



WEST END FARM, UPPER FROYLE DESIGN & ACCESS STATEMENT

1.0 INTRODUCTION

This Statement has been prepared in accordance with the guidance set out in "Design and Access Statements – How to write, read and use them" published by CABE in August 2006.

2.0 DESIGN

Six elements of the design have been considered showing the process leading to the assessment of the site's full context.

2.1 Use

The use of the site will be for the receipt and treatment of Waste Wood prior to it being transported for use as a sustainable fuel. The use is similar to the green waste operation currently permitted on site.

2.2 Amount

The size of the area to be used sits within the existing development footprint. This area was deliberately minimised to reduce the amount of agricultural land consumed. The location was selected to avoid the use of the best and most versatile land and to capitalise on the visual screening provided by the adjacent mature woodland.

The total application area measures 0.8ha, with the operational area measuring approximately 90m by 25m.

2.3 Layout

The site layout has been designed to provide the infrastructure necessary to control, administer and supervise the acceptance of 25,000te per annum of Waste Wood and to mitigate potential impacts of the development on local amenity and the environment. Principle considerations influencing the layout design are the need for:

- high operational efficiency
- low impact; and
- effective control

2.4 Scale

The scale of the proposal has been developed taking account of capacity restrictions and the type of waste being managed.

The operations will take place within the existing footprint which was considered acceptable in terms of scale.



The existing bund and adjacent woodland will screen the plant, equipment and stockpiles.

There will be an anti-vandal site office / mess room on site (similar to the unit currently located on site – see Photograph at Appendix A). The anti-vandal unit allows staff to secure all windows and doors.

The site has a 2.5m high gate at the entrance that will be locked at the end of each working day.

2.5 Landscaping

Hard landscaping, together with a planting scheme was provided as part of the original application in order to establish an effective visual screen to the north-eastern, north-western and south-western boundary of the operational area. The scheme effectively harmonised the development with the adjacent copse (Round Wood) and the surrounding rural landscape. The planted areas will be maintained throughout the operation of the site.

2.6 Appearance

Public viewpoints are restricted to those from the public footpath passing to the north of the site. The topography of the surrounding ground precludes views from the south-west through to the north-east. The landscaped bunds forming the boundaries of the site are designed to screen views of the interior to conceal stockpiles, mobile plant and operational activity.

3.0 ACCESS

3.1 Vehicle Movements

The proposal is not seeking to increase vehicle movements to/from the site. These will remain the same as currently permitted, - 16 movements (in and out) each day.

3.2 Site road layout

The site is accessed via a haul road that runs from the village of Upper Froyle – please see Drawing 002.

There are 3 dedicated passing areas provided along the route, providing sufficient stopping space, should any farm vehicles be using the track at the same time as HGVs.

Site staff will also use the haul road to access the site each day.

Part of the haul road running east/west from the site follows the same route as Public Footpath 27.



As part of the original application it was agreed that a permissive footpath for the exclusive use of walkers be created in the northern margin of Deldens Field running parallel to and south of Footpath 27. This serves two purposes: firstly minimising the risk of conflict between pedestrians and commercial and agricultural vehicles and secondly it affords walkers with an improved view over the hillside to the south. Access to the path itself is maintained by preserving gaps in the hedgerow, meaning walkers could exercise their preference as to which route they follow.

All site staff will be briefed on the risk of walkers using part of the haul road.

3.3 Public Transport

Members of staff will travel to the site primarily by private car due to the isolated location of the facility. Due to the distances involved, travel to the site by bicycle or on foot from the nearest large centres of population is unlikely and there is limited access to public transport.

Accordingly, the proposal would provide adequate parking for staff on site.

Appendix A: Photographs

1. Current anti-vandal unit located on site



2. Existing gate at entrance to site

