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Warren Heath Recycling Facility

Volume 3 - Design and Access Statement

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CONTENTS

1.0	INTRODUCTION	3
2.0	THE SITE	4
3.0	USE	5
3.1	Existing	5
3.2	Proposed Use	5
4.0	SCALE AND AMOUNT	6
4.1	Screening Bunds	6
4.2	Increase in Throughput	7
4.3	Installation of New Processing Plant	7
4.4	Lighting	8
5.0	LAYOUT AND APPEARANCE	9
6.0	ACCESS	10
6.1	Access for Emergency Vehicles	11
6.2	Public Access	11
6.3	Parking	11
7.0	CLOSURE	12

DRAWINGS

Planning cross ref this Statement with Drawings (Volume 1 Appendix B)

Approved Drawings (06/02863/CMA)

- Drawing No LP10008/N/01/REVB
- Drawing No PIC/WAR/LOC/01
- Drawing No PIC/LP/0008/SEC/01
- Drawing No LP1002/SA/PIC.R3mecPlantSpec

Proposed Drawings

- Drawing 001 Site Location Plan
- Drawing 002 Proposed Indicative Site Layout
- Drawing 003 Landscape Proposals
- Drawing 004 Bund Cross-Sections
- Drawing 005 Wash Plant Specifications

1.0 INTRODUCTION

This document comprises a Design and Access Statement (DAS) and has been prepared by SLR Consulting Limited (SLR) on behalf of R.Collard Ltd (the applicant). This DAS forms part of a comprehensive package of information being submitted to Hampshire County Council (HCC) in support of a planning application in respect of land at Warren Heath Recycling Facility (WHRF), Eversley, Hampshire.

The applicant is committed to providing sustainable recyclable high quality secondary aggregate to the local and regional markets on a long-term basis. In order to continue to utilise the WHRF the applicant is seeking to extend the life of the Site for a permanent period of time in accordance with the proposed life of the Hampshire Minerals and Waste Plan which “will ensure that we have enough minerals for Hampshire’s needs and can deal with our waste effectively to 2030” .

This Design and Access Statement accompanies the planning application which seeks permission to revise the internal layout of the site

The Design and Access Statement has been prepared in accordance the government guidance and the Commission for Architecture and the Built Environment’s (CABE) document “Design and Access statements: How to write, read and use them”. The aim of the Statement is to explain the principles considered in the design and layout of the proposed development.

The Statement should be read in conjunction with the following information contained within:

- Planning Application Forms and Drawings; and
- Planning and Sustainability Statement.

2.0 THE SITE

The Site comprises an area of approximately 11.8 hectares.

For identification purposes, the Site is centred on National Grid Reference SU784 595 and edged red on the plans accompanying this planning application (Volume 1 Appendix B).

The Site itself is located to the north west of Eversley Haulage Park (Ap No:10/02547/CMA) which provides a valuable facility in north Hampshire.



F.g 1-0 Showing Approximate Site Boundary and co-location of Eversley Haulage Park in purple

The applicant operates an existing permanent waste transfer station at Eversley Haulage Park as identified above in Fig 1-0, (App No 10/02547/CMA) which benefits from having the WHRF for onward recycling of the inert waste fraction that is sorted from the Construction & Demolition waste taken. This equates to a large fraction of the waste handled at the transfer station, some 57% of the sorted waste from the transfer station are inert soils & aggregates which are destined for the WHRF.

Both the WHRF and the permanent transfer station operate sustainably and succinctly together and are best placed to do so, being co-located thus minimising road haulage within Hampshire.

The Site is a previously extracted gravel pit (permitted under Application No 0000349CMA and 00/00679/CMA), lower than the surrounding land which currently benefits from temporary planning permission (06/02863/CMA) for the development and operation of a secondary aggregate recycling facility.

3.0 USE

3.1 Existing

The Existing use of the mobile plant on Site (operating at maximum capacity and assuming production of all products at once) are limited to the below:

- x2 Jaw Crushers crushing concrete/hardcore (Pegson XR400 or similar) (one crushing concrete, the other crushing hardcore);
- x2 x Powerscreen Warrior 1400 dry screens (One screening sand, one screening topsoil);
- x1 Powerscreen Powertrack 800 dry screen (Screening crushed concrete to make Type 1 roadbase); and
- x1 Powerscreen Chieftain 2100X dry screen (Screening crushed hardcore to make single sizes)

(The above mobile plant will continue to be used)

The existing operation is currently operating under a temporary planning permission (ApNo.06/02863/CMA) for inert construction, demolition and excavation waste and secondary aggregate recycling facility which expires on the 31 December 2013.

