

Collett Way Material Recycling Facility



Site location:

Collett Way, Southall, UB2 4SE.

Existing use:

Predominantly used for external storage.

Owner:

Network Rail own the wider site and lease it to various tenants.

Proposed use:

Construct a modern Material Recycling Facility to treat locally arising waste.

The need:

The London Borough of Ealing (LBE) has a shortfall of waste treatment capacity against the Mayor of London's targets.

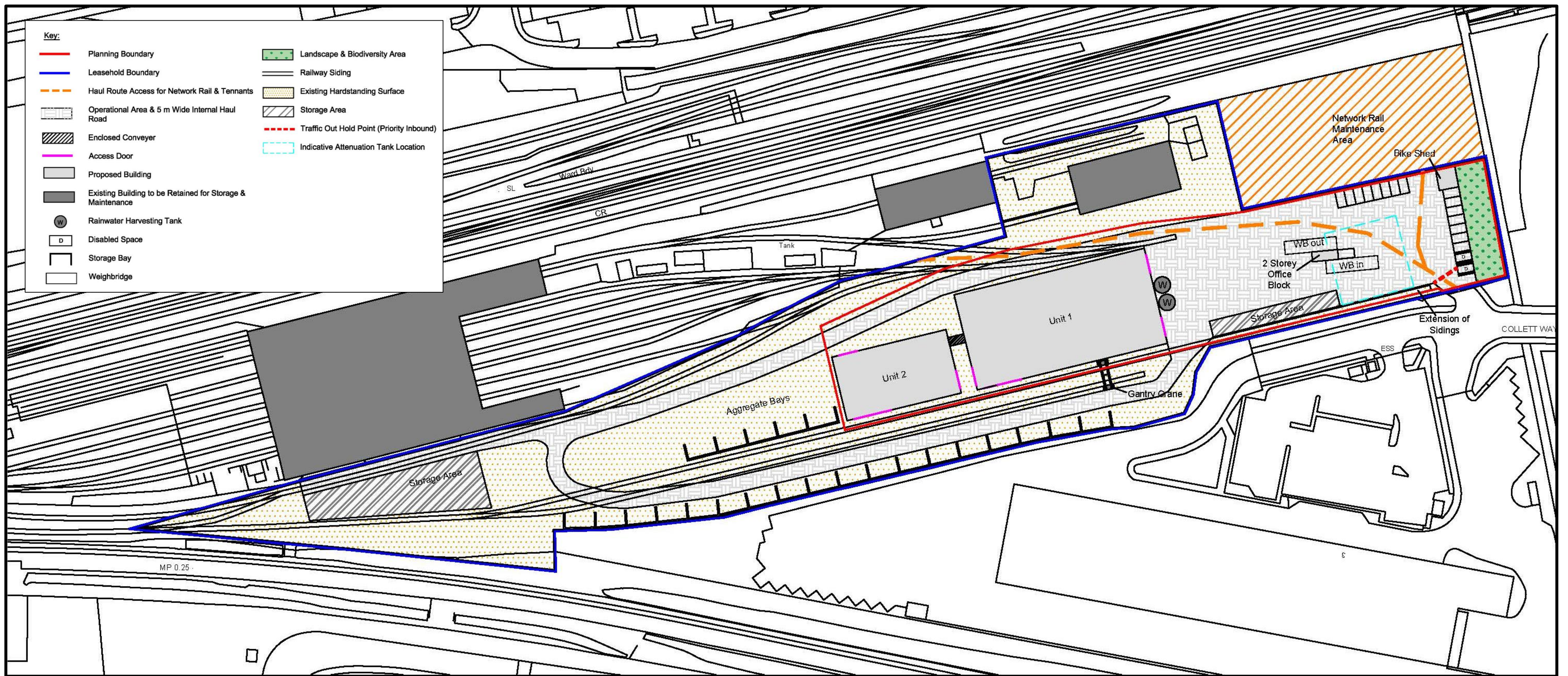
	Maximum CDE	Maximum MCI	MCI 2021 Apportionment Target	MCI 2041 Apportionment Target
WLWA	3,451,863	1,989,579	2,092,000	2,221,000
Ealing	1,014,279	94,378	542,000	576,000
OPDC	1,115,668	292,839	No target set	No target set

The proposed facility will help to address the shortfall.

