

From: Phil Brown [REDACTED]
Sent: 18 August 2017 13:26
To: Simon Davis
Subject: RE: Planning Consultation on: BE/79/17/PL

Simon,

Thank you for your email. We would respond to the three points that have been made as follows:

- the size of the vehicles and likely frequency of vehicle movements, including the maximum vehicle movements to be expected in any one day

Predominately the vehicles will be rigid 4w skip lorries, and occasionally an 8w hookloader. They will be carrying empty bins, or no bins, so their weights will be minimal.

The site will only be used for overflow – therefore with the exception of the initial set-up the applicant would only need to access the site occasionally – and some days, there would not be any need to access the site at all. The maximum average number of visits to the site in one day would be probably be no more than three-four times but it could potentially be up to ten visits on rare peak occasions.

The access is predominately going to be nearer to the end of the day – once they know what bins are required for the following day – and only if it is necessary to replenish the day-to-day stock held at Elbridge. There are certain times of the year when skips are off-hired – i.e winter – and at that time, they may need to move more skips on to the storage site than any other time in the year – likewise, most skips are out on site in the spring/summer months.

- what measures will be taken to mitigate noise from skips being moved on and off the vehicles to prevent impact noise unreasonably affecting local residents

The actual sound emitted from the operation of loading and unloading skips is minimal – the ground surface is not concrete, which allows the actual placement of skips to be very unintrusive. Vehicle safety limiters restrict the speed at which bins can be loaded and unloaded, and coupled with their own staff policies, bins must be picked up and put down with ultimate care to avoid potential damage to their containers, to the ground, and to the vehicle.

Noise from vehicles entering or leaving the site will be kept to a minimum by ensuring speed limits are adhered to (which they will enforce on their vehicles). There will be no other machinery on site, and no other potential noise sources. Times of access will be only be undertaken in line with the stipulated planning consent, and vehicles are fitted with white noise reversing warning alarms.

- the maximum number of skips that would be kept in each block.

The number of skips is variable – due to the different skips sizes which are held in stock. They would set a maximum overall stack height of 3m – which could be made up of the following approximate numbers:

10/12yd skips 3-4

6/8yd skips 6-7

2/4yd skip 9-10

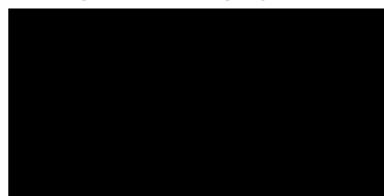
Hooklift bin singular only (not stackable)

I trust these responses clarify these various matters satisfactorily but please let me know if you have any further comments or questions.

Phil.

Phil Brown
Director

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