

Design and Access Statement

***Former Lafarge Site at Hollybush Lane,
Aldershot, GU12 5QA***

Prepared by



For

Aldershot Car Spares Limited

November 2012

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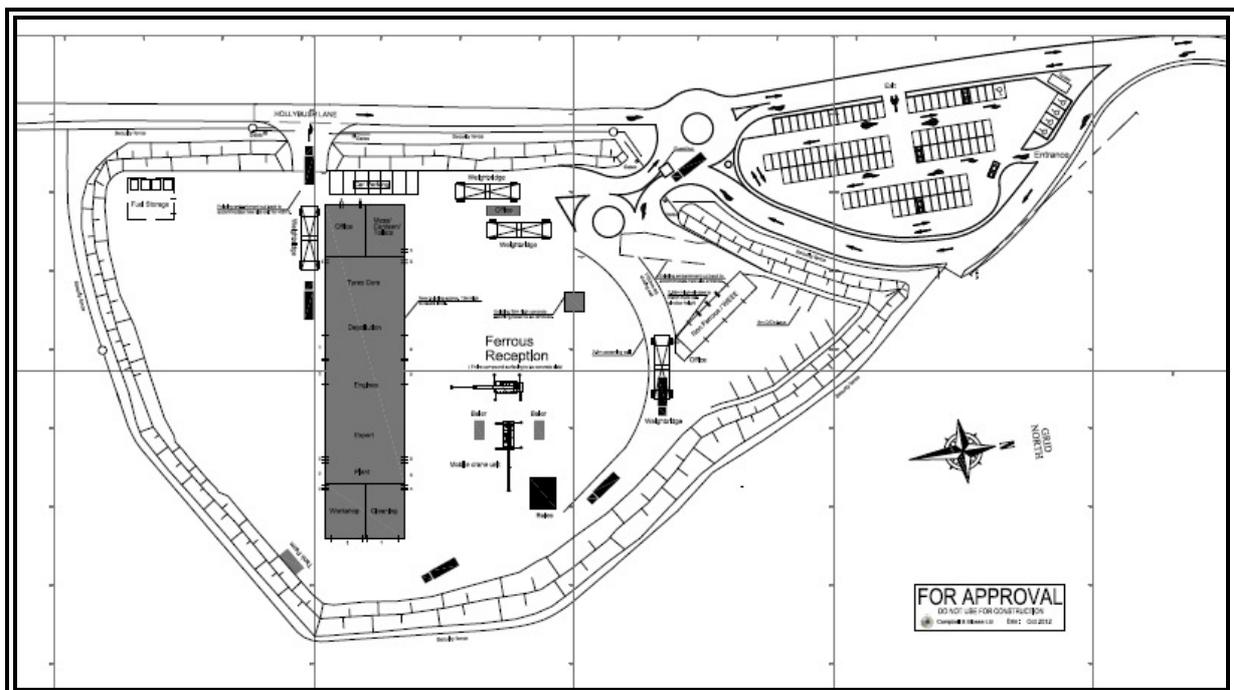
1. INTRODUCTION

- 1.1 This Design and Access Statement has been prepared in accordance with the Department for Communities and Local Government Circular 01/2006, "Guidance on changes to the development control system".
- 1.2 This requirement came into effect in August 2006 with the aim of explaining the design principles and concepts of the proposed development.

Proposed Development

- 1.3 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).
- 1.4 The proposed development will provide a new purpose-built facility which will complement the existing operations within the company. The development will provide a modern facility and has been designed to provide three key operational areas to receive and treat ferrous metal, non ferrous metal and End of Life Vehicles. This design allows the 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.
- 1.5 It is proposed to provide two new buildings in which to house the various components, and associated facilities such as, office accommodation and toilets/mess facilities. It is proposed to provide a training room, which can also be used for local educational visits. There will be a new car park and access road. Additional hardstanding will be constructed in association with the drainage plan for the site. The outline site layout is provided on Drawing No. 7054/02, and is illustrated in Figure 1.

