

**Hampshire County Council
Director of Economy, Transport & Environment**

Applicant: R. Collard Ltd

**Request for a Scoping Opinion at Land at Warren Heath Recycling Facility, Warren Heath,
Welsh Drive, Bramshill (No. SCO/2012/0435)**

(Received: 13 December 2012)

Scoping opinion

General

In October 2012, SLR Consulting Ltd submitted a pre-application advice request to Hampshire County Council (HCC), in order to ascertain what would be required to be included with any forthcoming planning application for “the retention of secondary aggregate recycling facility for a permanent period of time, including the construction of a screening bund and associated site attenuation improvements” at Land at Warren Heath Recycling Facility, Warren Heath, Welsh Drive, Bramshill.

As part of this pre-application assessment, the proposed development was considered to fall within Schedule II, part 11 (b) of the EIA regulations as it is over the threshold area of 0.5 hectares, within a sensitive area and is considered to have likely significant environmental effects. It is therefore proposed by the Waste Planning Authority and the applicant that the proposal is an EIA development and an Environmental Statement (ES) is carried out for the proposed development.

The site is a previously extracted gravel pit (permitted under Application No 0000349CMA and 00/00679/CMA), lower than the surrounding land. Currently benefitting from temporary permission for inert construction, demolition and excavation waste and secondary aggregate recycling facility, the site extends across 11.81 hectares of land at Warren Heath, Bramshill, near Yateley. It lies adjacent to the Thames Basin Heaths Special Protection Area (SPA) and approximately 400 metres from the Castle Bottom to Yateley Heath Site of Special Scientific Interest (SSSI).

To the east the site it is separated from the A327 by a narrow belt of coniferous trees planted at original ground level, here the land falls steeply from this tree belt towards the site. The southern half of the site has been naturally colonised over the past few years. The whole of the site has consent to be infilled and restored to forestry as part of the existing Bramshill Quarry mineral permission.

The Welsh Drive, a bridleway and public right of way, borders the site to the north and currently is used as the main haul route and access to the existing Bramshill Quarry, located to the west of the site. To the south of the site is a path known as Sir Richard’s Ride.

The nearest residential properties to the site are a small complex of mobile homes/caravans located adjacent to the existing quarry weighbridge office and opposite the proposed entrance on the Welsh Drive near its junction with the A327. It is understood that staff associated with the mineral working live here. Adjacent to the south-east corner of the site is a residential property known as Hawkers Lodge. To the north is a property known as Harewood House.

Development Plan

Hampshire Portsmouth Southampton, and New Forest National Park Minerals and Waste Core Strategy (2007) is the adopted plan. The most relevant policies are:

S4 - Recycling and Composting, S5 - Capacity Requirements for Recycling, Composting and Recovery and Treatment, S9 - Recycled and Secondary Aggregates, S17 - Co-location, Systems and Infrastructure.

DC2 (Sites with International and National Designations), DC3 (Impact on Landscape and Townscape), DC4 (Historic Heritage), DC6 (Highways), DC7(Biodiversity), DC8 (Pollution, health, quality of life and amenity), DC10 (Water Resources), DC13 (Waste Management and Recycling, including Aggregate Recycling Facilities) and DC22 - Additional Plant, Buildings and Minor Development.

Draft Hampshire Minerals and Waste Plan - submission version (February 2012) carries most policies forward and is a material consideration.

At a local level, the development plan document is: The local plan is Hart District Local Plan 1996-2006 (DPD). The most relevant policies are:

RUR 2 & 3 (Development in the countryside)

CON 4,5, 6, & 8 (Nature Conservation)

Consultations

The **Environmental Health officer (EHO)** at Hart District Council comments that:

In respect of Air Quality, I would confirm that I am generally satisfied with proposed methodology. The assessment methodologies, referenced tools and project scope are appropriate for their function. My only concerns relate to how effectively mud transfers from HGVS to the highway (and the associated generation of airbourne dust) will be modelled and ultimately controlled. Any assessment or modelled interpretation, really needs to be in tune with the likely site controls and accurately reflect the likely real world site conditions.

