



DESIGN AND ACCESS STATEMENT

FOR

**PROPOSED EXTENSION OF EXISTING WASTE PROCESSING FACILITY WITH ERECTION OF
A NEW INDUSTRIAL UNIT. THE CREATION OF 1NO. NEW VEHICULAR ACCESS (AS
APPROVED UNDER PLANNING REF. 2024/2101/FUL), AND THE PROPOSED ERECTION OF
2.4M HIGH PALISADE FENCING AND ASSOCIATED GATES**

**LAND AT BECKERY ROAD,
GLASTONBURY,
SOMERSET, BA6 9NX**

JULY 2026 REF: F1938/ DA

BY

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This statement is submitted in support of a Full Planning Application prepared by Della Valle Architects Ltd on behalf of Glastonbury Skip Hire Ltd, on the Land at Beckery Road, Glastonbury, Somerset, BA6 9NX.

It considers the proposal for full planning permission for a new industrial unit, associated access arrangements and security fencing, in the context of the Development Plan and having regard to the site/context, client brief and all other material planning considerations.

The principal driver for the proposal is forthcoming regulatory change from the Environment Agency, which will require all waste management activities to take place within fully enclosed, four-sided buildings from June 2026 as stated on the government website guidance **SR2022 No 5: non-hazardous waste transfer with asbestos, hazardous batteries, cable and WEEE storage:**

"Improvement condition

Operators of existing facilities (permits issued before 18 December 2024) shall by 18 June 2026 ensure their building is enclosed as defined in condition 4.4."

The development is therefore required to bring existing operations into compliance by enclosing processes that are currently undertaken within external areas of the Glastonbury Skip Hire Ltd. site. This provided an opportunity to enhance and expand the existing business operations.

The proposal will enable the relocation and rationalisation of existing on-site activities into a purpose-designed industrial building, ensuring that all waste reception, sorting and handling is carried out indoors within a controlled environment. This will significantly improve operational safety, and allow for a more automated process, including the use of electrically powered plant and machinery with reduced manual intervention within the designated areas.

In addition to achieving regulatory compliance, the scheme will improve overall site safety and efficiency by streamlining vehicle movements and processing areas. The overall use of the site remains industrial, with no material change of use proposed.

Context Analysis

The application site is located on Beckery Road, Glastonbury, within the defined settlement boundary and forms part of an established industrial area characterised by a range of commercial and industrial premises.

Until recently, the western part of the site was occupied by Kesbury (Meat Wholesalers), which comprised a large industrial unit with an approximate footprint of 813m² and a height of 7.5m, located at the centre of the site. This has been demolished. The site is now occupied by the existing Glastonbury Skip Hire Ltd., which has recently extended its operations and premises to incorporate the former Bannell Engineering property, bringing the wider site into a single ownership. Surrounding land uses are predominantly industrial in nature, with Batmink Properties Ltd. located to the south-west, Purple Hire Solutions to the north, and a number of established industrial units situated opposite the site on the northern side of Beckery Road.

Planning permission was granted in April 2011 (Ref. 2011/0240) for the change of use of the site from Class B2 (General Industrial) to a skip hire business. More recently, planning permission was granted under Application Ref. 2024/2101/FUL (decision dated 26 March 2025) for the creation of three vehicular accesses together with 2.4m and 3.0m high palisade security fencing and associated gates.

Since that permission was granted and conditions discharged, the operational requirements of the business have evolved following the acquisition of the adjoining premises. As a result, the previously approved access strategy is no longer required. The proposal instead seeks to utilise the existing vehicular access from The Mound, enabling a more efficient internal circulation route across the combined site. The previously approved access to the south-west will be retained as part of the revised layout, with no changes proposed to its operation or function. This is required solely to facilitate access to the rear of the site owned by Nicola Browning. The tenant was consulted in relation to the repositioned access as part of Application No. 2024/2101/FUL and is happy in principle with the design. Given the limited nature of the works and their function, and the reduction of the proposed access points onto the highway from three to one, it is considered that the proposed access can appropriately be delivered under a Section 184 licence rather than a full Section 278 Agreement, as the works are minor in scale and do not necessitate a developer-led highway improvement scheme.

