Materials Recovery and Recycling Facility

Old Coal Depot, Tavistock Road, West Drayton, London Borough of Hillingdon

Design and Access Statement

December 2015

bartonwillmore.co.uk

BARTON WILLMORE
PLANNING / DESIGN / DELIVERY

Materials Recovery and Recycling Facility
Old Coal Depot, Tavistock Road, West Drayton, London Borough of Hillingdon

Design and Access Statement

Prepared on behalf of Powerday Plc

Project Ref:	17388/A5/P22/KM/SO	
Status:	Draft	
Issue/Rev:	01	
Date:	December 2015	
Prepared by:	Kristina Mead	
Checked by:	Adrian James	

Barton Willmore LLP
St Andrews House
St Andrews Road
Cambridge
CB4 1WB

Tel: 01223 345 555

Ref: 17388/A5/P22/KM/SO
File Ref: 17388.P22.DAS.KM
Date: December 2015

CONTENTS

1.0 INTRODUCTION

1.1 This Design and Access Statement (DAS) has been prepared by Barton Willmore on behalf of Powerday PLS (the "Applicant") to accompany a full planning application for the development of the Materials Recycling and Recovery Facility (the "Development") on the site of the former West Drayton Coal Depot, Tavistock Road, Yiewsley (the "Site"). Located within the administrative area of the London Borough of Hillingdon (LBH), the Site extends to approximately 5.57 hectares (ha).

1.2 The DAS explains the thought process behind the design and indicates how through good design the scheme can be delivered in a sustainable manner ensuring social, economic and environmental considerations and objectives are fully met.

Project Brief

1.3 Powerday was founded in 1980 and is a family owned recycling and waste management company which aims to maximise recovery from various waste streams from across London and its sub regions.

1.4 The Development will be owned and operated by Powerday and is designed to accept up to 450,000 tonnes per annum of inert, non hazardous and hazardous waste (limited to lower risk types) which will help raise recycling rates and divert waste from landfill. Where possible, Powerday use environmentally responsible transport links and one of the significant benefits of the Site, notwithstanding that it is an established industrial site, are the proposals to utilise the existing railway sidings to the south of the Site therefore reducing pressure on the local road networks and reducing carbon emissions caused by congestion.

1.5 It is anticipated that the construction of the facility will last approximately 12 months. The full operational Development would provide the following buildings and structures:

i) **A Materials Recycling Building (MRRF):** would measure 192m at its maximum length by 103m and provide 15,581m^2 gross floorspace with a maximum height of 18.5m which would be located centrally within the Site. This would be a clad steel framed structure with curved roof. Vehicle entrance to the building would be provided on the eastern, western and northern elevations away from residential properties located to the south of the Site. There will be a single opening along the southern elevation for service and maintenance

requirements only. The building would be open plan allowing maximum flexibility for the siting of equipment and general operations. The MRRF would have a total capacity of 450,000 tonnes of waste per annum, with 330,000 tonnes delivered by road and 120,000 tonnes delivered by rail.

ii) **Storage Bays:** it is proposed that the storage area would also house materials associated with the construction industry as well as providing storage in association with the wood and concrete processing.

iii) **External Processing and Storage Areas:** (to include concrete and wood processing and inert material storage), to be provided on the western side of the site boundary in proximity to the railway and container storage (in association with the rail operation and maintenance).

iv) **Offices:** and associated car parking for Powerday. The offices would be contained in a newly constructed two-storey building located just to the east of the existing entrance to the Site, which would have a gross floorspace of approximately 480m^2. The office building would consist of a reception area, meeting rooms and an education/training centre on the ground floor and general office accommodation throughout the remainder of the building. The office car parking would be provided for both employee and visitor use in line with the Council's standards.

v) **A Platform:** measuring approximately 220m in length and 4.5 – 12m in width would be constructed to allow for the loading and unloading of material from trains halting at the Site. An existing rail siding would be retained and extended to provide rail access to the Site. A buffer would be required at the western end of the sidings for the purposes of rail safety.

vi) **Two Weighbridges:** to be located at the Site entrance. One will weigh vehicles entering the site and the second leaving the site.

vii) **A Civic Amenity Site (CA):** including 22 parking bays and provision for eight containers to receive normal waste from households as well as other wastes, which because of its nature or composition is similar to waste from households, from the local community.

viii) **Landscaping and Fencing:** to include tree planting, the erection of an acoustic barrier fence and palisade fence.

ix) **Associated Infrastructure:** including roads, hardstanding and parking areas.