Figure 1 – Proposed Operational Area





- 1.6 The smaller building will be used for the receipt of Non-Ferrous metal and WEEE.
- 1.7 The main building will be used for de-polluting End of Life Vehicles, preparing engines and gear boxes for export and office accommodation. This building will have an annex which will be used to provide a workshop and vehicle cleaning area.
- 1.8 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. Up to 60 cars have parked on Hollybush Lane during the working week. There are no alternative parking arrangements for the station at present and further parking restrictions are being considered in this locality.
- 1.9 The site is considered to be previously developed land. The applicant acquired the site from Lafarge. Lafarge previously used the site for concrete batching. At the time of acquisition, the site comprised of concrete hardstanding, bunds and a 15m high concrete batching tower.
- 1.10 The site is currently being used by the applicant for storing cars that are waiting for insurance firms to assess claims and also for storing cars for parts for resale. Cars are being stored in single or double racks, up to 4 cars in height. There are temporary site offices and a car park, a temporary workshop and two temporary mobile homes for security personnel.
- 1.11 It is proposed to construct a purpose-built waste management facility measuring 106m x 25m in which to house the End of Life Vehicle operation. The building would be 12m to the eaves, with a maximum height of 12.8m, and would be clear span. The building has been designed to incorporate sustainable features and to ensure that it can remain flexible and adaptable to future changes in legislation.
- 1.12 The building height has been based on the minimum requirements to accommodate the recycling plant and machinery.
- 1.13 The main building will also provide office accommodation, training room facilities, mess room and a security room. The training room will be able to accommodate educational visits, which will be used to promote recycling.
- 1.14 The main building is shown on Figure 2.

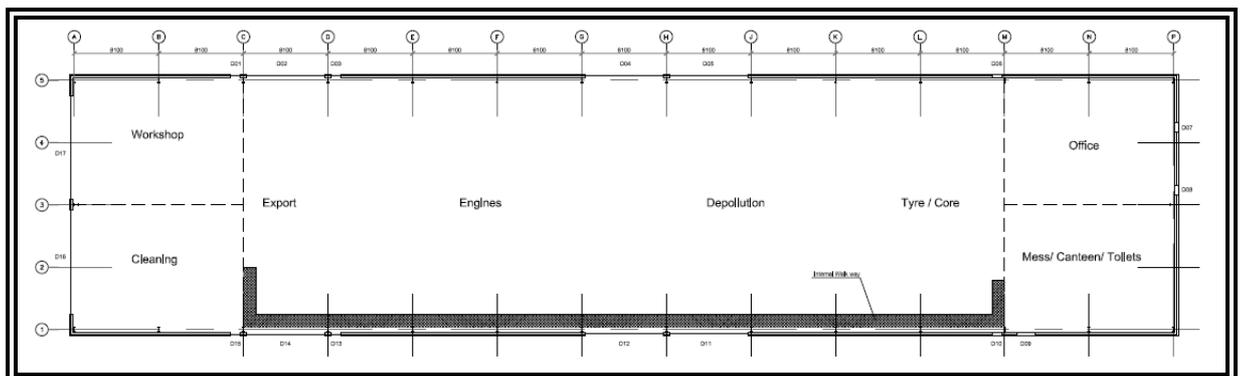


Figure 2 - Proposed Main Building



- 1.15 The main building has been sized to accommodate all waste processing plant associated with End of Life Vehicles, as well as office and mess facilities. The proposed internal layout is shown in Figure 3.