The proposed access arrangement will provide a more logical and efficient layout for vehicle movements, allowing waste handling activities to operate within an improved internal circulation system while maintaining safe access throughout the site.

The site boundaries are predominantly enclosed by existing 2.4m high palisade security fencing. The south-western boundary is partly defined by adjoining industrial buildings and temporary Heras fencing, which connects with the existing site entrance.

The surrounding industrial character, established commercial use, and existing access infrastructure make the site well suited to the proposed extension of this existing waste processing facility. The proposal represents the continued evolution of an established industrial operation, allowing existing waste management activities to be consolidated within a purpose-built unit in response to recently issued Environment Agency legislative requirements. The development will improve operational efficiency, site safety and security, while retaining the established industrial use of the site without introducing a material change of use.

The existing business operates from Monday to Friday, 6 am to 6 pm, and on Saturdays from 8 am to 12 pm. The proposed site will therefore be operating at the same times.



Image 1 - aerial view of site

Amount

The application site area is approximately 7,177m² (1.8 acres), and therefore falls within the definition of minor development, being under 1 hectare in area.

The proposal seeks approval for the erection of a new industrial unit with a footprint of approximately 576m². The site previously accommodated a larger industrial building (approximately 810m²), which has since been demolished to facilitate the storage and distribution of empty skips and associated waste. As such, the proposed development results in a net reduction in built form of approximately 234m². The demolition of the former Kesbury building has been previously accepted through the relevant Section 80 demolition notice process. In addition, the proposal includes the provision of a new single vehicular access (previously approved under Application Ref. 2024/2101/FUL for three accesses, now reduced to one), together with associated security measures comprising 2.4m high palisade fencing and 6m wide access gates.

The proposed access relates specifically to an area located to the rear of the site. Given the limited scope and nature of the works, it is considered appropriate for the access to be delivered under a Section 184 licence rather than a Section 278 Agreement. The works no longer constitute a wider highway improvement scheme or developer-led redesign of the public highway, but instead relate to a single vehicular access to a small site. The proposal therefore represents a minor and proportionate intervention within the highway boundary, rather than infrastructure works of strategic or network significance.

The proposed fencing and access arrangements are essential to ensure site security and to safely manage the ongoing requirement for the storage and handling of skips on site. Overall, the development facilitates the continued efficient operation of the site whilst improving layout, safety, and compliance with operational requirements.

Layout

The proposed waste processing facility industrial building (an extension of Glastonbury Skip hire Ltd.) has been carefully positioned adjacent to the existing Glastonbury Skip Hire unit, with a minimum separation distance of approximately 1 metre to provide a dedicated pedestrian route between the two structures. Two existing wall panels within the current unit will be removed to create a 'connection', allowing vehicles and materials to pass directly into the proposed building as part of the operational process. The layout has been designed to facilitate a safe and efficient workflow. Waste materials will be brought into the site via the existing access from the Mound entrance to the east and processed within the enclosed building. Following processing, only inert materials comprising soil, concrete, rubble and untreated wood will be transferred to the adjacent concrete storage bays located along the southern boundary for segregation and temporary storage prior to collection. Restricting the external storage areas to these materials ensures that waste with the potential to generate litter or become windblown is retained within the enclosed building.

Dedicated pedestrian routes and fire escape paths are provided and are physically separated from machinery/ operational areas by palisade fencing and pedestrian access gates. This approach minimises interaction between staff and heavy plant, ensuring that pedestrian movement is restricted to designated safe routes wherever possible. During a recent site audit, the Fire and Rescue Service confirmed that the existing access from Beckery Road will be utilised to provide emergency access for fire appliances, if required. Visitor parking is provided adjacent to the existing unit located by the main entrance in a convenient and accessible location, together with a covered cycle store which encourages sustainable travel. A covered staff breakout area to support employee welfare is proposed to the rear of the existing Unit.