There are three temporary buildings used on site, one large portacabin which comprises weighbridge & site office, this has a footprint of 4 X 17 metres, there is a site mess room for the machine drivers, this is 3 x 6 metres, and a small 3 x 3 metre toilet block (these features will continue to be used).

3.2 Proposed Use

The main changes from the existing operation would be as follows:

- a change from a temporary recycling operation to a permanent recycling operation;
- the erection of a screening bund around the eastern and southern edge of the Site to provide enhanced mitigation and concealment of activities;
- An increase in permitted throughput to a maximum of 250,000tpa; and
- the installation of new processing plant and equipment to provide high quality secondary aggregates to Hampshire and the local market

4.0 SCALE AND AMOUNT

4.1 Screening Bunds

The proposed screening bunds would be constructed along the eastern and southern boundaries of the site, which would necessitate the importation of approximately 85,000m³ of clean, inert soils which would be sourced by R. Collard Limited (refer to Drawing No. WH 9/005 Volume 2B Section 9).

The crest elevation of the eastern bund would be c. 3.3m above the surface level of the A327 road to the east of the Site and the crest elevation of the bund would be variable, thus avoiding a flat-topped appearance.

It would be constructed with shallow outward facing slopes ranging from 1v:3.5h to 1v:5.5h and be 'S' shaped in cross-section to provide some variability in the slope gradient to avoid a uniform, engineered appearance.

A 5.0m stand-off to the east has been adopted from the existing tree stems to the commencement of earthworks, in line with the recommendations of an arboriculturalist.

The outward facing slopes of the eastern bund would be planted with mixed deciduous/coniferous trees and shrubs at 2.0m centres, with a higher concentration of shrubs being planted towards the upper slopes of the bund and on its crest to provide optimal visual screening. The inward facing slopes would be at a slope gradient of 1v:2h and would be planted with Scots Pine.

The crest elevation of the southern bund would be c. 3.3m above the surface level of the fence line to the south of the site and the level of Sir Richard's Ride. It would be constructed with outward facing slopes ranging from 1v:4h to 1v:6h and with a variable cross-section to merge with existing ground levels and created a rounded bund top thus avoiding a uniform, engineered appearance. The western end of the bund landform would need to tie in with the restored levels of the adjacent restored Bramshill Quarry.

The proposed southern bund is parallel to Sir Richard's Ride, a historic ride associated with Bramshill Park. Currently, woodland is not present on the northern side of the ride at its easternmost end as this land has been previously exploited for mineral extraction on the application site. The planting as described in the following paragraph is intended to assist in the reinstatement of the character of this ride along its northern boundary.

The 3.0m stand-off from the existing fence line to the toe of the proposed southern bund would be planted with mixed deciduous/coniferous trees at a lower density than 2.0m centres and staggered to allow views through to the planting on the outer slope of the bund, giving the impression of a depth of woodland.

The outward facing slopes would be planted with mixed deciduous/coniferous trees and shrubs at 2.0m centres with a higher concentration of shrubs being planted towards the upper slopes of the bund and on its crest to provide optimal visual screening.

The inward facing slopes would be at a slope gradient of 1v:2h and would be planted with Scots Pine.

Initially, the bunds would be seeded immediately after construction with an open fescue based mix to allow natural colonisation of grasses and herb species. Thereafter, the inner slopes of the bunds would be planted up with Scots Pine and the outer slopes of the bunds would be planted up with the following species at the noted percentages:

- Silver Birch (*Betula pendula*) 70%
- Scot's Pine (*Pinus sylvestris*) 15%
- Gorse (*Ulex europaeus*) 10%
- Common Oak (*Quercus robur*) 5%

In addition, it is recognised that the existing woodland plantation in the east of the site contributes to the visual mitigation of current operations on the application site.

It is considered that this function could be further strengthened by the implementation of additional understory planting e.g. gorse and the commencement of management of the woodland in accordance with the UK Woodland Assurance Standard scheme. Similarly, existing planting on the existing screen bunds to the north of the site would be strengthened by additional understorey planting to provide further visual screening.

The screen bunds and planting would be retained permanently for the life of the proposed development.

From an operational perspective, where possible the height of the stockpiles would be restricted in height so as not to exceed the crest elevation of the peripheral screen bunds from the East and the South.

Mobile plant would be positioned to take advantage of peripheral screen bunds and associated tree planting.