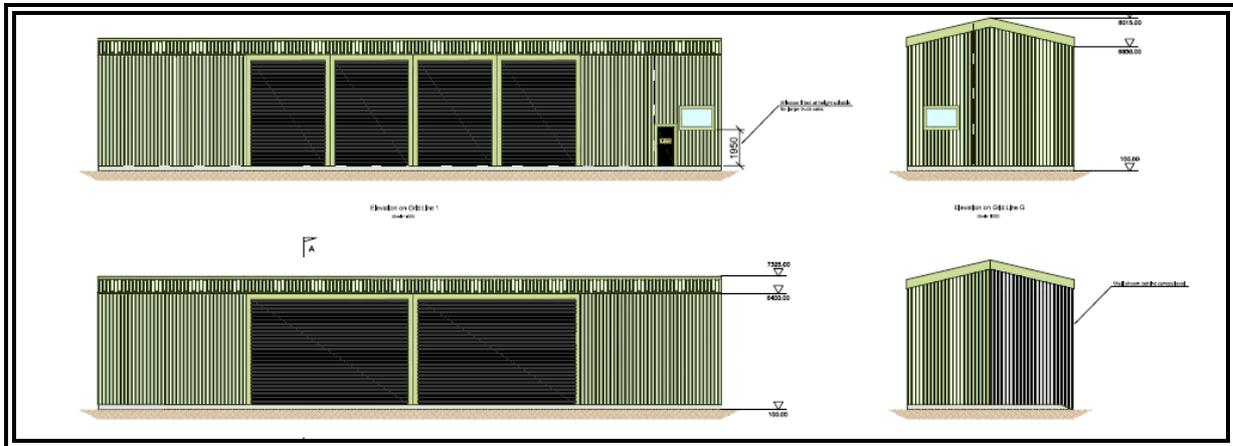
Figure 3 – Proposed Internal Layout of Facility



- 1.16 The nature of metal recycling requires large open areas in which to store incoming waste, process the material and store separated metal. The site has been designed to keep ferrous and non ferrous metal separate.
- 1.17 The non ferrous metal will be received in a purpose built building, approximately 33m x 9m and 6.75m to the eaves, with a maximum height of 8m. The building has been designed to provide a secured area for the recovered metal. Non ferrous metal includes aluminium, copper, brass and lead and tends to be high value. Containers will be provided for the separated metals. This building is shown on Figure 4.



Figure 4 – Proposed Non Ferrous Building



Crime and Safety

- 1.18 The site has been designed to prevent unauthorised access and reduce the likelihood of theft and vandalism.
- 1.19 The main building has been designed to provide numerous windows. The design principle for this is twofold. Firstly, it increases the amount of natural light entering the building and secondly it provides clear views across all operational areas of the site.
- 1.20 The site will be fitted with a CCTV system which will be controlled in an office within the main building. The CCTV coverage will include all operational areas, the access road, car park and within the buildings. The site will also employ dedicated security staff to oversee the security arrangements at the site.
- 1.21 The operational area benefits from a 2.4m high steel palisade fence.
- 1.22 The site will be open to members of the public and has been designed to separate the public from the operational areas. Signage will be provided to direct users to the appropriate section of the site and will provide safety instructions. There will be no public access to the operational parts of the site where machinery is being operated.
- 1.23 In terms of higher valuable material such as the non ferrous metals; these will be securely stored within the building for non ferrous material. This part of the building does not have any external access doors or windows. The only access will be from within the operational side of the building, for which there will be no public access.



2. ASSESSMENT

Physical Context

- 2.1 The site is located at the northern end of Hollybush Lane. It joins to a minor road in the north, which then has direct access on to the A331.
- 2.2 Hollybush Lane is private road which continues south towards Hollybush Lane Industrial Estate. It is an unsurfaced road.
- 2.3 The application site is approximately 5.0 ha and lies within the ownership of the applicant. The applicant also owns the surrounding fishing lakes and land up to and including the Blackwater Valley footpath.
- 2.4 The proposed operational area is located on land that was previously developed. It is well documented that Lafarge operated a concrete batching plant on the site. When the site was acquired by the applicant, the concrete hardstanding, perimeter bunds and concrete batching tower remained on site.
- 2.5 The proposed operational area will be surrounded by a perimeter bund, approximately 3m in height. The bund has recently been re-profiled using on-site material. The entire operational area will comprise of concrete hardstanding, the majority of which remains from Lafarge's use of the site. The hardstanding has been repaired in places and will be extended to incorporate the proposed site drainage arrangements. Beyond the bund is a 2.4m high steel palisade fence.
- 2.6 The new car park will be constructed on land that was used as a storage area during the construction of the A331 and comprises of Made Ground. This currently contains scrub vegetation and trees.
- 2.7 The land to the immediate south and east is occupied by fishing lakes. The lakes were constructed following the mineral extraction. Beyond the eastern lake, lies the River Blackwater. The river delineates the boundary with Surrey.
- 2.8 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.
- 2.9 To the north, Hollybush Lane joins a minor 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.
- 2.10 There are extensive woodland areas in the locality.

