

**PROPOSED RECYCLING CENTRE  
PINHOE TRADING ESTATE  
EXETER**

**Design and Access Statement**

## Purpose

The purpose of this proposed development is to provide a permanent, state-of-the-art Recycling Centre for use by householders within the north and east of Exeter, and surrounding villages, to recycle their bulky household and garden waste. The site would also include a retail element for members of the public to purchase recovered/second hand goods brought in to the Recycling Centre.

## Design Principles

### General Principles

The ethos driving the design was to create a site based on the following:

- Quality Infrastructure
- Ease of use for the public
- Highest standards of Health and Safety
- Quality, clean and tidy facility
- Maximisation of Recycling
- No queuing/plenty of capacity
- Environment Agency Environment Permit compliant
- Inclusive Access
- Best Practice design based on recommendations in "National Assessment of Civic Amenity Sites – maximising recycling rates at civic amenity sites" by Future West/Network Recycling
- Use of 'green' technology and recycled materials where possible

The site will be of a modern, split level design with the public loading waste from a higher area directly into containers placed at a lower level (similar to that recently developed at Bideford). Public traffic moves around the site in a one-way, circulatory system. The site will be serviced via a central service yard. The advantages of such a design are as follows:-

- Complete segregation of public from HGV/plant movements – therefore significant improvement in Health and Safety.
- Minimal site 'down time' as public areas do not have to be temporarily closed to allow for lorry movements/loading operations (as happens at the existing Exton Road site).
- Direct containerisation of waste improves visual appearance of site (no ugly heaps of waste present) and minimises environmental problems.
- Public segregate waste/recyclables and load directly into containers without the need for steps – minimises double handling and improves public Health and Safety.

The site will also incorporate the following features:-

- A simple canopy will be installed over the public off-loading areas to provide shelter for the public and site staff in wet weather conditions. The canopy also minimises foul run-off generation.
- A dedicated WEEE (Waste Electrical and Electronic Equipment) store will be provided.
- A re-sale area and building, complete with car park area.
- Dedicated, easy pull-in areas will be provided for cars towing trailers (which will minimize delays historically caused by drivers who have difficulty manoeuvring their trailers)
- Rainwater harvesting system (for use in flushing site toilets).
- Toilets to be fitted with low flush cistern to minimize water usage.

- Green heating and hot water for the site building will be achieved by a combination of roof mounted solar panels and a small woodchip/biomass boiler system.
- Site building design to ensure high levels of natural daylight and natural ventilation
- Site building to include high efficiency lighting as standard.

## **Scale**

The proposed site is just under 1 hectare in size. As the proposal involves re-using an existing brown-field plot, the facility has been designed to use the space available to ensure that the facility is large enough to cope with demand (without queuing) and has enough space to allow for high levels of recycling/waste segregation to occur.

The site has been designed to safely handle a significant volume of traffic. The site layout also allows for internal queuing within the site during periods of peak demand which means that traffic will not queue on the public highway.

On average it is considered that it takes between 5-10 minutes to unload/deposit materials from a vehicle using this type of site design. Given the site has 42 unloading spaces for vehicles, this equates to a capacity of 252 vehicles per hour. The peak use of the site is predicted to attract 113 vehicles per hour. As such, the site has over double the offloading areas needed which should ensure that the site is never congested/overcrowded and will function in a continuous, free-flowing manner, without queuing.

In addition, sizeable areas (0.17ha) of the site are required to provide adequate landscaping and to provide SUDS facilities.

## **Context**

The proposed site sits towards the centre of the existing Pinhoe Trading Estate. The estate is approximately 9ha in size and has a mixture of commercial and light industrial usage. The site is low lying within the estate and is well screened by existing industrial/commercial buildings that surround the site.

Drawing Number 4912-112 details the commercial/industrial buildings surrounding the site.

The proposed Recycling Centre use is in keeping with the surrounding industrial/commercial uses.

## **Layout**

The proposed layout of the facility is shown on Drawing Number 4912-102.

## **Appearance**

The Recycling Centre has been designed to have a modern, fresh appearance, using materials typically found on modern commercial/trading estates/buildings.