1.6 The Development would include the demolition of existing buildings at the Site.

2.0 SITE ASSESSMENT AND EVALUATION

Site and Surroundings

2.1 The Application Site is located at The Old Coal Depot, Tavistock Road, Yiewsley, within the administrative area of the London Borough of Hillingdon in West London. At approximately 115 square kilometres, the London Borough of Hillingdon is the second largest of London's 32 Boroughs and has a population of approximately 250,000.

2.2 The London Borough of Hillingdon is largely developed, although as it is located on the periphery of Greater London it is less developed than many of its neighbouring authorities. The Site is located at the western edge of the Borough, and therefore the western edge of Greater London.

2.3 By road, Site is approximately 3km from Junction 4 of the M4, with the M4 and M25 interchange a further 2km to the west; junction 1 of the M40 is approximately 7km to the north. Heathrow Airport is located approximately 5km to the south, within the Borough, and Central London is approximately 28km to the east. The centre of Slough is approximately 10km to the west.

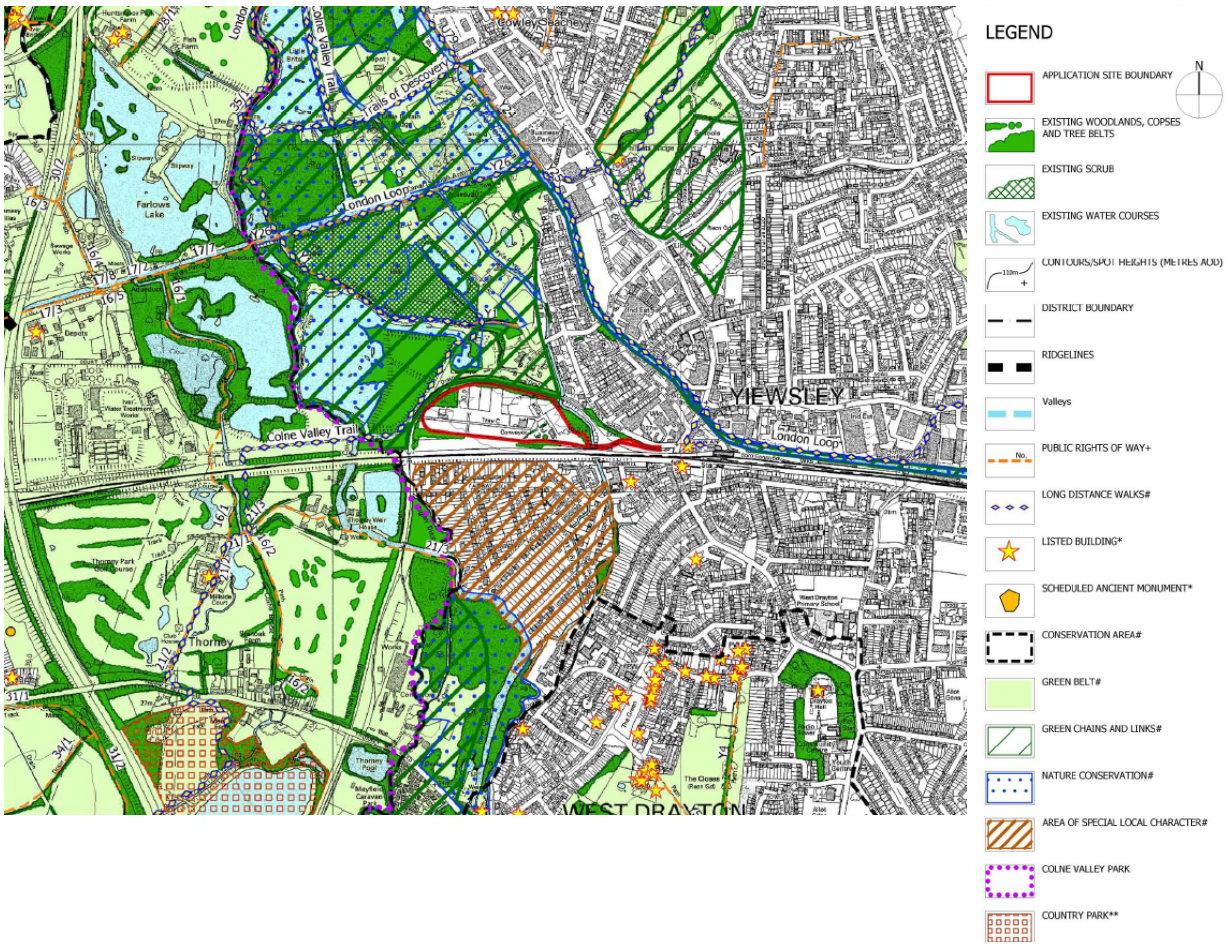
2.4 The Application Site is an irregular shaped site comprising approximately 5.57 hectares. Excluding the access track to the east, the Site measures approximately 470m x 170m, at its widest points. Vehicular access is gained from Tavistock Road to the east along a narrow two way tarmac carriageway, with wider areas allowing two HGV's to pass. It measures approximately 215m. The Site and surrounding area is shown on **Figure 2.1** below.

