

Design and Access Statement

Application for Planning Permission for an alternative Temporary Waste Transfer Station building, Marchwood Waste Transfer Station.

1 Introduction

- 1.1 This Design and Access Statement forms part of the planning application for Veolia's proposed alternative building to form the temporary Waste Transfer Station (WTS) during the redevelopment of the site when a new permanent WTS would be constructed approved under planning permission No. 07/89251. It has been prepared as required by the Planning and Compulsory Purchase Act 2004 and in accordance with the guidance contained within Department for Communities and Local Government Circular 01/2006: Guidance on Changes to the Development Control System.
- 1.2 The details of the proposal are shown in the planning application drawings and should be referred to when reading this document.
- 1.3 This Design and Access Statement consists of two parts, the first of which addresses the design process and the second of which covers access issues.

2 The Design Process

- 2.1 Veolia acknowledges the importance of good design in achieving sustainable development and has sought to ensure that the proposed scheme addresses design issues in an appropriate manner.

Site Context

- 2.2 The site is located in Marchwood, Hampshire, to the west of Southampton. The Marchwood site currently comprises a HWRC and a former incinerator building, which is presently used as a WTS. The site also includes two redundant dwellings, to the south-west corner.
- 2.3 The site is situated 150-200 metres to the north of Marchwood village. Access to the WTS is from Bury Road, whilst the HWRC is accessed from Normandy Way, to the east of the WTS.
- 2.4 The surrounding land is generally flat, comprising a plateau raised approximately 8.5m above sea level. Southampton Water, the tidal estuary of the River Test, lies to the north and east. The surrounding area comprises a mix of open agricultural land, marsh, woodland, industrial and utilities sites, amenity space and residential development.
- 2.5 Immediately to the north of the site lies Slowhill Copse Waste Water Treatment Works. To the south, on the opposite side of Normandy Way, lies Cork Field Recreation Ground, which contains public open space and play facilities.

- 2.6 To the west lies Marchwood Quarry, which is an active sand and gravel quarry and inert landfill site.
- 2.7 From the south-west the site is approached via Tavell's Lane, which joins the A326 1km to the south-west. Tavell's Lane largely defines the north-western edge of Marchwood village.
- 2.8 A modern residential area, with a frontage onto Southampton Water, has been developed to the east of the site, accessed off Normandy Way, via Admiralty Way. To the east of that area is an Industrial Park, which contains the new Energy Recovery Facility (ERF).

Development of the Scheme

- 2.9 The redevelopment of the Marchwood WTS has been carefully developed by Veolia, taking into account the site context and character of the surrounding area and the HWRC has been developed by Hampshire County Council's (HCC's) Waste Management Section, and incorporated into the overall scheme by Veolia.

Waste Transfer Station

- 2.10 Veolia has chosen the Marchwood site as it is the most suitable site for the facility and has a long history of waste management uses, and is safeguarded for recycling, storage, transfer and processing uses in the Hampshire, Portsmouth and Southampton Minerals and Waste Local Plan (1998).
- 2.11 The alternative building for the temporary WTS will not introduce new activities into the area, but seeks to create a more efficient and environmentally suitable building. The main change from the building already approved is the roofing of the transfer bays.

Amount/Size

- 2.12 The site is 2.4 hectares in total.
- 2.13 The alternative temporary waste transfer building will be approximately 94m in height, 28m in width and 13m in depth. The building will occupy 364m².

Use

- 2.14 The character of the area surrounding the site is mixed and, as stated above, the site itself has a history of waste management use. Adjacent and nearby uses include the Slowhill Copse Sewage Treatment Works, a sand and gravel quarry/inert landfill site, recreation ground and residential and industrial areas to the east of the site.
- 2.15 Given the site's history and the mixed character of the surrounding area it is considered that the WTS and HWRC are appropriate uses within this area and fit well with the existing land use mix.

Layout

- 2.16 The layout of the site has been carefully designed to make optimal use of the existing structures available within the site during the construction of the temporary WTS.
- 2.17 There are no public spaces within the WTS site and all visitors are required to report to the weighbridge/site office. The WTS site is therefore a private space. Whilst design considerations, and in particular the need to minimise visual impact, have been taken on board as far as possible, it must be borne in mind that safety and operational issues are also of great importance in designing the layout of an operation such as this. In addition to the WTS building itself the WTS part of the site will include the existing weighbridge/site office (to be retained in its current form), weighbridges and existing roadways (plus one additional section of road).

Scale

- 2.18 The proposed scheme is considered to be of an appropriate scale for this site and the locality, taking into account the site's location within the Strategic Gap. The dimensions of the key aspects of the scheme are given in relation to "Amount/Size" above.

Landscaping

- 2.19 The site already benefits from a good degree of landscaping, in particular along its south-eastern boundary and none of this vegetation is to be removed.
- 2.20 For the redevelopment of the WTS landscaping will be located predominantly at the entrance to the site and take the form of additional landscaping belts to the front (west) of the existing car park and to the north side of the Bury Road access.
- 2.21 No additional landscaping is proposed in respect of the current application.

Appearance

- 2.22 The appearance of the temporary WTS building is dictated to a certain extent by the functional character of these facilities and their temporary nature.
- 2.23 It is proposed that the walls of the building will be constructed of railway sleepers with netting above and the roof will be of profiled steel.

3 Access Issues

- 3.1 Access considerations have been taken into account by Veolia in the proposals for the redevelopment of the WTS. and HCC in designing the individual facilities.
- 3.2 Access to the WTS site is via Bury Road. This access will be used by staff and visitors working at/visiting the WTS site and lorries delivering waste to and from the WTS. No changes to this access are proposed.
- 3.3 The WTS site will continue to employ 4 full-time and 2 part-time members of staff. There is an existing parking area for staff and visitors to the WTS car park, located to the west of the existing incinerator building as shown on drawing no.MARCH/006/016.
- 3.4 As far as possible, all users and employees of the WTS site will have equal access to all buildings and spaces within the site and every effort will be made by Veolia to achieve this. However, because of the nature of the facility and the requirement for very strict safety standards, it may not be possible to provide equal access to all parts of the site to those whose physical impairment may prove a safety risk to themselves or others.

General Access Considerations

- 3.5 Given the small number of staff on site and the location of the site it is not considered that the use of public transport is an especially viable proposition in this instance. Staff who live locally could, however, cycle to the site and provision of secure cycle storage could be made.
- 3.6 Access for emergency services would be via the main accesses to the site (ie both Bury Road and Normandy Way) and internal haul roads. Veolia is satisfied that all parts of the site can be easily accessed by emergency services. This is also a key requirement for a work site such as this.