4.2 Increase in Throughput

The Site is currently limited to 50,000tpa and the proposed development seeks to increase this to 250,000tpa (with 20 tonnes anticipated on each lorry in and out).

A comprehensive transport assessment has been prepared which examines the effects of the increase in throughput on the local highway network whilst the noise, ecological and air quality assessments of this ES have assessed the implications of the increase in throughput on key residual and environmental receptors.

The additional material would be transported by road in a similar manner as existing deliveries. Likewise, exports would take place by road as per existing arrangements, maintaining the existing 50% back-haulage rate.

All traffic would utilise the existing access arrangements currently in place.

4.3 Installation of New Processing Plant

Water source for the washing plant will be a mains 63mm connection which has a peak flow of 1.2 litres per second.

There would be a lagoon arrangement with silt sludge being discharged from the wash plant thickener direct to a series of lagoons, where the silt settles out and is dug out when dry for disposal elsewhere, water would then be fed back into the plant which would be taken from the last lagoon in the series, this would theoretically be clean water.

The new processing plant will comprise a state of the art washing process, specifically designed to recover aggregates from high silt content excavation wastes that would previously have been sent to inert landfill.

As well as enabling the recycling of waste that was previously sent to landfill, the washing plant will also dramatically improve the quality of the aggregates produced at the WHRF.

Current products from the facility are bulk fill produced by crushing and screening concrete and brick, these are basic 'all in' type sub base and capping materials. The washing plant will enable the production of clean washed single size recycled gravels in 10mm, 20mm and 40mm sizes, along with recycled washed sharp sand and building sand.

These high quality aggregates will be suitable for drainage, pipe bedding, soak aways, and for use in cement bound applications such as concrete and screeds, providing a sustainable recycled alternative to the sand & gravels currently quarried in the surrounding area.

Strict quality control procedures, which are already in place for the bulk fill products, will ensure that all the aggregates produced comply with the harmonised European standards EN 13242 and EN 12620 for unbound aggregates and aggregates for concrete. This will also ensure that the aggregates comply with the WRAP quality protocol, and as such will be 'fully recovered' and no longer a waste

4.4 Lighting

There are currently 4 x 400w floodlights illuminating the compound area, and 6 x 400w floodlights attached to the weighbridge office that illuminate the Weighbridge and access roads, these are however only used during dark working hours, and not after 17.00.

Two of the Weighbridge lamps are connected to thermal sensors, and will illuminate if anyone intrudes into the site during the night.

Wash plant lighting unknown at present as the design is not yet finalised and it is proposed that these details are discharged with HCC if permission is granted. Scale

5.0 LAYOUT AND APPEARANCE

The site layout has been designed to meet safe and practical operational requirements and improve vehicle circulation in the site.

A landscape and visual assessment of the proposed development has been completed in accordance with accepted guidance (please see Volume 2A Chapter 9).

A study of the landscape and visual components of the site and the local area was undertaken through desktop study and fieldwork. This study identified the main landscape and visual receptors and resulted in a baseline appraisal, against which the existing and proposed landscape and visual impacts could be assessed.

The main landscape and visual implications of the development and their potential impacts were identified, and mitigation was developed to further reduce these impacts.

Drawing 002 shows the proposed indicative Site Layout (please see Volume 1 Appendix B)

6.0 ACCESS

The EIA has reviewed the geometric properties of the roads within the study area in order to identify any physical constraints in the network that may magnify the environmental effects of development traffic.

Vehicular access to the Site is via a priority arrangement that connects onto the southern side of Welsh Drive, approximately 225 metres west of the junction with the A327. The access is arranged so that vehicular ingress and egress are separated by a short section of steel fencing, and stone boulders flank the edges of the junction to protect damage to the soft-verge.

Using the stone boulders to protect the soft-verges essentially moves the give-way movement to the edge of Welsh Drive, maximising inter-visibility and providing surety of which traffic stream has priority, although it is noted that traffic volumes are relatively low, particularly west of the Site entrance.

The minor road approach is of tarmac surface and appears to be in a good state of repair whilst the privately maintained main road (Welsh Drive) appears to be constructed from reinforced concrete.

Photograph 1 – Site Access / Welsh Drive



Immediately opposite the site access, Welsh Drive bulges to around 35 metres width but narrows almost immediately to a typical width of 9 metres, which is sufficient to enable two goods vehicles to pass side-by-side with ease.

Hence, the geometry of this section of Welsh Drive, between the Site access and the A327, is considered to be suitable for the types of vehicles that would be travelling to the proposed development.