Social Context

- 2.11 Aldershot Car Spares Limited is a family-owned business that has been operating for about 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. The current main operational base is located at the southern end of Hollybush Lane.
- 2.12 It is anticipated that the new development will require a further 10 people within the company. The proposed breakdown of staff is anticipated to be 35 at the application site and 13 at the existing site at the southern end of Hollybush Lane.



Economic

- 2.13 The applicant is a significant employer in the local area, employing up to 38 people, which contributes to the local economy. The proposed development will secure the existing employment, as well as provide long term job opportunities. The delivery of the development will require up to 50 personnel.
- 2.14 It will also provide an outlet for businesses and residents to sell metal and End of Life Vehicles. Many small businesses generate metal wastes, for example, local building contractors, electricians and plumbers. These are considered to be small suppliers of metal, but will be able to recover some value of the metal they accumulate during their line of business. The application site will therefore in turn support these local businesses.

Planning Policy

- 2.14 A detailed review of the planning policies and guidance is provided in the Environmental Statement. The key planning policies and guidance are:-
- National Planning Policy Framework
 - PPS10
 - South East Plan (the Regional Spatial Strategy)
 - Hampshire Minerals and Waste Core Strategy 2007
 - Rushmoor Borough Core Strategy – October 2011
 - Rushmoor Local Plan Review (1996-2011). Adopted August 2000 – Saved policies



3. INVOLVEMENT / VALUATION / DESIGN

- 3.1 The design of the facility has been based on the applicant's experience of managing the waste stream. The existing site has developed on a piecemeal basis as the applicant responded to changes in legislation relating to ELVs and metal. This has occurred on a site that is constrained by other occupants. The facility cannot operate to its maximum efficiency and traffic congestion is a problem.
- 3.2 The proposed facility has been designed in a way which meets the requirements of the applicant by maximising operational efficiency, and enabling direct access to the main road network, whilst taking into account the site setting.
- 3.3 The design has also been based on providing a durable, adaptable and flexible building in accordance with Defra guidance, as well as meeting a high standard of sustainable design.
- 3.4 The design features include the following environmental performance qualities:
- Clerestory windows to allow natural light to enter the building.
 - Use of energy efficient light fittings for all offices and external areas.
 - Implementation of a travel plan (car sharing, provision of bicycle facilities, for example).
 - Provision of a HGV route through the site to ensure efficient flow of traffic and thus avoid queuing and unnecessary manoeuvring.
 - Use of baling machines for more efficient transport of material.
 - Collection of roof water for reuse purposes (water harvesting).
 - Grey water recycling for offices and mess facilities.
 - Use of secondary aggregates in building foundations and new areas of hardstanding. These materials will be derived from local waste operators to reduce travel distances.
 - Use of secondary aggregates will prevent use of primary aggregates.
 - Full insulation of offices.
 - Development of a site waste management plan for the construction phase which will reduce unnecessary waste by accurate ordering of materials and reuse of any surplus materials.
 - Provision of solar panels on the main building roof
 - Provision of sustainable surface water drainage system.
 - Provision of a "green" car park.
- In addition, the development will provide:
- Bird and bat boxes in the surrounding area for ecological enhancement; and
 - Landscaping.