2.5 The land in the vicinity of the Site lies on the floodplain of the River Colne and lies at an elevation of approximately 30.0m Above Ordnance Datum (AOD). This relatively flat underlying topography characterises the surrounding area of the Application Site to the north, west and south. The Site itself is elevated above the immediate surroundings.

2.6 The Site is designated by Network Rail (the landowner) as a 'Nominated Location' within the Track Access Contract agreed between landlord and tenant(s), which requires that any long term occupation and use of the premises must make use of the rail infrastructure and connection onto the national rail network.

2.7 This designation ensures that any long term tenant of the site must use the premises for activities such as storage, distribution, processing or manufacture of materials and that the use of rail infrastructure must form part of the transport regime to or from the site to service these types of activities.

Figure 2.1 - Site Context Plan



2.8 To the south, the Site is separated from the Great Western Railway West Wales to London Paddington Main Line by a swathe of land currently utilised as a minerals and aggregate storage depot, which contains some existing scrub and tree planting. A further scrub and tree belt lies between the Site and the swathe of land mentioned above, directly south of the existing office building towards the south eastern corner of the Site.

2.9 Residential properties lie further to the south of the Site, beyond the Main Line, with the properties in Weirside Gardens, Fairway Avenue, Fairway Close, Humber Close and Colham Mill Road being the closest. The Weirside Gardens, Fairway Avenue and Fairway Close area (and beyond) is designated as an Area of Special Local Character in the

adopted Unitary Development Plan (UDP); West Drayton Conservation Area lies further to the south east.

2.10 Another railway line, which is used for aggregates traffic, diverges from the Main Line to the east of the Site, and follows the northern and western boundaries of the Site before continuing directly south past the M4 and M25 interchange.

2.11 A heavily treed railway embankment separates the northern and western boundaries of the Site from the railway line. A number of residential properties lie further to the north, beyond the railway line, in Trout Road and Trout Lane, along with further business/industrial uses, mainly comprising storage/haulage type uses, all of which are located within Colne Valley Park. This area is designated Green Belt and includes the Slough Arm section of The Grand Union Canal and Little Britain, Cowley, both of which are Nature Conservation Sites of Metropolitan or Borough Grade I Importance; Cowley Lock Conservation Area lies further north.

2.12 Colne Valley Park is a large north/south linear park that runs from the northern edge of Staines in the south to the southern edge of Rickmansworth in the north, wraps around the Site from the north to the west, where the administrative boundary of Hillingdon ends and gives way to South Buckinghamshire District Council; the River Colne runs north south through the park. The Iver Water Treatment Works lies further to the west, inside the M25.

2.13 Tavistock Road, which lies further to the east/north east, comprises a mix of residential development and industrial, retail and office units. Beyond that lies the Yiewsley Town Centre area, a typical London district centre consisting of a number of common High Street services and facilities. There are no Public Rights of Way (PROW) crossing the Site. However, there is a network of PROW surrounding the Site running through and crossing the Colne Valley Park.

Social and Economic Context

2.14 The London Borough of Hillingdon (LBH) is located in outer west London and covers an area of approximately 115 square kilometres, making it London's second largest Borough. In terms of the local economy, the LBH has a large economy underpinned by healthy levels of productivity and high business enterprise although the knowledge economy for LBH is below-average by national standards. The number of people with high level skills at NVQ Level 4 or above, is well below the British average at 39,100 or

24.4% compared to 38.6% in London and 29% in Great Britain respectively according to ONS data of January - December 2008.

2.15 Saved Policy LE2 of the London Borough of Hillingdon Unitary Development Plan designates the Site 'for Business, Industrial and Warehouse Purposes and for Sui Generis uses appropriate in an Industrial area'. In accordance with planning policy LE2 the Development is for a Sui Generis Use that is deemed under national and local planning guidance as appropriate in industrial locations.

2.16 The Site forms part of the Old Coal Depot Site, which was granted planning permission in the 1960's. Since the closure of the Depot in the 1990's, the Site has been used for a range of different industrial and storage uses by a variety of business uses operating on a 24 hour a day basis. The Applicant has been using the north west corner of the Site for mixed B2 (maintenance, cleaning and transfer of skips and 'wheelie bins') and B8 Uses (the storage of skips) and incidental lorry parking as well as a Civic Amenity Site for one weekend a month as part of Hillingdon Council's 'Golden Weekend' initiative; a service that has been provided to the Council by the Applicant since late 2009 under formal contract. The Applicant has systematically cleared the remainder of the Site of the various businesses, many of which occupied the land on short term licences, so that much of the Site is now vacant.