A new vehicular access is proposed on the western side of the site to serve the tenant's operational area to the rear. The existing site access will be retained for the Glastonbury Skip Hire operation; however, the construction of the proposed industrial building will remove the tenant's existing internal route through the site. The proposed access therefore provides an independent means of access to the rear operational area and will be enclosed by 2.4-metre-high palisade security fencing with associated gates. This arrangement allows the tenant's operation to function separately from the main Glastonbury Skip Hire facility, improving site security, preventing unauthorised access, and enhancing operational safety by segregating tenant movements from areas where heavy plant and waste processing activities take place.

Overall, the proposed layout has been carefully designed to support the expansion and continued operation of the existing waste management facility whilst responding to forthcoming legislative requirements for enclosed waste processing. The arrangement provides a logical and efficient operational flow, clearly separates vehicle and pedestrian movements, and enables the rear tenant's premises to operate independently from the main Glastonbury Skip Hire site.

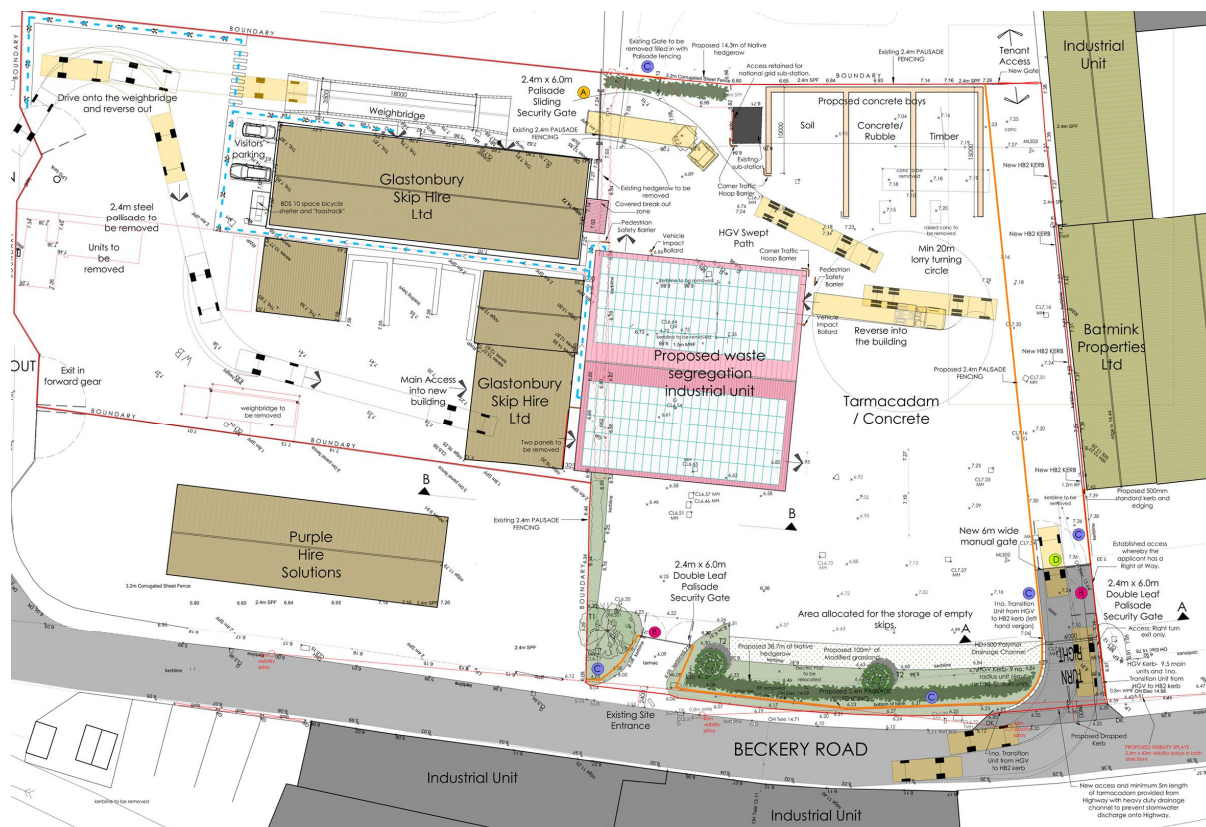


Image 2 – Proposed Site plan.