Project aims:

- ✓ Provide a modern facility which will process inert and non-hazardous waste.
- ✓ Make a positive contribution to LBE's waste management targets set out in the London Plan.
- ✓ Make use of a well-established industrial / commercial location, with minimal impact on surrounding receptors.
- ✓ Take advantage of transport of waste via rail, reducing traffic and emissions.
- ✓ Ensure environmental sustainability through measures to enhance biodiversity and use energy efficiently.
- ✓ Create 50 new jobs which can be offered to locals in Southall.

Waste Processing at Collett Way



Two purpose-built enclosures:

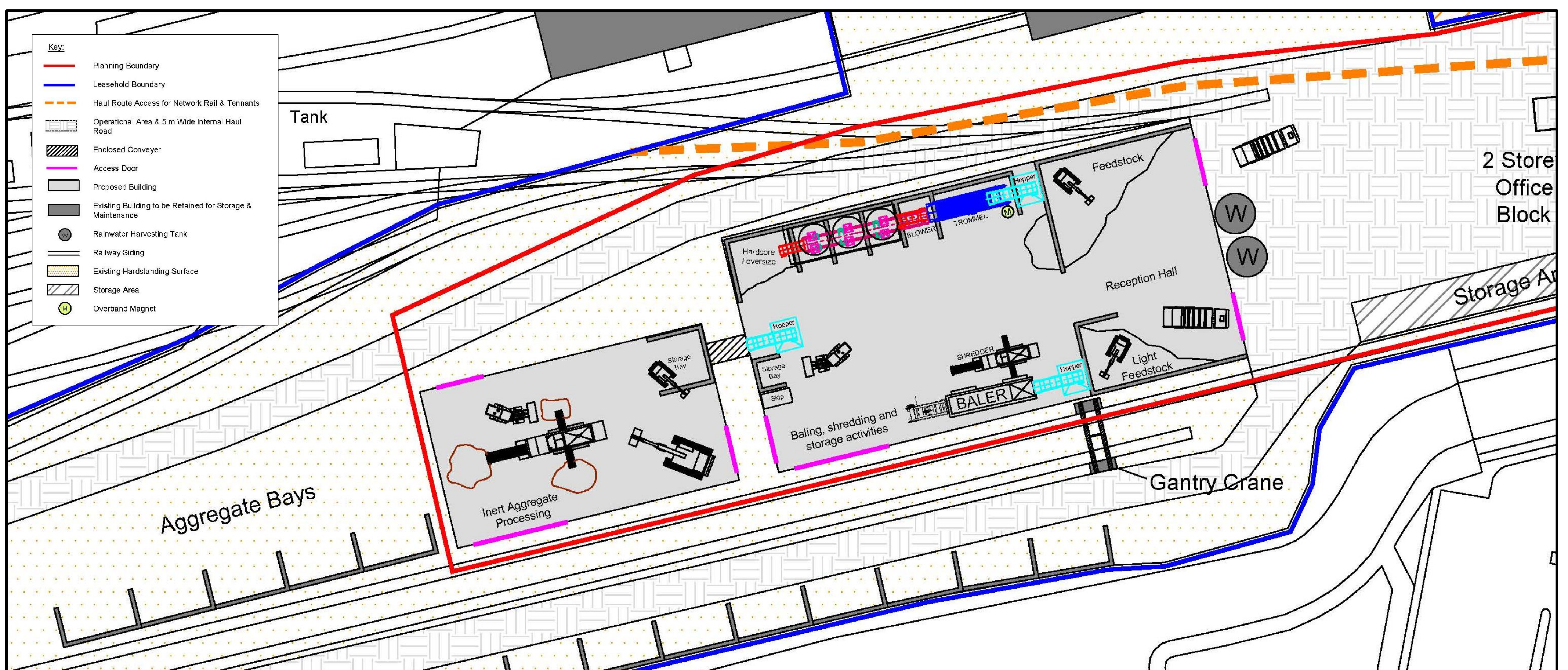
- The current design is as follows:
 - Unit 1 (60 m x 30 m): Reception Hall and screening, trommelling, baling, shredding and storage activities.
 - Unit 2 (30 m x 20 m): Inert aggregate processing and shredding of timber.