A computer generated image of the proposed site can be found in Appendix J of the Supporting Information document. Drawing Number 4912-109 also shows the design/appearance of the main site building. A computer generated 'flythrough' of the site is also available as part of the Planning Application submission.

## **Materials**

### Walls

Waste bay walls: - 3m high concrete walls with smooth uniform finish to exposed surfaces.

Retaining wall (Pinbrook Road):- Varying height maximum 2m concrete wall with red brick facing

Outfall headwall: - Concrete with red brick facing refer to drawing 4912/111

### Fencing

Network rail boundary: - 2.4m high galvanised steel palisade fencing.

Resale area: - 1.8m high steel palisade fencing powder coated in cornflower blue - BS18 E53

Pinbrook Road boundary: - 2.4m high palisade fencing powder coated in cornflower blue - BS18 E53

Pinbrook boundary: - 2.4m high galvanised expanded metal fencing with steel posts

West boundary: - existing fencing to remain 1.2m high chainlink with metal posts and 2.4m high chainlink with concrete posts

### Canopy

Steel profiled roofing panels in goosewing grey BS10 A05 all fascias to be cornflower blue BS18 E53

Exposed structural steel frame to have galvanised finish

Rainwater goods to be black UPVC

### Resale Building

Steel profiled roofing panels in goosewing grey BS10 A05 all fascias and barge boards to be cornflower blue BS18 E53

Side cladding to be flat panels hung vertically and goosewing grey in colour BS10 A05

Roof lights to be clear polycarbonate rooflights profiled to match roofing panels

Roof windows to be top-hung electrically operated and finished in white polyurethane

Windows to be aluminium framed double glazed units and vented to suit natural ventilation requirements. Frames to be cornflower blue in colour BS18 E53. Ground floor windows to be fitted with security mesh externally cornflower blue in colour.

Roller shutter door to be aluminium and cornflower blue in colour

Personnel and emergency doors to be steel doors and frames and cornflower blue in colour BS18 E53.

Rainwater goods to be black UPVC

### Carriageway construction

Footway:- Bituminous surfacing refer to drawing 4912/102

Flexible pavement:- Bituminous surfacing refer to drawing 4912/102

Service yard:- Concrete slab with rough finish refer to drawing 4912/102

## **Landscaping**

The site will be highly landscaped and full details can be found in section 7(h) and Appendix G of the Supporting Information document.

## **Crime Prevention**

The site is exposed to break-ins on 3 sides (Railway, Pinn Brook and the Pinbrook Road). These boundaries will be secured by 2.4m high Palisade/expanded metal fencing.

The inner resale yard will be protected by 1.8m high Palisade fencing.

Access doors and lower windows to the site building will be constructed of steel and protected by security mesh respectively, all suitably colour co-ordinated with the rest of the site. Intruder alarms to the main building will also be fitted.

The site will also be covered by a CCTV system that will have full night vision capability and will be activated by motion sensors.

## **Access**

The Recycling Centre will be open to all Householders.

The sites interaction with the surrounding road network/transport system is considered in section 9(a) and Appendix H of the Supporting Information (Traffic Assessment).

Site staff will be on hand at all times to offer reasonable assistance to anyone who needs help unloading their waste. This particularly applies to disabled or elderly visitors.

Any householder unable to deliver their waste to the site (e.g. because they cannot drive, do not have transport or their waste is too large for their vehicle) can arrange for the local District Council to collect such waste via a specialized 'bulky collection'.

The majority of site signs will be of a pictorial nature to minimise language difficulties.

## **Access Plan**

A typical movement pattern around and through the site is shown on Drawing No 4912-106.

## **Facilities**

Car parking for the sales area will include Disabled parking bays with dropped kerbs to allow easy access to the sales yard/building.

Both the ground floor (sales area) and the 1<sup>st</sup> floor (site offices) of the site building will be fully accessible to wheelchair users (with the first floor being served by a lift). Disabled toilet facilities will also be provided.

Further details relating to site design and access can be found in the 'Supporting Information' document submitted as part of the Planning Application.