Appearance and Scale

The scale of the proposed industrial unit has been directly informed by the operational requirements of the existing waste management facility, machine sizes, and the forthcoming legislative changes requiring waste processing activities to be undertaken within a fully enclosed building. As the site already accommodates large goods vehicles and waste processing equipment, the proposed building has been designed to provide an internal clearance of a minimum height of 9m. This allows the existing operations to continue within an enclosed environment whilst complying with the new regulatory requirements.

The proposed unit measures approximately 24.6m x 25.7m in length with an external eaves height of 10m. The height is dictated by the operational requirements of the electrically operated waste segregation plant and the building structure, which requires sufficient vertical clearance to operate safely, together with the need to accommodate articulated lorries of up to 16.5 metres in length. These will reverse into the building for unloading and processing. The unit has therefore been designed to enable these activities to take place safely and efficiently within the enclosed structure, without obstructing operational entrances or pedestrian access routes.

Whilst the proposed unit is substantial in scale, it replaces a previously existing industrial building of approximate footprint of 813m² and a height of 7.5m that occupied the site prior to its demolition. The replacement building has a footprint of approximately 576m², representing a reduction of approximately 234m² in built form. Consequently, despite its operational height, the proposal does not increase the overall intensity of built development on the site and remains appropriate to the established scale and character of the surrounding industrial area. There are also numerous existing industrial units that are far larger and taller to the West.

The building structure will be a steel portal frame, with 5m high preformed concrete panels fixed within the steels to achieve clear internal facades for ease of cleaning / operation use. Externally, the concrete and steel will be over clad with walls will comprise light grey composite cladding panels, with reflecting the materials and finish of the existing building. The roof will be formed from matching profiled metal sheeting or composite roof panels to provide a consistent architectural appearance and a durable, low-maintenance finish appropriate for an industrial environment.

A blue horizontal ribbon feature will be incorporated into the elevations to reflect the established branding and architectural detailing of the existing facility, reinforcing the visual identity of the business and ensuring continuity between the existing and proposed unit extension building.

Vertical glazed panels are proposed within the south-east and north- west elevations to introduce natural daylight into the operational areas, improving the internal working environment whilst adding visual interest and breaking up the scale of the external façades. This will negate the need for roof lights, enabling PV panels to be installed to the roof system.

It is proposed to install 2.4-metre-high palisade fencing to enclose the site, to control access and safeguard site contents. The fencing design is in keeping with the industrial character of the area, providing robust security. Overall, the proposed building adopts a simple, functional and contemporary industrial design that reflects the character of the surrounding employment area. Its materials, proportions and detailing have been carefully selected to integrate with the existing Glastonbury Skip Hire premises and the wider industrial context, ensuring that the development sits comfortably within its surroundings.