Waste handled:

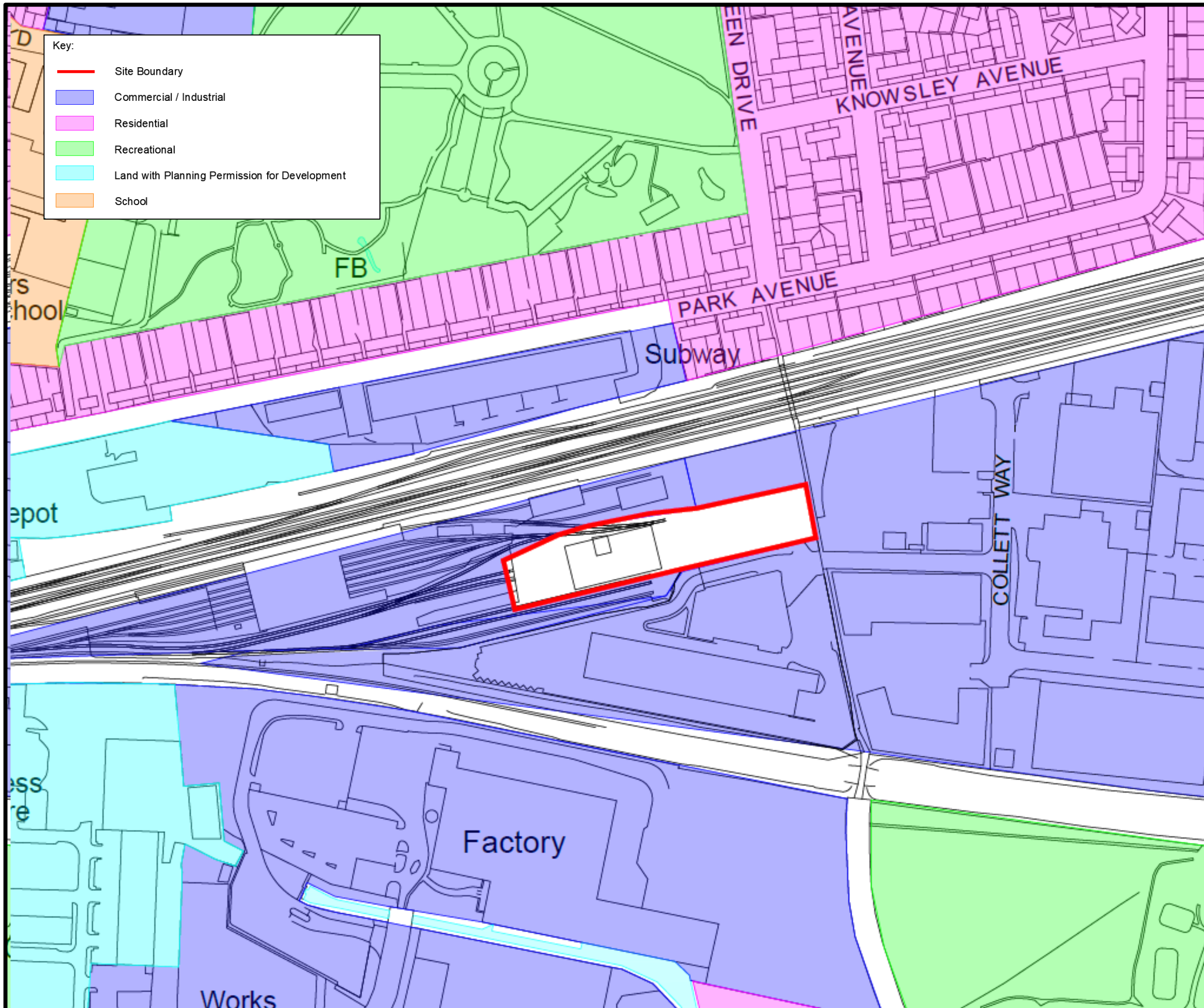
- All waste will be non-hazardous.
- Construction and demolition waste: soils, bricks, concrete, timber, metal, plastics.
- Commercial and industrial waste: paper, cardboard, plastic packaging.

The following wastes will NOT be accepted:

- Hazardous waste.
- Powders and liquid.