2.17 The Development will play an important role within West London to develop sustainable waste management facilities for handling domestic waste (MSW), construction, demolition and excavation waste (CD&E) and commercial and industrial waste (C&I) and diverting proportions of it away from landfill. In the operational phase the MRRF will provide approximately 130 full time jobs and there will be a Civic Amenity Centre which will promote waste recycling within the local community. The proposals for the MRRF have taken into account local amenity issues and mitigation measures will be undertaken to reduce any environmental effects to an acceptable level.

Planning History

2.18 The Site has a long planning history associated many decades of industrial activity with the earliest planning permission dating to 1961 (Ref 11/134) for the use of the Site as a coal depot. More recently an application for development at the Site was submitted to LBH by the Applicant in June 2013 (LPA Ref. 18736/APP/2013/1784) for a Materials Recycling facility that would separate and treat 950,000 tonnes of waste per annum. In response to comments made by the Greater London Authority (GLA) and Transport for London (TfL) the Applicant amended the submitted planning application to reduce the

waste capacity of the facility from 950,000 tonnes to 450,000 tonnes to address traffic concerns. In relation to the design and appearance of the Development, the consultation response from the Urban Design and Conservation Officer notes that the Development would represent an improvement in the overall appearance to the site. The application was refused in March 2014 with four reasons for refusal given relating to traffic movements, air quality and planning obligations.

Planning Policy

National Planning Policy Framework

2.19 The National Planning Policy Framework (NPPF)[i] was published in March 2012 and provides guidance for Local Planning Authorities both in drawing up plans and making decisions about planning applications. The Government attaches great importance to the design of the built environment and accordingly paragraph 58 of the NPPF states that decisions should aim to ensure that developments:

- **"will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;**
- **establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;**
- **optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks;**
- **respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;**
- **create safe and accessible environments where crime and disorder, and the fear of crime, do not**

undermine quality of life or community cohesion; and

- **are visually attractive as a result of good architecture and appropriate landscaping."**

2.20 In accordance with paragraph 58 of the NPPF, the Development has had regard to key design considerations. The MRRF features a contemporary design that fits comfortably within the Site and the wider visual landscape. Further consideration of the design is provided in Section 3.0 of this DAS.

National Planning Policy for Waste

2.21 National Planning Policy for Waste[ii] was published in 16 October 2014 and sets out detailed waste planning policies which local authorities should have regard to when discharging their waste management responsibilities. Paragraph 4 requires waste planning authorities to identify sites or areas for new or enhanced waste management facilities in appropriate locations. A broad range of locations should be considered, including industrial sites, and opportunities to co-locate waste management facilities should be considered. Priority should be given to the re-use of previously developed land, sites identified for employment use and redundant agricultural and forestry buildings and their curtilages.

2.22 Paragraph 5 states that waste planning authorities should assess the suitability of sites or areas against the following criteria:

- **"the extent to which the site or area will support the other policies set out in this document;**

- **physical and environmental constraints on development, including existing and proposed neighbouring land uses, and having regard to the factors in Appendix B to the appropriate level of detail needed to prepare the Local Plan;**

- **the capacity of existing and potential transport infrastructure to support the sustainable movement of waste, and products arising from resource**

recovery, seeking when practicable and beneficial to use modes other than road transport;

- **the cumulative impact of existing and proposed waste disposal facilities on the well-being of the local community, including any significant adverse impacts on environmental quality, social cohesion and inclusion or economic potential."**

The London Plan

2.23 The London Plan[iii] provides the strategic spatial planning framework for London. The London Plan was adopted in 2011, with Revised Early Minor Alterations (REMA) to the London Plan adopted in October 2013 and Further Alterations to the London Plan (FALP) adopted in March 2015. In May 2015 the Mayor of London published for six weeks public consultation to sets of Minor Alterations to the London Plan on Housing Standards and Parking Standards. These are not relevant to waste policy.

2.24 The London Plan provides a strategic policy framework for waste in London, along with a range of targets. In order to meet the national policy aim that regional and other bodies should provide a framework in which communities take more responsibility for their own waste and enable sufficient and timely provision of waste management facilities to meet the needs of their communities, the London Plan states that the Mayor will work with London boroughs and waste authorities, the London Waste and Recycling Board (LWaRB), the Environment Agency, the private sector, voluntary and community sector groups, and neighbouring regions and authorities to manage as much of London's waste within London, working towards managing the equivalent of 100% of London's waste by 2026.

2.25 In accordance with the London Plan the Proposed Developed is located within the London Borough of Hillingdon and will support the Plan's aim to achieve the maximum degree of self-sufficiency for waste management.