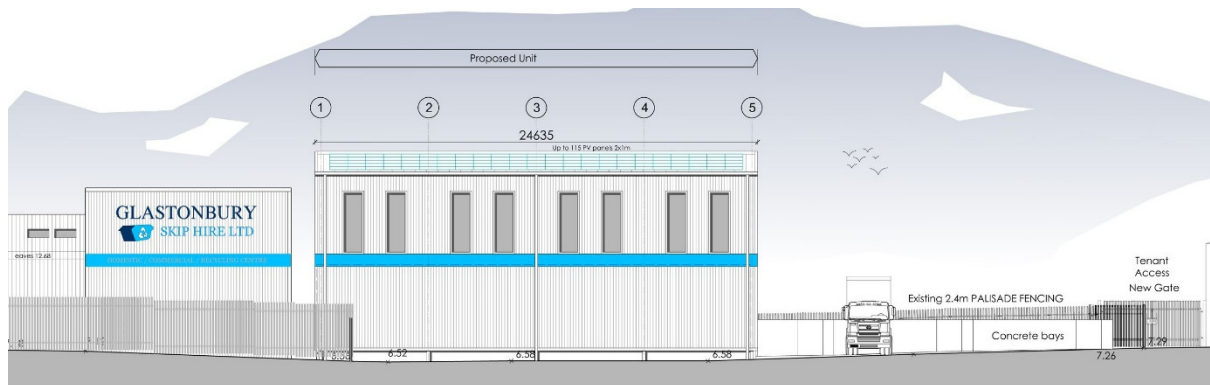


Image 3 – North-West elevation.

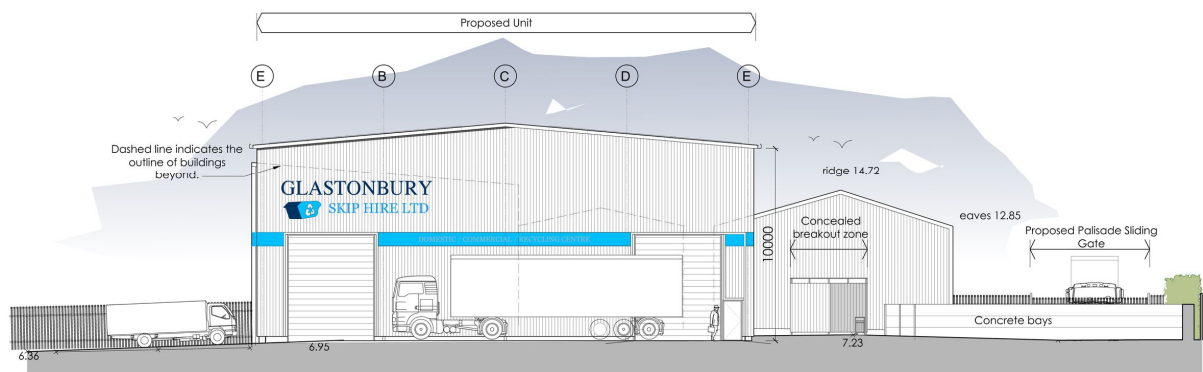


Image 4– South-West elevation.

Access

The site is relatively level, with a gentle fall towards the north-west. It is currently served by an existing vehicular access from Beckery Road on the north-western boundary, as well as two access points from the adjoining cul-de-sac known as The Mound. The existing access arrangements from the public highway will remain unchanged as part of the proposed development, with a single new access proposed- as already described.

Vehicular circulation within the site will be rationalised to support the revised operational layout. Smaller rigid vehicles will enter the site via The Mound and proceed through the upper site entrance to the proposed weighbridge located adjacent to the existing industrial unit. Following weighbridge checks, vehicles will reverse out (within the site) and circulate through the existing unit and into the proposed extension building, where waste materials will be deposited for sorting and processing within the enclosed facility. Vehicles will then reverse, turn and exit the site in a forward gear via the lower access point onto The Mound, thereby maintaining a safe and controlled one-way internal circulation route.

A limited number of larger articulated goods vehicles will occasionally access the site via the weighbridge and continue along the internal circulation route before reversing into the proposed building extension for unloading from the South West elevation entrance. These vehicles will then exit the site in a forward gear, ensuring safe manoeuvring within the site and minimising conflict between vehicle types.

The new access to serve the tenant site to the rear is set 8 metres from the Beckery Rd / highway and will have a minimum 5-metre consolidated surface from the existing road, proposed in concrete, incorporating a heavy-duty drainage channel (HD1500 Polymer Drainage Channel or similar) to prevent surface/storm water from discharging onto the highway (as approved). The proposal will therefore have minimal impact on the highway network.