In respect of noise, I would confirm that I am generally satisfied with the proposed methodology and the appropriate identification of sensitive receptors. A detailed noise assessment is certainly required. Modelled noise levels and the use of a BS4142 assessment is applicable, and of real value to determining the likely noise climate and potential for nuisance.

The **Highways Authority** comment that:

The scoping note prepared by SLR only makes reference to the scope of the Transport Assessment to be agreed with the Highways Authority (ongoing discussions etc). However, the scope of the TA still needs to be agreed directly with the Highway Authority.

On the point in the report that 'a continuation of existing levels would be deemed acceptable', I would like to clarify that the Highways Authority have not agreed to this and that the permanent operation of existing levels of activity would be subject to a new planning application and assessed on its own merits. To date the Highway Authority has only made recommendations on a temporary use of this site.

Commentary

The principle of temporary waste activities and restoration to forestry for this site has been accepted in the previous planning permission.

The purpose of this Environmental Statement (ES) is to include the essential information and identify the key issues that have arisen at the site since the earlier permission 00/00679/CMA, was granted on 20 March 2007 and focus on the potential impacts of a permanent waste facility with extensive ground works.

A comprehensive scoping report was submitted by the agent for this scoping opinion request. The Waste Planning Authority has some additions and clarifications to add to this document, and agrees that all the various plans, drawings, reports and schemes as listed within are necessary in the ES. Early consultation with the advisory bodies and experts as mentioned is strongly recommended.

The key standard information to be included is as follows:

1. A description of the development comprising information on the site, design and size of the development.
2. A description of the measures envisaged in order to avoid, reduce and, if possible, remedy significant adverse effects.
3. The data required to identify and assess the main effects which the development is likely to have on the environment.
4. An outline of the main alternatives studied by the applicant or appellant and an indication of the main reasons for his choice, taking into account the environmental effects.
5. A non-technical summary of the information provided under paragraphs 1 to 4 of this Part.

In addition to those issues as identified in the scoping report as submitted by the applicant (Water, Landscape, Visual, Ecology and Cumulative), the issues considered to need additional attention are:

Air quality

- Include potential effects on SPA & SSSI.
- Assessment of traffic emissions should be included, as access is on boundary of site and close to SSSI.
- Mud transfers from HGVS to the highway should be modelled to assess the associated generation of airborne dust. Any assessment or modelled interpretation, really needs to be in tune with the likely site controls and accurately reflect the likely real world site conditions.

Traffic

- Need full Transport Assessment as mentioned in Pre-application advice:
A full Transport Assessment, including potential new market locations, numbers and types of vehicles should be provided. The Assessment should be carried out in accordance with the DfT Guidance on Transport Assessment. The assessment should include baseline traffic conditions and the impact of a quantified increase in traffic from the development on the capacity and safety of the highway network. Information on the number and size of vehicles anticipated to be generated by the proposal and how this has been derived in relation to the estimated throughput of the site should be clear. The details of the traffic surveys within this assessment need to be agreed. A Transport Assessment scoping note to this effect should be submitted directly to the Highways Authority in writing to be agreed upon.
- An additional section should be devoted to the permanent use of RoW bridleway (Welsh Drive), as this is a key factor in the proposal.

Noise

- Recommend contact with EHO as suggested to obtain advice on technical aspects of Quantative Noise Assessment.

- Assessment should focus on known noise-sensitive receptors as outlined in Pre-application advice:
- A quantitative Noise Assessment that takes into account residential properties (Harewood House and Hawkers Lodge), users of the bridle and foot paths and the wildlife of the SPA.

In summary, the issues to be covered in the ES should include:
Water, Landscape, Visual, Ecology, Cumulative, Air quality, Traffic and Noise.

Recommendation

This report constitutes the formal scoping opinion of the County Council as Waste Planning Authority for a permanent secondary aggregate, including the construction of a screening bund and associated site attenuation improvements at land at Warren Heath Recycling Facility, Warren Heath, Welsh Drive, Bramshill.

Case Officer
Katherine Snell

Date...16/01/2013.....

Authorised on behalf of the Director of the Economy, Transport & Environment

.....P Chadwick.....

Date...16/01/2013.....