West London Waste Plan

2.26 The West London Waste Plan (WLWP)[iv] was adopted on July 2015 and provides the planning framework for the management of waste produced in the London Boroughs of Brent, Ealing, Harrow, Hillingdon, Houslow and Richmond upon Thames and the Old Oak

and Park Royal Development Corporation. WLWP sets out the planning policies for the management of waste across the authorities until 2031.

2.27 Under Policy WLWP 4 All waste development proposals will be required to demonstrate, for the construction and operational phases of the development, that:

- Development will be permitted only where it can be shown that unacceptable impact to local amenity will not arise from the construction and operation of a facility;
- Adequate means of controlling noise, vibration, dust, litter, vermin, odours, air and water-borne contaminants and other emissions are incorporated into the scheme;
- The development is of a scale, form and character appropriate to its location and incorporates a high quality of design, to be demonstrated through the submission of a Design and Access statement as appropriate;
- Active consideration has been given to the transportation of waste by modes other than road, principally by water and rail and this has been incorporated into the scheme or proven not to be practicable;
- Transport directly and indirectly associated with the development will not exceed the capacity of the local road network or result in any significant;
- Adverse impact on the amenities of the area. Where necessary, this is to be demonstrated by a Transport Assessment;
- An appropriate BREEAM or CEEQUAL rating, as specified in Borough and OPDC development plans, will be achieved;
- The development has no significant adverse effects on local biodiversity and it can be demonstrated that there will be no significant adverse impacts or effects on the integrity of an area designated under the “Habitats Directive”;
- There would not be a significant impact on the quality of surface and groundwater. The development incorporates the principles of Sustainable Drainage Systems (SUDS) unless evidence is provided to justify alternative drainage methods;
- There will be no increased flood risk, either to the immediate area or indirectly elsewhere. Where necessary, this is to be demonstrated by a Flood Risk Assessment;
- Green Travel Plans have been considered, where appropriate;
- The site does not contain features, or will not lead to substantial harm to, or loss of significance of, any heritage assets such as conservation areas, archaeological sites, listed buildings etc;

- There is no foreseeable adverse impact on health, and where necessary this is to be demonstrated by a Health Impact Assessment.

2.28 In accordance with WLWP 4 the Development has been designed and sited sensitively to minimise effects on the existing environment. An Environmental Statement has been prepared in support of this application which covers the following environmental aspects:

- Transport, Traffic and Movement;
- Noise and Vibration;
- Landscape and Visual;
- Ecology;
- Lighting;
- Socio Economic Effects;
- Hydrology and Water Resources;
- Air Quality;
- Land Contamination; and
- Cultural Heritage.

2.29 These assessments, in combination with this DAS, illustrate that no significant adverse impacts will occur as a result of the Development or that where applicable, mitigation measures have been proposed to limit impacts.

The Hillingdon Local Plan: Part 1- Strategic Policies Document (November 2012)

2.30 The Hillingdon Local Plan: Part 1- Strategic Policies[v] document was adopted by the Council on 8 November 2012. The Plan is the key strategic planning document for Hillingdon and will support the delivery of the spatial elements of the Sustainable Community Strategy. It sets out the long-term vision and objectives for the Borough, what is going to happen, where, and how this will be achieved.

2.31 Policy EM11 of the Local Plan relates to waste management and states that:

> **"The Council will aim to reduce the amount of waste produced in the Borough and work in conjunction with its partners in West London, to identify and allocate suitable new sites for waste management facilities within the West London Waste Plan to provide sufficient capacity to meet**

the apportionment requirements of the London Plan which is 382 thousand tonnes per annum for Hillingdon by 2026……"

"The Council will follow the waste hierarchy by promoting the reduction of waste…. The Council will promote using waste as a resource and encouraging the re-use of materials and recycling. The Council will also support opportunities for energy recovery from waste and composting where appropriate…."

2.32 The Site offers the opportunity to develop a waste management facility which will not only help the Borough to significantly meet its apportionment requirements but will allow for the transportation of waste by sustainable modes of transport such as rail. In accordance with Policy EM11 the facility will produce Refuse Derived Fuel (RDF) for use in off-site Energy from Waste Facility (Efw), therefore promoting the use of 'waste as a resource'.

London Borough of Hillingdon (LBH) Unitary Development Plan (UDP) (Adopted 1998) Saved Policies 27 September 2007

2.33 On commencement of the Planning and Compulsory Purchase Act 2004, all existing adopted local plans and relevant structure plans were automatically saved for 3 years. A number of these saved policies have now been replaced by the Hillingdon Local Plan: Part 1- Strategic Policies Document (2012).