Beckery Road is a relatively wide road subject to a 30mph speed limit. The proposed tenant access provides appropriate visibility splays of 43 metres in both directions, measured from a set-back distance of 2.4 metres from the carriageway edge, ensuring safe ingress and egress in accordance with highway safety requirements.

Landscaping & Ecology

The proposed landscaping strategy focuses on enhancing the visual quality of the site, particularly at the site boundary along Beckery Road, through the introduction of green infrastructure within an otherwise heavily developed industrial environment dominated by hardstanding and built form.

The scheme includes approximately 100m² of new grassed area and the planting of three medium native trees along the site boundary. These elements are intended to soften the industrial appearance of the development when viewed from the public realm, improve visual amenity, and contribute positively to local biodiversity.

In addition, a native species hedge is proposed along the south-east and north-west boundaries, measuring approximately 14.3 metres and 38.7 metres respectively.

These measures have been designed to contribute towards the required 10% Biodiversity Net Gain (BNG), delivering measurable ecological enhancement in line with current national planning policy requirements, and BNG metric has been submitted with this application.

The majority of the site will remain as consolidated hardstanding to reflect the operational requirements of the industrial use. This balance between operational efficiency and targeted landscaping ensures that the site remains functional whilst delivering meaningful environmental and visual improvements.

Flood Risk

The application site is within flood zone 2 for flooding from rivers and the sea which means it has a medium probability of flooding. The chance of Surface water flooding is indicated as 'Low, between 0.1% and 1% chance each year'. Refer to the overleaf extracts from the Environment Agency website (image 5 and 6).

The development does not pose an increased flood risk and the flood risk aspects of the proposal are reviewed in more detail within the Flood Risk Assessment, appended to this application.

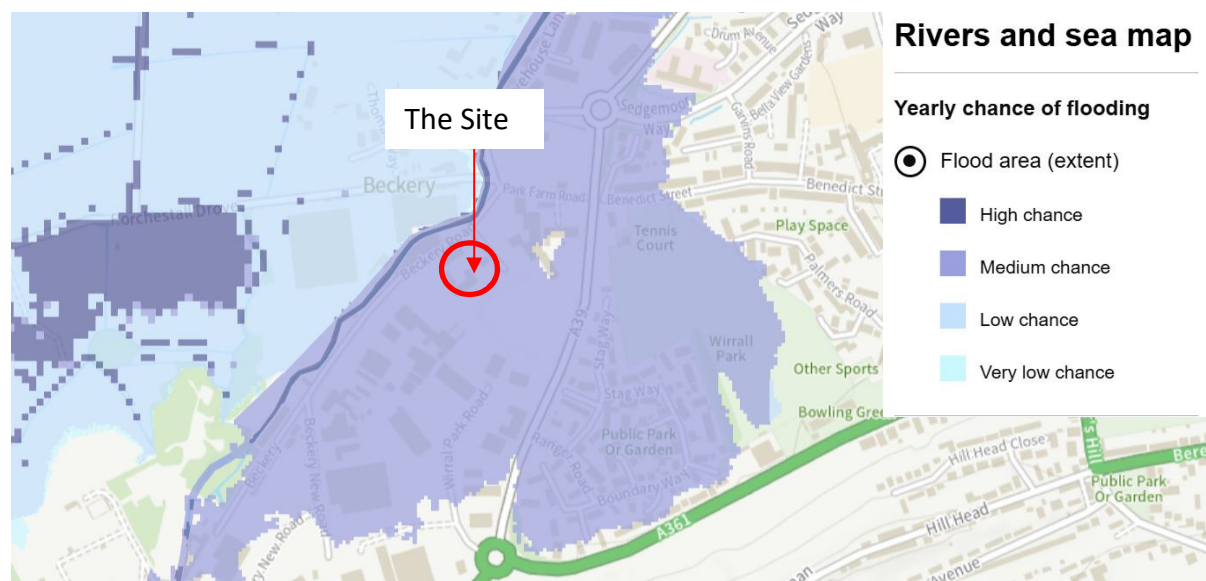


Image 5 – Flood risk map showing the flood zone from rivers and the sea indicating the site is in flood zone 2.