6.1 Access for Emergency Vehicles

As the site access can comfortably accommodate large delivery vehicles, they will be suitable for the range of emergency vehicles which may need to

access the site.

6.2 Public Access

1.58 No unauthorised personnel will be permitted access to the site unless on organised visits. Visitors will always be accompanied by a member of staff trained in health and safety procedure.

6.3 Parking

No additional car parking spaces are considered necessary.

7.0 CLOSURE

This report has been prepared by SLR Consulting Limited with all reasonable skill, care and diligence, and taking account of the manpower and resources devoted to it by agreement with the client. Information reported herein is based on the interpretation of data collected and has been accepted in good faith as being accurate and valid.

This report is for the exclusive use of R.Collard Ltd; no warranties or guarantees are expressed or should be inferred by any third parties. This report may not be relied upon by other parties without written consent from SLR.

SLR disclaims any responsibility to the client and others in respect of any matters outside the agreed scope of the work.



global environmental solutions

AYLESBURY

7 Wormal Park, Menmarsh Road,
Worminghall, Aylesbury,
Buckinghamshire HP18 9PH
T: +44 (0)1844 337380

BELFAST

24 Ballynahinch Street, Hillsborough,
Co. Down, BT26 6AW Northern Ireland
T: +44 (0)28 9268 9036

BRADFORD-ON-AVON

Treenwood House, Rowden Lane,
Bradford-on-Avon, Wiltshire BA15 2AU
T: +44 (0)1225 309400

BRISTOL

Langford Lodge, 109 Pembroke Road,
Clifton, Bristol BS8 3EU
T: +44 (0)117 9064280

CAMBRIDGE

8 Stow Court, Stow-cum-Quy,
Cambridge CB25 9AS
T: + 44 (0)1223 813805

CARDIFF

Fulmar House, Beignon Close, Ocean
Way, Cardiff CF24 5HF
T: +44 (0)29 20491010

CHELMSFORD

Unit 77, Waterhouse Business Centre,
2 Cromar Way, Chelmsford, Essex
CM1 2QE
T: +44 (0)1245 392170

DUBLIN

7 Dundrum Business Park, Windy
Arbour, Dundrum, Dublin 14 Ireland
T: + 353 (0)1 2964667

EDINBURGH

No. 4 The Roundal, Roddinglaw
Business Park, Gogar, Edinburgh
EH12 9DB
T: +44 (0)131 3356830

EXETER

69 Polsloe Road, Exeter EX1 2NF
T: + 44 (0)1392 490152

FARNBOROUGH

The Pavilion, 2 Sherborne Road, South
Farnborough, Hampshire GU14 6JT
T: +44 (0)1252 515682

GLASGOW

4 Woodside Place, Charing Cross,
Glasgow G3 7QF
T: +44 (0)141 3535037

HUDDERSFIELD

Westleigh House, Wakefield Road,
Denby Dale, Huddersfield HD8 8QJ
T: +44 (0)1484 860521

LEEDS

Suite 1, Jason House, Kerry Hill,
Horsforth, Leeds LS18 4JR
T: +44 (0)113 2580650

MAIDSTONE

19 Hollingworth Court, Turkey Mill,
Maidstone, Kent ME14 5PP
T: +44 (0)1622 609242

NEWCASTLE UPON TYNE

Sailors Bethel, Horatio Street,
Newcastle-upon-Tyne NE1 2PE
T: +44 (0)191 2611966

NOTTINGHAM

Aspect House, Aspect Business Park,
Bennerley Road, Nottingham NG6 8WR
T: +44 (0)115 9647280

ST. ALBANS

White House Farm Barns, Gaddesden
Row, Hertfordshire HP2 6HG
T: +44 (0)1582 840471

SHEFFIELD

STEP Business Centre, Wortley Road,
Deepcar, Sheffield S36 2UH
T: +44 (0)114 2903628

SHREWSBURY

Mytton Mill, Forton Heath, Montford
Bridge, Shrewsbury SY4 1HA
T: +44 (0)1743 850170

STAFFORD

8 Parker Court, Staffordshire Technology
Park, Beaconside, Stafford ST18 0WP
T: +44 (0)1785 241755

WARRINGTON

Suite 9 Beech House, Padgate Business
Park, Green Lane, Warrington WA1 4JN
T: +44 (0)1925 827218

WORCESTER

Suite 5, Brindley Court, Gresley Road,
Shire Business Park, Worcester
WR4 9FD
T: +44 (0)1905 751310



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