2.34 The Site is not covered by any environmental designations and is allocated in the Hillingdon UDP as an Industrial and Business area. Under Policy LE2 the Application Site is designated 'for Business, Industrial and Warehouse Purposes and for Sui Generis uses appropriate in an Industrial area'. In accordance with planning policy LE2 the Proposed Development is for a Sui Generis Use that is deemed under national and regional planning guidance as appropriate in industrial locations.

2.35 The Development will allow for the comprehensive re-development of the site for a high quality waste facility which will include a civic amenity centre. In accordance with policies BE35 and B38 where possible the design proposals has sought to protect existing landscape features and introduce new planting to enhance the local environment.

Constraints and Opportunities

2.36 The Development has been informed by local and national planning policy, the findings of detailed environmental assessments and the comments raised by the Local Planning Authority, local community and statutory consultees at the public exhibition and during pre-application discussions.

2.37 The location of the Development makes the most efficient use of natural resources through the redevelopment of brownfield land and by the use of a modern building and state of the art waste recovery equipment which seeks to minimise environmental impacts and maximise opportunities for new and improved landscaping. The Site also offers the opportunity to utilise the disused railway sidings to allow for the transportation of waste by rail and therefore reduce the impact on the Local Road Network. Given the site's characteristics and industrial context it is considered that the Development will not have a detrimental impact on local amenity and is considered to be consistent with its surroundings and the character of the area.

3.0 CONCEPT AND DESIGN RESPONSE

Design Considerations

3.1 Key design considerations in this development are Site Context, Site Layout, Access, Visual Impact, Environmental Impact and Process Flows:

- **Site Context**: The Site is located on existing industrial site surrounding by existing areas of planting and within 100m of existing residential areas. How the Development responds to these existing environments is an important consideration when developing the most appropriate architectural solution.
- **Site Layout and Access**: The site layout has been influenced by the operational requirements of the proposed MRRF and the provision of a separate Civic Amenity Site and Administration/Office Block. The Site's shape and existing access arrangements off Tavistock Road have been key to the arrangement of these buildings and the design represents an individual response to the site's characteristics and the wider townscape.
- **Visual Impact:** The visual impact of the Development has been addressed in the design with the properties in Weirside Gardens, Fairway Avenue, Fairway Close, Humber Close and Colham Mill Road to the south and the residential area to the west at Trout Road and Trout Lane being considered as key interfaces with which the architecture of the facility has to respond.
- **Environmental Impact:** Powerday recognises the environmental sensitivity of projects of this type and have undertaken a thorough Environmental Impact Assessment. Further information on any environmental impacts is included within the accompanying Environment Statement.

Site Layout

3.2 There were three principle factors which influenced the site layout and scale of the design.

Process Requirements

3.3 The main MRRF building has been designed and sized to accommodate the required processing equipment. These process requirements dictated minimum floor area of 15,000m^2 and the minimum internal clearance height for the roof at the eaves of 13.5m in height. In addition certain elevations of the building would have to allow for the

delivery and collection of recycled materials by operational vehicles. This would require a series of industrial doors on the chosen elevations and extensive hardstanding turning areas in front.

Vehicle Circulation

3.4 A principle factor influencing the layout of the Development is the desire to ensure that both process and staff/visitor vehicles can pass through the Site efficiently and safely. To ensure the safety of all users the Site layout has sought to segregate as far as possible staff and Civic Amenity traffic from process vehicles. The final Site layout is illustrated below at **Figure 3.1.**

Figure 3.1 - Proposed Site Plan

3.5 The shape of the Site and the location of the main access off Tavistock Road were key to dictating the internal layout of the Site. To ensure the separation of different traffic flows a roundabout is proposed at the entrance to the main site complex. This access arrangement allows for the segregation of the two facilities by immediately filtering the traffic associated with the Civic Amenity Site to the north east corner of the site whilst the process vehicles spur west towards the designated weighbridge and MRRF. In addition to separating the two flows of traffic the positioning of the MRRF provides a clear link to the existing railway sidings located along the southern boundary of Site.

3.6 The orientation of the MRRF building seeks to minimise impact on residential areas to the south by positioning the location of the delivery access and loading bays on the east and north elevations. This proposed layout shields these main operational areas of the MRRF building from sensitive receptors to the south.

3.7 The administration/Office Block is positioned to the north east of the main MRRF building and set parallel to the Civic Amenity Site. The orientation of Administration

Block provides a focal point for those approaching the main processing facility whist allowing surveillance of both the Civic Amenity Site and main MRRF building.

Architectural Design

3.8 The architectural design of the Development aims to develop a contemporary building that is both dynamic in form but sits comfortably within the wider townscape. The MRRF building is designed as an L shaped structure which allows both for the internal processing of different waste streams whilst leaving sufficient space within the northwest part of the site, away from residential areas, for external processing such as the concrete crushing and screening, timber processing and the storage of inert soils.