Use

- 3.5 The use of the Recycling Facility will allow the applicant to increase recycling, recovery and re-use of these waste streams which meets Government Policy in moving waste up the waste hierarchy and also EU targets for End of Life Vehicles.
- 3.6 The location will enable HGVs to access the main road network without using a network of local roads as is the situation at the existing operation. This improved efficiency will reduce congestion which in turn will reduce greenhouse gas emissions.
- 3.7 The site will be used to provide reception and processing facilities for End of Life Vehicles, non ferrous and ferrous metal.
- 3.8 In summary the following materials will be separated and stored for recycling purposes:
- Ferrous Metal
 - Steel
 - Iron
 - Non Ferrous Metal (for example)
 - Aluminium
 - Copper
 - Lead
 - Zinc
 - Rubber
 - Textiles
 - Glass
 - Tyres
 - Plastics
 - Batteries
 - Fluids (petrol, oils, screen wash etc)
 - Wood

Amount

- 3.9 The application site is approximately 5.0Ha and lies within the ownership of Aldershot Car Spares Limited. The application area includes the access road, new car park, the operational area and land set aside for landscaping.

Layout

- 3.10 The planning application is supported by drawings showing the operational layout; see Drawing No 7459/02.
- 3.11 The proposed development will provide a new purpose-built facility which will complement the existing operations within the company. The development will provide a modern facility and has been designed to provide three key operational areas to receive and treat ferrous metal, non ferrous metal 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.
- 3.12 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.



Scale

- 3.13 The operation is based on managing the following throughputs:
- End of Life Vehicles 10,000 tonnes per annum
 - Non Ferrous Metal 5,000 tonnes per annum
 - Ferrous Metal 15,000 tonnes per annum
- 3.14 In total 30,000 tonnes per annum will be managed at the site. With reference to Hampshire County Council guidance, this is below the 50,000 tpa threshold for major development.

Landscaping

- 3.15 The proposed design features have then been assessed in terms of the local landscape character. The landscape assessment concludes that the proposed scheme will have minimal direct impact on the local landscape character. As part of the development it is proposed to plant 120 no. new trees. These are to be positioned in areas where there are existing gaps in the vegetation, which will also provide a wildlife corridor along the eastern boundary.

Appearance

- 3.16 The design has been based on established site practices for such waste operations, where the operations and mitigation measures are based on proven and effective technologies.
- 3.17 The development will provide a modern waste recycling facility. Although it will not be visible from external viewpoints, it will provide public access for delivering metal and WEEE. The site has therefore been designed to a high standard, keeping operational areas separate from public areas.



4. ACCESS

- 4.1 The access will be via Hollybush Lane. It is proposed to provide a separate entrance and exit to the car park to avoid congestion. The new Hollybush Lane will enable the efficient flow of traffic to and from the site. A mini-roundabout is to be provided within the site to direct traffic to specific operational areas of the site.
- 4.2 In terms of delivery and export of waste and materials, the site will be able to accommodate cars, vans and HGVs. In terms of staff and visitors, the site is accessible by public transport, with North Camp train station being 5 minutes walking distance from the site.
- 4.3 A dedicated HGV route will be provided within the site, which will separate this traffic from operational areas in order to maintain efficiency. The HGVs will leave the site using a new exit to be constructed onto Hollybush Lane. Hollybush Lane will be tarmaced from this exit point in a northerly direction.
- 4.4 The operational area will not be accessible to pedestrians, other than those on escorted visits. The office accommodation will be within the main building with a dedicated parking area.
- 4.5 There will be designated pedestrian walking routes across the site, with restricted areas around the main operational areas containing plant and machinery in accordance with Health and Safety legislation.
- 4.6 Members of the public and commercial users will be permitted to deliver End of Life Vehicles and metal to the site. The site has been designed to separate these users from the main operational areas of the site. The public area will be accessible to disabled visitors.
- 4.7 The design of the facility will permit efficient vehicle manoeuvrability, to ensure an efficient flow of traffic on site. There will be no queuing on the main road. The traffic routeing will ensure an easy flow of traffic and will allow good access for emergency vehicles.