

Design and Access Statement

Construction and use of a waste transfer station and provision of site office, container storage, vehicle parking and ancillary infrastructure for a temporary period

at

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

On behalf of



July 2024

by

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1 INTRODUCTION

- 1.1.1 Under Part 3: 9 (4) (e) of the Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2015, a Design and Access Statement is not required for waste development. However, London Borough of Hillingdon's Local Validation List states that a Design and Access Statement (DAS) must be submitted with applications for major development. A DAS has therefore been prepared.
- 1.1.2 This planning application seeks permission for the construction and use of a waste transfer station, together with a site office, container storage, vehicle parking and ancillary infrastructure including a foul water treatment tank. This DAS explains the reasoning behind the development proposal as it is presented in this planning application.

2 USE

- 2.1.1 The proposed development comprises a waste transfer station which would be used for the sorting and bulking of waste from household, commercial, industrial, construction and demolition sources.
- 2.1.2 Skip lorries would enter the site and signage would instruct drivers to report to the site office situated in the south eastern corner of the site, adjacent to the site entrance. A banksman would then direct the waste vehicles into the waste transfer station building.
- 2.1.3 Waste would be tipped onto the floor with the skip lorry lifting equipment and waste would be visually checked for compliance with the site's Environment Permit.
- 2.1.4 Waste would be sorted within the building using two 14 tonne excavators with selector grabs, which would separate larger items of waste into different sized fractions. Waste may be further sorted using a trommel screen. Ground staff would also manually sort smaller fractions of waste along a conveyor/ picking line where it would be placed into separate containers.
- 2.1.5 Inert waste, for example hardcore, soils and stone, would be transferred to storage bays within the building using an excavator. Non inert waste, such as plastic, wood, card, metal and mixed waste, would be transferred to a number of 40 yard roll on/off steel containers, which would also be stored within the building.

- 2.1.6 Waste would be regularly removed from the site in accordance with the requirements of the site's Environmental Permit. Inert waste would be loaded into 8 wheel tipper lorries using an excavator. Non-inert material stored in 40 yard containers would be taken off site by hook-loader lorries.
- 2.1.7 In addition to the waste transfer station, the site would have a site office, which would be used for administration and welfare facilities.

3 AMOUNT AND SCALE

- 3.1.1 The proposed site for the waste transfer station amounts to approximately 2,000m². However, it is necessary to extend the planning application boundary to the nearest public highway (Tavistock Road) and the total planning application area therefore amounts to 6,012m² (0.6 hectares).
- 3.1.2 The proposed waste transfer station building would be located in the north of the application site, as shown on the Block Plan. The waste transfer station building would have a total height of approximately 11.5m to the roof ridge (10m to the eaves) and an approximate footprint of 30m length by 30m width (i.e. 900m²).
- 3.1.3 A site office and welfare cabin would be located in the south eastern corner of the site. The cabin would be stacked on a storage container and would have approximate dimensions of 12m length, 3m width and an overall height of 5.3m.

4 LAYOUT

- 4.1.1 The waste transfer station would be enclosed on its northern, western and eastern elevation and open fronted on its southern elevation. The building would not have any internal partitions and would therefore comprise an open structure.
- 4.1.2 The site office/cabin includes a toilet and sink in the central section of the cabin, with two offices, one at each end. A door and windows are provided on the western elevation with steps and handrail providing access from ground level. Windows are also provided on the northern, southern and eastern elevations.

5 APPEARANCE

- 5.1.1 It is proposed that the building walls and roof would be constructed of 0.4mm profiled steel cladding. The colour of the building would be discussed and agreed with the Planning Authority.
- 5.1.2 The site cabin would be positioned above a green steel shipping storage container. The site cabin would be a light grey coloured steel portacabin. The cabin would have windows with security grills on all elevations. A solid pedestrian door would be situated on the western elevation. The office would be accessed via metal stairs with a handrail and metal walkway.

6 LANDSCAPING

- 6.1.1 There is no landscaping associated with this application. The site has a concrete hard surface across the entire extent of the plot.

7 ACCESS

- 7.1.1 The site is accessed from Tavistock Road approximately 425m to the east-south east of the site. An internal access road routes through the Old Coal Depot and provides access to separate businesses located within the site.
- 7.1.2 Skip lorries would enter the site and signage would instruct drivers to report to the site office situated in the south eastern corner of the site, adjacent to the site entrance. A banksman would then direct the waste vehicles into the waste transfer station building.
- 7.1.3 The site and access road have a concrete hard surface and road sweepers would be used to routinely sweep the site and access road in order to maintain high standards of housekeeping and minimise the potential for mud and debris to be transported onto the public highway.

8 SECURITY

- 8.1.1 The application site would be secured by existing concrete block walls and a security gate which would be situated on the southern boundary. The wider Old Coal Depot site has a security barrier, close to the entrance from Tavistock Road. This ensures that there is no un-authorised access into the wider site.