



Integrated Skills

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31 July 2012

Hampshire County Council
Environment Department
Planning and Development
The Castle
Winchester
Hants., SO23 8UD

FAO Julia Davey

Dear Sir

Request for Screening Opinion for development of an Authorised Treatment Facility and Metal Recycling Facility

I am writing to you to seek a formal Screening Opinion from Hampshire County Council under the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011. This is on behalf of Aldershot Car Spares Limited.

Site Description

The proposed operational site occupies an area of about 3ha and lies within the ownership of Aldershot Car Spares Limited. The full site ownership extends to some 27ha and includes five fishing lakes, created from mineral extraction, adjoining woodland and footpaths. Hollybush Lane is also within the control of the applicant.

The application site lies within the former Lafarge processing area. Lafarge operated a concrete batching plant on this site. The existing infrastructure included concrete hardstanding, drainage, concrete batching tower (approximately 15m in height) and bunds on the eastern and southern boundaries.

The bund on the western side of the site was created by Surrey County Council during the construction of the A331. Surrey County Council still owns a strip of land in between Hollybush Lane and the A331.

The land to the immediate south and east is occupied by fishing lakes. The lakes were constructed following mineral extraction. Beyond the eastern lake, lies the River Blackwater. The river delineates the boundary with Surrey.

To the immediate west lies Hollybush Lane, this runs in a north to south direction. Beyond Hollybush Lane is the A331, which also runs in north to south direction.

To the north, Hollybush Lane joins Station Road which provides access to North Camp train station to the east and joins a roundabout to the west. At this roundabout, vehicles can access the A331, B3166, A3011 or Lynchford Lane. This junction provides good access to the main road network.

There are extensive woodland areas in the locality.

The site location is shown on Drawing No ACS/HOL/LOC/01.

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Description of Nature and Purpose

It is proposed to develop an Authorised Treatment Facility for End of Life Vehicles and a Metal Recycling Facility at the site. The site will also accept Waste Electrical and Electronic Equipment (WEEE). Aldershot Car Spares Limited is a family-owned business that has been operating for over 20 years. The company is part of the UCS Group which includes Car and Metal Recyclers, Part Worn Tyre Warehouse and Repairable Vehicles. The company employs approximately 38 staff and it is proposed that a further 10 jobs will be created through the development, plus those involved in the construction. The current main operational base is located at the southern end of Hollybush Lane.

The proposed development will provide a new purpose-built facility which will complement the existing operations within the company. The new facility will provide state of the art processing plant and has been designed to provide three key operational areas. The site has been divided to receive and treat ferrous metal, non ferrous metal/WEEE and End of Life Vehicles. This design allows maximum recovery of individual components which can be recycled. The site has also been designed with a view of separating members of the public from operational areas.

It is proposed to provide two new buildings in which to house the various components, and associated infrastructure including, office accommodation, toilets/mess facilities, parking, storage and access. The outline site layout is provided on Drawing No. 7054/02.

Building No.1 will be used for the receipt of Non-Ferrous metal and WEEE.

Building No 2 will be used for de-polluting End of Life Vehicles, preparing engines and gear boxes for export and offices. This building will have an annex which will be used to provide a workshop and vehicle cleaning area.

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 either side of Hollybush Lane during the working week. There are no alternative parking arrangements for the station at present.

The development will also include landscaping and ecological enhancement measures.

Description of Proposed Operation

It is proposed to provide a state of the art Authorised Treatment Facility and Metal Recycling Facility. This would be a local facility serving the applicant's existing business.

End of Life Vehicles

The European Directive 2000/53/EC on End of Life Vehicles was transposed into UK legislation through the End of Life Vehicles Regulations 2003 and its enactment is regulated by the Environment Agency. In order to comply with the requirements the site must:

- Store and treat ELVs in a way that does not harm the environment
- Remove all hazardous components and liquids (depollution)
- Recycle, store and dispose of the parts appropriately.

Compliance with these allows the site to be certified as an Authorised Treatment Facility (ATF).

The conditions of the Environmental Permit will require:

- A secure site to prevent unauthorised access.
- An impermeable surface and sealed drainage (either to a sealed tank, or via an interceptor to a water course or foul sewer).
- For depollution activities, a sealed drainage system with an impermeable surface.

For this development Building No. 2 will house the de-pollution facility. De-pollution involves removal of the battery, wheels and mercury switches, followed by the removal of all liquids (including engine oil, transmission oils, coolants, hydraulic oils, screen wash and fuel) and the removal or deployment of air bags and seat belt pre-tensioners. All the liquids will be siphoned and drained into dedicated storage tanks within the tank farm. This will be a fully bunded area. Once a vehicle has been depolluted, it will either be baled for recovery purposes or will be sold for parts.

The depollution operation will be housed in a building which is approximately 25m by 106m. It will be 12m to the eaves. The building will also house the cutting shed, office and areas to dismantle engines and prepare material for export.

The site will receive ELV from members of the public, garages, police, Local Authorities and insurance companies.

It anticipated that the annual throughput of ELVs will be 10,000 tonnes.

Ferrous Metal

Ferrous metal will be accepted within the central part site. The metal may be delivered by the public, businesses, other waste management companies and Local Authorities.

All incoming metal will be weighed. The ferrous metal will be handled using a 360° mobile crane unit with a grab. The material will be loaded into one of two shear balers. The baled material will be stored and directly loaded into an artic trailer, which will have a dedicated route around the site. This material will be transferred off-site for re-use.

It anticipated that the annual throughput of ferrous metal will be 15,000 tonnes.

Non Ferrous Metal/ WEEE

A separate building of approximately 29m x 7m will be provided to house the non ferrous metal and WEEE reception facility. The material may be delivered by the public, businesses, other waste management companies and Local Authorities.