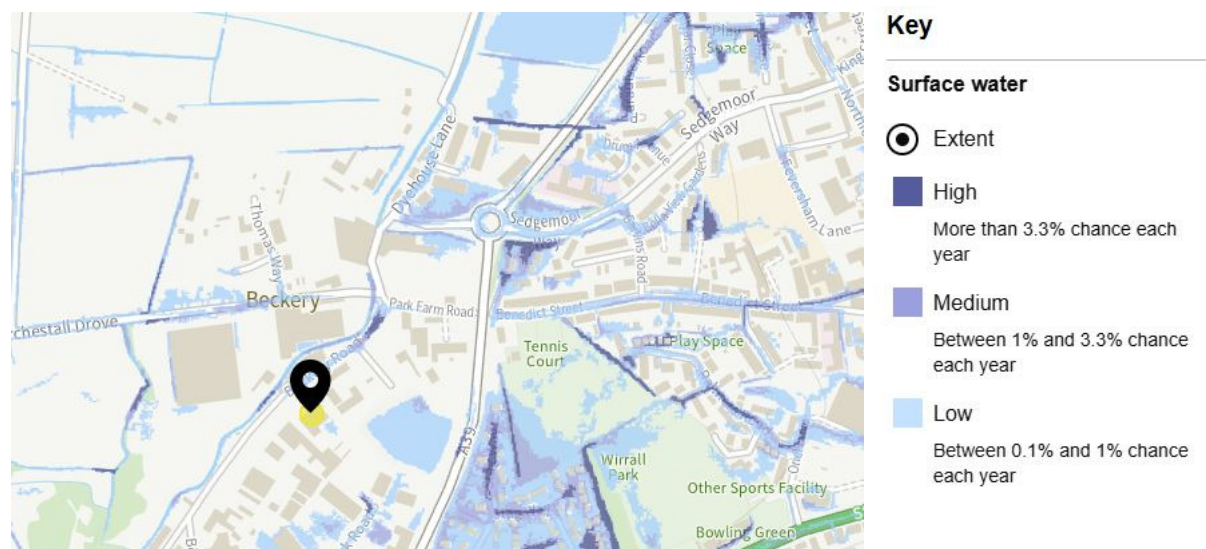
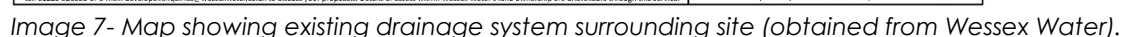


Image 6 - Flood risk map showing the flood zone from surface water indicating the site is in Low flood zone Between 0.1% and 1%.

The proposal will connect to the adjacent foul mains drainage system that bisects the site as shown on the WW map below (Image 7). All drainage arrangements will be designed and operated in accordance with the requirements and guidance of the relevant statutory bodies, including the Environment Agency and Wessex Water.



Noise Assessment

A Noise Assessment has been undertaken by 24 Acoustics, which concludes that the proposed development will not give rise to any unacceptable noise impacts and is acoustically acceptable. The assessment demonstrates that the proposal can operate without resulting in significant adverse effects on surrounding receptors and is appended to this application.

Waste management capacity

The following question identified on the Planning Portal “*Please provide the total capacity and maximum annual operational throughput of each waste management type*” cannot be completed at this stage, as the *total capacity and maximum annual operational throughput for each waste management type and waste stream* will be dependent on the activities and limits ultimately approved by the Environment Agency through the Environmental Permitting process. A bespoke permit pre-application has been submitted to the Environment Agency under reference EPR/PB3534RX/P002 (CRM: 0640703), and discussions are ongoing. The permitted waste types, site capacity and annual throughput limits will be determined through that process. Once the Environment Agency has provided guidance and agreed the operational scope of the permit, the corresponding capacity and throughput information will be finalised and submitted as part of the Environmental Permit application.

