



## TOWN & COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2011

### 'SCREENING OPINION' (REG: 5 &7)

Proposal            Screening Opinion: Development of an authorised treatment  
                         facility and metal recycling facility  
at:                    Hollybush Lane

County Council Ref: SCR/2012/0296

Received 31 July 2012

#### The site

The site lies near North Camp railway station, accessed off the northern end of the private Hollybush Lane, Aldershot. It is within the Blackwater Valley Strategic Gap and a very small portion lies within (with the rest of the site adjacent to) the Ramillies Park/North Camp Lakes Site of Importance for Nature Conservation (SINC). It lies approximately 50 metres from the River Blackwater and adjacent to a permissive footpath. It is approximately 800m west of a Site of Special Scientific Interest (SSSI) in the County of Surrey. The River Blackwater divides the County of Hampshire and Surrey. The proposed site of the car park is on an historic landfill known as Ramillies park. The site is within Flood Zones 2 and 3.

#### Screening Request Details Submitted

The description submitted as part of this screening request is entitled ***'Development of an Authorised treatment facility and metal recycling facility.'***

#### Details submitted

- 6 page document outlining 'the development'
- A general location plan
- A proposed site layout plan for a metal/ELV and WEEE recycling facility and a new public car park for railway station commuters (not shown in context of its surroundings and without any red line boundary)
- An HBIC plan of non-statutory designated sites within 2km radius

The County Council notes that whilst the applicant's covering letter to the screening request states: ***'Request for screening Opinion for development of an Authorised Treatment Facility and metal Recycling facility.'*** reference is made on the submitted plans and in the supporting documentation to the development including a new station car park :-

***'As part of the development it is proposed to provide an alternative parking area for commuters using North Camp Station. At present, commuters park their cars at the entrance to Hollybush Lane, which make access difficult. Typically***



*between 60-80 cars park on Hollybush Lane during the working week. There are no alternative parking arrangements for the station at present.'*

The County Council, for the purposes of this screening opinion, having examined all the documentation before it considers this screening opinion relates to the waste facility and the in the Screening Request and associated plans which includes::

**On land to the east of Hollybush Lane next to a permissive footpath and the River Blackwater :**

- Importation, baling storage and transfer of 15,000 tonnes per year of ferrous metals ( delivered by public, business, other waste management companies and local authorities)
- Importation/throughput of non ferrous metal and WEEE of 5000 tonnes
- Importation /storage and processing of End of Life Vehicles ( ELV's) – 10,000 tonnes annual throughput
- Construction of new building for depollution of ELV's and associated offices 25m wide x106m long x 12m high
- Construction of non ferrous metal storage and WEEE reception building – 29mx7m
- Plant to include 360 mobile crane and grab; two shear balers
- Four weighbridges
- Offices
- Vehicle storage racks and security fencing
- Earth bunding on all sides of the site

**On land opposite the above site to west of Hollybush Lane, currently unmanaged woodland/vegetated land- proposed development to include ( as shown on submitted plan):**

- Creation of public car park for approximately 100 cars, associated access to public highway and Hollybush Lane, access road and indicative roundabout ( on plans) to serve car park

**The site to the east of Hollybush Lane currently comprises an unauthorised scrap vehicle storage , and vehicle dismantling facility recently brought to the County Council's attention by the Rushmoor Borough Council and includes:**

- New concrete hard standing
- Unauthorised use of site for storage of scrap vehicles on racks and ground storage of disused cars
- new security fencing around full boundary perimeter
- recent unauthorised use of the site for dismantling of vehicle parts.
- new car parking for retail customers and site staff
- Unauthorised residential mobile homes x 2 for security staff and respective families
- Unauthorised offices and mess facilities
- New earth bunding
- Unauthorised car racks with disused vehicles stacked on them
- Over 100 disused depolluted ( informed by applicant) vehicles stored on the ground



- new gates and access

**Schedule and Category of development**

Is the development listed in Schedule 1? **No**

Is the development listed in Schedule 2? **Yes**

**[10] Infrastructure projects**

(a) **Industrial estate development projects**; ( Threshold 0.5 hectares exceeded: the area of the waste development alone is approximately 3 hectares and the car park approximately one hectare)

(b) **Urban development projects**, including the construction of shopping centres and car parks, sports stadiums, leisure centres and multiplex cinemas;

( **Threshold**: The area of the development exceeds 0.5 hectares – the ELV/waste metal site and the car park both significantly exceed this threshold )

f) **Construction of roads** (unless included in Schedule 1); The area of the works exceeds 1 hectare

**[11] Other projects**

(b) Installations for the disposal of waste (unless included in Schedule 1);

(ii) the area of the development exceeds 0.5 hectare; ( yes)

(iii) the installation is to be sited within 100 metres of any controlled waters ( yes- close to River Blackwater ).

**Is the development likely to have significant effects on the environment?**

**Yes , the County Council , based on the information before it at this time, concludes that the development may cause significant environmental impacts.**

In reaching this conclusion the County Council has taken consideration of Circular 2/99 and Schedule 3 [ Regulation 4(6) ] of the EIA Regulations – **‘Selection criteria for screening Schedule 2 development ‘**and has duly considered the **characteristics of the development and its potential impact** , including : its size, its cumulation with other development, the production of waste, potential pollution and nuisances it could cause, and the potential risk of accidents , having regard in particular to substances or technologies used. The County Council has also considered **the location of the development** including it’s proximity to the River Blackwater , and a Site of Importance to Nature conservation, it’s siting in the Blackwater Strategic Gap and Flood Zones 2 and 3, and taking into account the absorption capacity of the natural environment.



The County Council also notes that Circular 2/99 regarding Infrastructure Developments refers in paragraph A19 to the fact that development proposed for sites which have not previously been intensively developed are more likely to require EIA if: the development would have significant urbanising effects in a previously non urbanised area. The site for the car park is currently vegetated. It is also noted that with regards sites for the Storage of Scrap Iron, including scrap vehicles C2/99 under paragraph A38 states that major impacts are likely to be discharges to soil, site noise and traffic generation and that EIA is more likely to be required where it is proposed to store scrap on an area of 10 hectares or more. The metal waste and ELV facility proposed is approximately 3 hectares but the County Council has formed its conclusions on the potential of impacts of the totality of the development described in the screening submission taking account of such matters- as explained above – of nature, scale and location and those matters outlined in Schedule 3 of the EIA Regulations..

The proposed development is an **EIA development** under the ***Town & Country Planning (Environmental Impact Assessment) Regulations 2011*** as *the proposed development as submitted here is a Schedule 2 waste (category 11b) and infrastructure development (Category 10) that exceeds the area thresholds listed for such developments and also is within 100m of controlled waters. The County Council having examined the information before it at this time, considers that due to the scale, nature and location of the development, including the proximity to a SINC, the River Blackwater, being within Flood Zones 2 and 3 and a strategic gap – and taking into account any urbanisation effect with the two developments (waste and car park) together with associated road improvements - that the development as outlined in the screening submission is likely to have significant environmental effects.*

Director of Economy, Transport & Environment  
Date 17 August, 2012

*Note: An EIA development must **either:**  
be within Schedule 1 **or;**  
be within Schedule 2 within a 'sensitive area' **and/or** above thresholds/criteria **and/or** 'likely to have significant environmental effects'.*