The incoming material will be weighed using platform scales.

The process will enable the material to be separated into various components, such aluminium, copper, brass and lead. The site will be able to strip cables to separate the components. All separated materials will be stored in dedicated containers and transferred off-site for recovery purposes.

It is anticipated that the annual throughput of non ferrous metal and WEEE will be 5,000 tonnes.

Screening

Schedule 1 of the Regulations lists developments for which an Environmental Impact Assessment (EIA) is required in every case. With regards to waste management installations these include waste incineration and landfill. It is considered that the proposed development does not fall under Schedule 1.

Schedule 2 of the Regulations lists development for which an EIA is required only if the particular project in question is judged likely to give rise to significant environmental effects by virtue of factors such as its size, nature or location. Waste management installations are included in the schedule under item 11b (Other Projects):-

- Installations for the disposal of waste (unless included in Schedule 1) where the applicable thresholds or criteria are as follows:-
 - (i) the disposal is by incineration;
 - (ii) the area of the development exceeds 0.5 hectares; or

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

Development will be Schedule 2 development if it is located wholly or partially within a 'sensitive area; or meets / exceeds the threshold criteria listed above.

The development is not located wholly or partially within a sensitive area. There are no sensitive areas within the vicinity of the site; such as Sites of Special Scientific Interest, Special Protection Areas, Special Areas of Conservation, Ramsar sites, National Parks, Areas of Outstanding Natural Beauty, World Heritage Sites or Scheduled Monuments.

The proposed development exceeds the threshold criteria for the site area and is within 100m of controlled waters. It can therefore be considered as Schedule 2 development. However, in determining whether an EIA is required, the development needs to be assessed as to whether or not it is likely to have significant effects on the environment.

With reference to Circular 2/99, selection criteria have been provided to be taken into account when determining whether a development is likely to have significant effects on the environment. With reference to A38 of Circular 2/99, it states that "*EIA is more likely to be required where it is proposed to store scrap on an area of 10 hectares or more.*" In this case, the site area is 3ha and is below the threshold. In terms of determining whether an EIA is required, the main consideration needs to be the relationship between a proposed development and its location. On this matter, the site is not located within or adjacent to any of the following designations; Sites of Special Scientific Interest, Special Protection Areas, Special Areas of Conservation, Ramsar sites, National Parks, Areas of Outstanding Natural Beauty, World Heritage Sites or Scheduled Monuments.

Description of Possible Effects on the Environment

The site has been nominated as a potential waste site in the Council's emerging Waste Plan. The following assessment criteria have been used to identify the possible effects on the Environment.

Protection of Water Resources

The site will be designed to manage all surface water including site drainage and roof water. There are commercial fishing lakes to the east and south of the site, and the River Blackwater lies to the east.

With reference to Environment Agency flood maps, the proposed waste facility is located within Flood Zone 2. With reference to the relevant guidance, the proposed waste facility is a less vulnerable use and is appropriate in this zone. The proposed car parking area lies within Flood Zone 1, which has a low probability of flooding.

Campbell & Bloese Structural and Civil Engineers will undertake a Flood Risk Assessment and design the proposed drainage infrastructure.

Visual Intrusion

The site does not lie within or adjacent to a designated landscape setting. The site is well enclosed and screened by woodland and hedgerows. A visual appraisal will be undertaken to support the planning application but it is considered that the development will not have a visual impact.

Nature Conservation

A Phase 1 Habitat Survey has been undertaken by enims. This confirmed that the application site and surrounding land did not support protected habitats or species. The application site and adjoining land to the east and south are not designated as a Site of Importance for Nature Conservation (SINC), see attached plan. This information has been obtained from the Hampshire Biodiversity Information Centre.

Historic Environment/Built Heritage

The application site is previously developed land. The proposed car park was used during the construction of the A331 and the proposed treatment facility land was used by Redland for waste processing and concrete batching. The application site is therefore unlikely to have any archaeological value.

There are no Listed Buildings or Scheduled Monuments within 1km of the site and therefore there will be no impact on these features.

Traffic and Access

With regards to traffic, D M Mason Engineering Consultants Ltd has been commissioned to address highway matters.

Hollybush Lane is a private road within the control of the applicant. It is acknowledged that the on-street parking at the entrance of Hollybush Lane needs to be addressed and therefore alternative parking arrangements are being provided as part of the application.

For this development, the following highway matters will be addressed including; the access from Hollybush Lane to Station Road, the on street parking on Hollybush Lane, the provision of alternative parking arrangements and the capacity of the surrounding road network.

Amenity (Noise, Air Quality)

The nearest residential properties are approximately 235m to the east of the site, beyond the River Blackwater and mainline railway, and 185m to the west, beyond the A331.

There is an industrial estate approximately 230m east of the site, which appears to comprise of warehouse units.

There is a footpath which runs along the River Blackwater. Although this is not a Public right of Way, it is considered to be a receptor. It is less than 100m from the proposed operational area.

It is anticipated that the background noise level in this area will be dominated by road traffic on the A331 and other local roads, with railway noise also being present.

It is considered that based on the site setting, proximity to receptors and the provision of enclosed facilities; there will not be significant effects from noise or dust.

These matters will be addressed in the Supporting Statement.

Summary

Having reviewed the projects listed in Schedules 1 and 2 of the EIA Regulations, it is considered that as the site is not within or near to a "sensitive area"; and it will not give rise to "significant environmental effects", it will not require an EIA. However, we should be grateful for confirmation that HCC concurs with this conclusion.

If you need to discuss any details of the proposal in more detail, or require further information before coming to a view then please contact me.

Yours sincerely

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Alison Crooks

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A second handwritten signature in dark ink, identical to the one above, appearing to read 'Alison Crooks' in a cursive style.