, Stoke On Trent, Staffordshire |
| F C C Waste Services ( U K ) Limited | 0.24 Km | Cheadle H W R C, New Haden Road, Cheadle, Staffordshire |
| South Herts Waste Management Ltd | 0.24 Km | Cheadle Household Waste Site, New Haden Road, Cheadle, Staffordshire |
| Algmet Ltd | 0.54 Km | Hillside Industrial Park, Draycott Cross Road, Cheadle, Stoke On Trent, Staffordshire |
| Howell Mr R P | 0.60 Km | Brookhouse Ind Est, Plot L, Brookhouse Way, Cheadle, Stoke On Trent, Staffordshire |

2.1.8 Baniform Ltd and New Haden Metals Ltd relate to the Hartleys Recycling operations on Draycott Cross Road. FCC Waste Services (UK) Ltd and South Herts Waste Management Ltd both relate to the Staffordshire County Council Household Waste Site on New Haden Road, RP Howell refers to the adjacent commercial vehicle recycling operation and Algmet Ltd refers to the applicant site.

2.1.9 The search shows therefore that in the local area there is currently one general waste operator and one commercial vehicle recycler. Another application is pending for operation of a biomass recycling site on the same estate.

2.1.10 This application aims to provide a base for skip hire and recycling skip wastes generated by the skip hire business. As such, it will not compete with existing recycling sites.

2.2. **Amount:**

2.2.1. The new development will consist of:

- Change of use to a skip hire operation with waste recycling
- Construction of concrete panel bays;
- Installation of a portacabin to act as site office and messroom.
- Recycling processes will be mainly manual with use of a 360 type machine.
- Operating hours to be:

  Mon-Fri 07:00 to 18:00

  Sat 07:00 to 14:00

2.2.2. The orientation and positions of the key elements of the proposal have been determined taking into consideration a number of factors, including:

- Topography of the site
- Operational requirements
- Efficient use of the site

2.3. **Scale and Appearance**

2.3.1 The site is currently an area of hardstanding of approx. 0.13Ha. The proposal is to construct 4 sorting and storage bays from pre-stressed concrete panels, with a lightweight roof of polycarbonate sheeting.

2.3.2 The concrete bays will drain to a septic tank which will contain all run-off

2.3.3 The site previously operated as a heavy goods yard. This application seeks to change the usage to a waste transfer station handling waste from the operators skip hire business.

2.4. **Landscaping:**

2.4.1 The site was formerly used for various industrial purposes including storage of heavy goods vehicles and inert wastes.

2.4.2 There are no trees or vegetation on site and no changes to the this are proposed.

2.4.3 The site perimeter consists of steel gates with 2m steel palisade fencing and it is proposed that this is retained.

2.4.4 The site is screened from the nearest sensitive receptors by a screen of mature trees and there are no views of the site from any nearby sensitive receptors.

**3. Access Issues**

3.1.1. Current access is from the Industrial Estate road leading off Draycott Cross Road.

3.1.2 The proposal will result in an increase in traffic movements as the tonnages handled are proposed to be 5,000 tonnes per annum.

3.1.3 The applicant seeks to operate a range of vehicles to operate his business. These will comprise of a 3.5T GVW skip vehicle (Transit type) and 1 7.5T GVW skip vehicle. These vehicles will be site based and used for collections of waste materials.

3.1.4 Recycled product leaving site will generally do so in the 7.5tonne skip vehicle with occasional 32 tonne vehicles.

3.1.5 Traffic movements will on average be as follows;

- for delivery of waste to the site will be 100 two way movements per week.
- for movements of products out will be by skip vehicle with only occasional movements by 32 tonne wagon, and it is expected that this will amount to 75 two way movements per week.

## 4. Consultation

4.1 As this is a private development and not a public building, no consultation has been undertaken with any access group.

## 5. Conclusion

The proposed development represents an improvement in the recycling facilities in the local area, providing a range of services not currently available and compliments rather than competes with existing sites.

The proposed development is considered to be of a very low, acceptable scale and appearance which would complement its surroundings well.