Secured by Design Principles

‘Secure by Design’ principles have been adopted to reduce the likelihood of a security breach. These include proposed High-Security Palisade Fencing and access gates, and clearly distinguished boundaries to restrict unnecessary access through the site.

The installation of 2.4m high palisade fencing around the perimeter of the site serves as a strong physical barrier, deterring unauthorized entry and providing a clear boundary. The palisade design prevents climbing and offers high visibility, allowing for natural surveillance while maintaining robust security.

The controlled access will regulate vehicle and pedestrian entry to different areas of the site. This helps prevent unauthorized access, minimizes traffic conflicts, and enhances overall site safety.

Conclusion

The proposal is fundamentally driven by forthcoming environmental regulatory requirements which require all waste treatment, storage and handling activities to be undertaken within a fully enclosed building from June 2026. An “enclosed building” is defined as a structure designed to provide sheltering cover and minimise emissions of noise, particulate matter, odour and litter, and must be enclosed on all sides with appropriately controlled access openings. In accordance with current regulatory guidance, all waste handling activities are required to be enclosed within such a building.

The development therefore represents an essential operational response to these requirements, ensuring that existing lawful waste activities can continue in compliance with environmental permitting standards. The applicant has engaged with the Environment Agency, with a submission made in the first week of June under the existing Standard Rules Permit (SR2022 No. 5), reference EPR/PB3534RX/P002 (CRM: 0640703), to ensure alignment with regulatory expectations.

The proposed industrial building has been specifically designed to accommodate the scale and nature of the existing operations, including electrically operated waste processing equipment and large goods vehicle movements. As such, the height, footprint, and internal configuration of the building are dictated by operational necessity, and also complement the building typology in the immediate area. Importantly, the development enables activities that are currently undertaken in open or external areas of the site to be fully enclosed, thereby improving environmental performance, reducing potential emissions, and enhancing overall site safety.

In alignment and accordance with the current approval (ref. 2024/2101/FUL) the supporting infrastructure includes 2.4m high palisade security fencing around the operational site, designed in accordance with Secured by Design principles to provide a secure and well-managed working environment. The existing vehicular access serving the Glastonbury Skip Hire facility will remain unchanged and will continue to accommodate the revised internal vehicle circulation associated with the waste processing operations. The proposed additional vehicular access is solely intended to serve the tenant's operational area to the rear of the site, allowing it to operate independently from the main facility. Together, the fencing and access strategy provide clear separation between the two operational areas, improving site security, controlling unauthorised access, and reducing potential conflict between vehicles, pedestrians, and heavy plant.

In accordance with Local Plan Policy DP23, the proposal will not increase flood risk or surface water runoff. The proposed industrial building is to be constructed entirely on existing hardstanding and therefore does not increase the extent of impermeable surfacing within the site. Furthermore, approximately 100m² of new soft landscaping is proposed along the Beckery Road frontage, replacing areas of hardstanding with permeable planting that will assist in naturally infiltrating surface water before it reaches the highway. In addition, the proposed tenant access will incorporate a heavy-duty drainage channel (HD1500 Polymer Drainage Channel or similar) to prevent surface water from discharging onto the public highway. Collectively, these measures ensure that surface water is appropriately managed within the site and, where possible, improve the existing drainage arrangements.

The proposed landscaping strategy introduces green infrastructure at the site frontage, softening the appearance of the development and improving visual amenity within an otherwise industrial context. This contributes positively to biodiversity enhancement and achieves 10% Biodiversity Net Gain requirement.

Overall, the proposals represent a proportionate and necessary response to changing regulatory requirements, enabling the continued operation of an established business and industrial use in a safe, efficient, and environmentally compliant manner. The development ensures that existing operations can be brought fully within an enclosed building environment, while improving site security and visual integration within the surrounding industrial estate.