Environmental Control



Receptors:

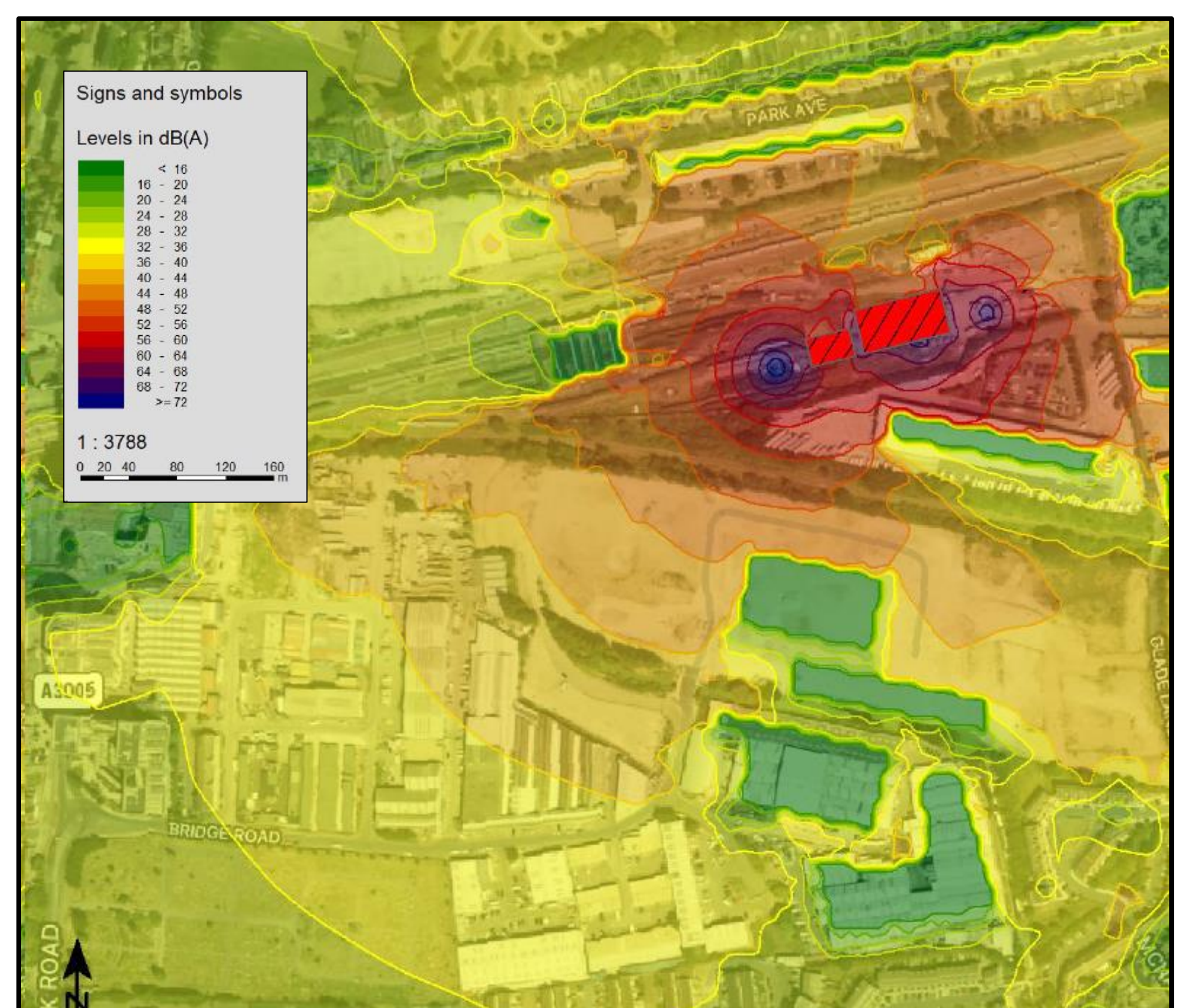
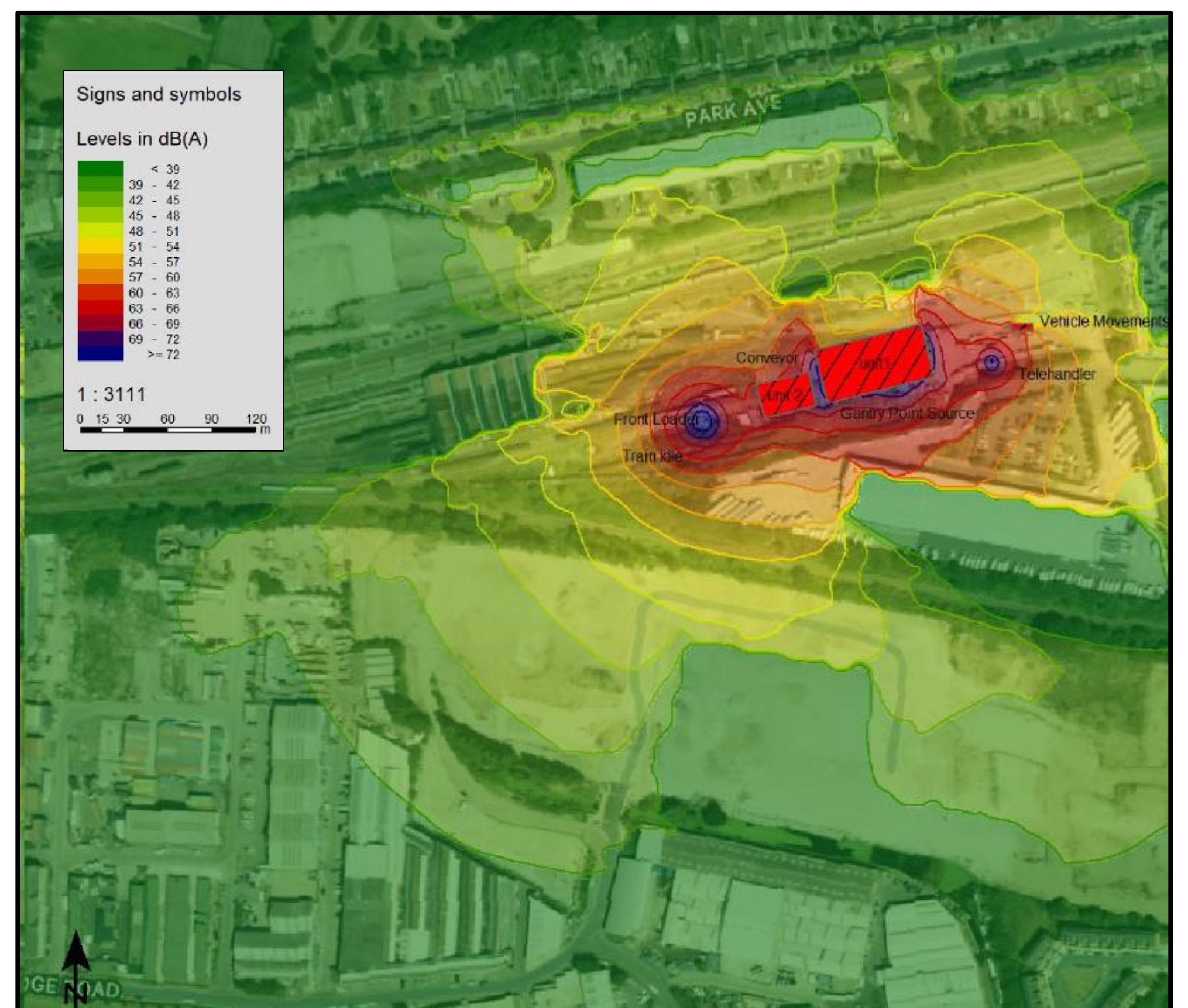
- Neighbouring receptors are primarily commercial and industrial.
- The nearest houses are on Park Avenue in excess of 100 m north of processing activities, beyond the railway line.

Control measures:

- Buildings will be constructed to provide sound insulation.
- A Noise Impact Assessment (NIA) shows no adverse impact. LBE's noise criteria is met.
- Transport Air Quality Assessment (AQA) shows no significant impact.
- Construction and Operational AQAs show no significant adverse impact.
- Surface water will be intercepted and released at a controlled rate to prevent flooding.

Noise:

- Top right image shows the expected sound levels during the daytime.
- Bottom right image shows the expected sound levels during the nighttime.



Sustainable Design & Management

Biodiversity:

- Retention of existing vegetation
- Individual tree planting
- Native hedgerow and seed planting
- Green roof



Water use & SuDS:

- Rainwater will be harvested and used for dust suppression.
- An attenuation tank will be installed which will attenuate all surface water during a 1:100-year (plus 40% climate change allowance) event.
- The system will discharge into the existing drainage system on Collett Way at greenfield runoff rate.



Energy:

- Photovoltaic panels mounted on building roofs to produce electricity to power the plant.
- Polycarbonate sheets to reduce artificial lighting requirements.

Transport:

- 50 % of waste will be removed by rail, resulting in a reduction of over 3000 HGV movements on the road per year.
- A travel route plan will be agreed with LBE before planning permission is granted.

