



Annex B

Design and Access Statement

Design and Access Statement

Application for Planning Permission for a change of use of the existing Waste Transfer Station at Warren Farm to use as a Materials Recycling Facility for the production of a Solid Recovered Fuel.

1 Introduction

- 1.1 This Design and Access Statement forms part of the planning application for Veolia's proposal for a change of use of the existing Waste Transfer Station at Warren Farm to use as a Materials Recycling Facility for the production of a Solid Recovered Fuel. 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 scheme description is provided in the Planning Supporting Statement and 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 Warren Farm Quarry is located in a predominantly rural area to the north of the M27 motorway between Fareham and Porchester (grid reference SU605069). The site is accessed from the M27 Junction 11 via Downend Road.

- 2.3 The site was a former chalk quarry, previously used for landfill, aggregate recycling and waste transfer. The new Waste Transfer Station building was constructed during 2007 and opened in December 2007. The quarry is approximately 20m deep and covers an area of 3.9ha.

Development of the Scheme

- 2.4 The current proposed development does not affect the design of the building. The original scheme for the development of the WTS was carefully developed by Veolia, taking into account the site context and character of the surrounding area. A number of alternative sites had been considered, as described in the Environmental Statement submitted with the approved planning application but rejected largely because of insufficient space being available and/or other uses proposed. Warren Farm was therefore selected as the most suitable site.

- 2.5 Following detailed consideration of the appropriate size and function of the Scheme a final design was decided upon, the key elements of which comprised:

- Re-grading and improvement of internal site access road;
- Reduction in size of central working platform by approximately 4 metres;
- Concrete slab (or similar) and drainage system;
- Waste transfer building (approximately 42m x 54m x 14m). The building is of steel portal frame construction with concrete block and profile steel sheet external walls and roof in goose wing grey. The building is fitted with roller shutter doors on one side;
- Weighbridges, site office and amenity building. The site office and amenity building are single storey and comprise a pitch roof and brick cladding;
- External lighting.

Amount/Size

- 2.6 The site is 3.9 hectares in total. The waste transfer building occupies 2268 m² and sits upon a concrete slab at the base of the quarry.

- 2.7 The weighbridges and site office are located at a higher level, close to the access to the site. Each of the two weighbridges measure 3.25m by 15.5m. The site office measures 3.5m by 8m and is 3.3m in height.

Use

- 2.8 The character of the area surrounding the site is mixed. The original Chalk Downland character has been undermined by encroaching residential development to the east and south of Down End and, to a lesser extent, west along Downend Road, and the construction of the M27 which runs in cutting to the south of the site. Quarrying activities and industrial development at Wallington to the west also influence the area's character. In summary, it is considered that the character of the area is urban/rural fringe, reinforced by extensive views of the Portsmouth/Fareham conurbation.

- 2.9 Given the site's history and the mixed character of the surrounding area (which includes quarrying and industrial development) it is considered that the waste transfer station is an appropriate use within this area and fits well with the existing land use mix. Given its discrete siting within the existing quarry it is very unobtrusive and has not significantly increased the industrial-type element to the existing land uses.

- 2.10 The change proposed by the current planning application will only change the use of the site in respect of the plant within the existing WTS building.

Layout

- 2.10 There will be no change to layout of the site.

Scale

- 2.14 There will be no change to the scale of the use undertaken.

Landscaping

2.16 There will be no change to the landscaping of the site.

Appearance

2.19 There will be no changes to the appearance of the site.

3 Access Issues

3.1 Access to the Warren Farm site is via Downend Road. This is a single carriageway road. Only a short length of Downend Road is used by vehicles travelling to and from the facility as the approved lorry route is via a private haul road between Downend Road and Boarhunt Road, which in turn leads to the M27 Junction 11 grade-separated junction.

3.2 The facility operates 7 days a week and the total number of daily (2-way) lorry trips was estimated at the time of the original planning application to 136 per day. A small number of car trips also result from the six staff who work on site and visitors to the site.

3.3 The current planning application would not affect the type or number of vehicle movements.

3.4 As far as possible all users and employees of the site have equal access to all buildings and spaces within the site and every effort is made by Veolia to achieve this. However, because of the nature of the facility and the requirement for very strict safety standards, it is 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.

3.5 Access for emergency services is via the main access to the site and internal haul roads. Veolia is satisfied that all parts of the site can be easily accessed by emergency services and this is also a key requirement for a work site such as this.