3.9 In reviewing the visual impact of the design it was concluded that rather than a flat roof a curved roof would offer a more interesting and modern design which would soften the utilitarian type appearance of the main building below. This curving roof is depicted by two 'barrel vaults' which 'hover' over the building. To maximise the daylight reaching the processing areas the design for the roof includes linear glazed roof lights which span the entire length of each vault. In addition to the presence of roof lights this design allows for the installation of Photovoltaic Panels on the roof.

3.10 The Administration, Training and Education Building is situated between the main MRF building and Civic Amenity Site providing a visual reference for visitors. The facility is designed over two floors. At ground floor level the internal layout of the building consists of changing rooms, a canteen and ancillary facilities for operators working in the MRRF and Civic Amenity Site and will also include training and education rooms. The offices for the administration team will be located on the first floor which allows visitors 360 degree views of both the MRF Building and the Civic Amenity Site.

3.11 The external appearance of the administration building has been designed to sit comfortably within the Site but also act as a visual marker for those visiting the Site. To ensure an element of continuity between the different structures on the site the administration building has been designed with a curved roof, whilst cedar cladding has been incorporated along the elevations to contrast with the Main MRF building.

3.12 The Development also offers opportunities for ecological establishment of the overall site. A dedicated landscape scheme around the facility is proposed which will separate the Administration Building from the operational areas.

Figure 3.2 - Artists Impression of Proposed Waste Management Facility

Figure 3.3 - View of Proposed Development from Existing Railway Line

3.13 A range of materials have been selected for the Development which:

- Offer a high visual quality which is in keeping with the design concept;
- Are low maintenance and/ or naturally weathering;

- Are environmentally responsible.

3.14 In terms of the main MRRF the main walls will be 5m high concrete push walls and it is proposed to use profiled metal cladding in variations of grey. This variation of cladding with horizontal banding lessens the visual impact of main building and works with the curved roof to create the impression of 'floating' partial structures. It is proposed to use aluminium profiled sheets for the roof. This will allow for the curvature of the barrel roof forms, achieve minimum roof pitches and the installation of the PV panels.

3.15 To be distinguishable against the backdrop of the MRRF and demonstrate sustainability of material sourcing, the majority of the Administration Block will be covered with timber cladding. At regular intervals these elevations will be interspersed with windows to provide panoramic views across the Site.

3.16 Principle materials being proposed include:

MRRF

- External Walls – Concrete push walls with profiled Textured Cladding
- Roof – Aluminium Standing Seam roof

Administration Block

- External Upper Level Walls – Cedar Timber weatherboarding
- External Lower Level Walls – Rendered blockwork plinth
- Roof - Aluminium Standing Seam roof

Landscaping

3.17 The landscape design for the Development seeks to bring together the structures dynamic design concept within a strong landscape framework. The principal objectives of the landscape strategy are to:

- To provide screening of the southern elevation of the materials recycling and recovery facility building;
- To provide a setting for the Development to assimilate the proposals into the immediate and wider context; and

- To provide a setting for the Administration building and associated areas, and provide legibility through the Development.

Figure 3.4 - Landscape Strategy Plan

3.18 Screening to the southern elevation of the MRRF building will be achieved with a 3 metre planted buffer covering a 5 metre strip along the southern boundary of the Site, between the acoustic fence to the Loading Zone and the southern boundary. The planting will comprise fast growing EHS fastigate oak trees, set in an understorey of woodland planting. Rail-based activity occurs in close proximity to the planted buffer, and therefore fastigate tree species which have a narrow columnar canopy/habit have been selected in response to operational constraints.

3.19 In addition, woodland with under-storey planting is proposed in the south-west area of the Development, to mitigate for the loss of existing vegetation on the Site arising from the Development, to assist in screening views from the Colne Valley Park, and to assimilate the Development into the immediate and wider locality.

3.20 To provide a setting for the Administration building and associated areas, and provide legibility through the Development, landscape proposals for the Development will assist in defining the routes through the Development, with the use of a palate of robust tree and shrub planting, including structural and feature planting, to distinguish between the public route to the Civic Amenity Area, the access to the Administration building and associated parking and the operational vehicular circulation to the materials recycling and recovery facilities building.

3.21 Robust densely formed evergreen shrub planting is proposed to provide a buffer between the operational areas and the external areas associated with the Administration building, with vigorous robust ornamental shrub planting, of strong

architectural form, providing definition to the Administrative Areas and Civic Amenity Areas. Further woodland with understorey planting is proposed in the north-eastern area of the Development, again to mitigate for the loss of existing vegetation on the Site arising from the Development, and to assimilate the Development into the immediate locality of the Fray's River.

3.22 As the landscape proposals mature, they will contribute to the screening of the Developed and associated vehicular activity in views from the surrounding area.

Access

3.23 Two key principles govern vehicle circulation within the site:

- Efficient and safe movement to and from the different parts of the facility; and
- Segregation of process from non-process traffic.

3.24 It is proposed that all vehicular access to the site will be via the existing carriageway which links the main site with Tavistock Road. On arriving into the main site complex traffic will be directed to its intended locations via a roundabout. Traffic for the Civic Amenity Site will be directed from the roundabout immediately north, whilst the process and staff vehicles will head west onto an access route leading to the weighbridge and main facility. Before arriving at the entrance to the there will be provision for Staff vehicles to filter off the main process access road and into the Administration block car park.

MRRF Access

3.25 On leaving the Weighbridge process vehicles will travel west towards the main delivery hall to unload the materials. CD&E and C&I waste will be taken into the building using the entrance on the north side and tipped into the main hall. MSW will be delivered into the building by HGV reversing up to the doors on the eastern elevation unloading area. Both entrances will have fast acting doors to control dust and noise. In addition the unloading area will be subject to ventilation control measures to control any odour issues.

Staff Access

3.26 Staff arriving by car will initially share the process access road but will turn right shortly after exiting the roundabout to park in the car park adjacent to the Administration Block.

3.27 Staff travelling by public transport will arrive at the Site on foot via the access road from Tavistock Road which will have a zone identified for pedestrians and cyclists. The nearest rail station is located at West Drayton, approximately 200m to the east of the Site. There are number of bus routes that pass close to the entrance of the site including the 222 Uxbridge to Houslow Service and the 350 Harlington to Heathrow service.

3.28 Staff arriving by bicycle will be able to access the site by following the pedestrian and cycle zone separated from the main vehicle track by a white line on the left hand side of the main access road and use the cycle racks provided adjacent to the administration block.

3.29 Disabled parking bays have been located close to the entrance of the Administration Block and step free access is provided. In line with the regulations the number of disabled bays will an individual bay for each disabled employee plus 2 bays or 5% of total capacity whichever is greater.

4.0 SUSTAINABILITY PRINCIPLES

4.1 The main driver for this Development is the diversion of waste from landfill by improving recycling rates from municipal, commercial and construction waste, in accordance with the waste hierarchy, as describe in National and Local Planning Policy. Powerday has a strong sustainability agenda for the facility and the proposed design of the MRRF is intended to reflect this.

4.2 The following features summarise the sustainability of the design, construction and operation of the facility:

- The re-use of previously developed land;
- The diversion of waste from landfill and consequent reduction in methane production, which is 21 times more damaging than carbon dioxide;
- The environmental performance of the materials to be specified for the construction of the facility will be taken into account during procurement, and will be selected as far as possible to achieve a BRE Green Guide 'A' Rating;
- Creation of employment opportunities for local people, helping to promote social inclusion;
- Maximisation of natural daylighting to process and accommodation areas;
- Roof design to allow for installation of photovoltaic panels;
- A comprehensive landscape strategy plan including the creation of new habitats to enhance conservation and biodiversity value; and
- Rainwater harvesting, for process requirements, will where possible, reduce the demand for mains water supply.

Conclusion

4.3 The proposed MRRF and Civic Amenity Site at West Drayton represent a state-of-the-art waste facility that will make a significant contribution to achieving more sustainable patterns of waste management across West London and the surrounding area. The Development makes a positive response to the site context and its dynamic architectural design and environmental credentials are representative of Powerday's aspirations to achieve a 100% materials recovery rate whilst complying with industry standards and National legislation.

[i] *Department for Communities and Local Government (2012), National Planning Policy Framework*
[ii] *Department for Communities and Local Government (2014), National Planning Policy for Waste*
[iii] *Greater London Authority (2015), The London Plan*
[iv] *West London Waste Authority (2015), The West London Waste Plan*
[v] *London Borough of Hillingdon (2012), The Hillingdon Local Plan: Part 1 – Strategic Policies*

bartonwillmore.co.uk

TOWN PLANNING/
MASTERPLANNING & URBAN DESIGN/
ARCHITECTURE/
LANDSCAPE PLANNING & DESIGN/
PROJECT MANAGEMENT &
COST CONSULTANCY/
ENVIRONMENTAL & SUSTAINABILITY
ASSESSMENT/
GRAPHIC DESIGN/
PUBLIC ENGAGEMENT/
RESEARCH

All Barton Willmore
stationery is
produced using recycled
or FSC paper and
vegetable oil based inks