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Warren Heath Recycling Facility

**Volume 4** - Non Technical Summary

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## CONTENTS

<b>1.0</b>	<b>INTRODUCTION</b> .....	<b>3</b>
1.1	Planning and EIA .....	3
1.2	Application Submission Package.....	3
1.3	Overview of the Application.....	4
<b>2.0</b>	<b>THE SITE</b> .....	<b>5</b>
2.1	Access .....	5
<b>3.0</b>	<b>THE PROPOSED DEVELOPMENT</b> .....	<b>6</b>
3.1	Permanency .....	6
3.2	Screening Bund (enhanced mitigation).....	6
3.3	Increase in throughput .....	6
3.4	Installation of new processing plant .....	6
3.5	Hours of Operation .....	7
3.6	Employment .....	7
<b>4.0</b>	<b>POLICY</b> .....	<b>8</b>
<b>5.0</b>	<b>ALTERNATIVES</b> .....	<b>9</b>
<b>6.0</b>	<b>POTENTIAL ENVIRONMENTAL EFFECTS</b> .....	<b>10</b>
6.1	Traffic and Transport.....	10
6.2	Air Quality .....	10
6.3	Noise.....	12
6.4	Water Environment.....	13
6.5	Landscape.....	14
6.6	Ecology.....	15
<b>7.0</b>	<b>CONCLUSIONS</b> .....	<b>18</b>
<b>8.0</b>	<b>CLOSURE</b> .....	<b>19</b>

## **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 Non Technical Summary (NTS) of an Environmental Statement (ES) that has been prepared by SLR Consulting Limited (SLR) on behalf of R.Collard Limited (the applicant).

This NTS is part of a package of documents being submitted to Hampshire County Council (Hants) in support of a planning application in respect of land at Warren Heath Recycling Facility (WHRF), Bramshill, nr Eversely. The planning application is seeking to secure permission for:

***“The retention of a secondary aggregate recycling facility for a permanent period of time to handle a maximum of 250,000tpa, installation of new processing plant, construction of screening bunds and associated Site attenuation improvements at Warren Heath Recycling Facility, Warren Heath, Welsh Drive, Bramshill”***

### 1.1 Planning and EIA

The European Environmental Impact Assessment Directive<sup>1</sup> (the “EIA Directive”) requires that, before granting ‘development consent’ for projects, including development proposals, authorities should carry out a procedure known as environmental impact assessment (or “EIA”) of any project which is likely to have significant effects on the environment. In the UK, development consent includes the grant of planning permission.

An Environmental Statement (ES) is a report of an EIA that is required to be submitted with a planning application.

Under the EIA legislation, the planning application for WHRF is to be accompanied by an ES.

### 1.2 Application Submission Package

This NTS comprises Volume 4 of a larger multi volume submission to accompany the planning application. In addition to the formal planning application forms and certificates, the full submission comprises:

- Volume 1: Planning Supporting Statement;
- Volume 2A: Environmental Statement (ES);
- Volume 2B: ES Technical Appendices
- Volume 3: Design and Access Statement; and
- Volume 4: A Non Technical Summary of the ES.

The NTS is a formal part of the ES.

It provides, in non-technical language, a brief summary of the likely significant effects that the proposed development would have on the environment.

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<sup>1</sup> Council Directive 85/337/EEC on the assessment of the effects of certain public and private projects on the environment, as amended by Council Directive 97/11/EC and Article 3 of Council Directive 2003/35/EC. Consolidated version at: <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=CONSLEG:1985L0337:20030625:EN:PDF>

### **1.3 Overview of the Application**

The main changes from the existing permitted operation are 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 better quality aggregates to Hampshire and the local market

## 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.



**Figure 2-0 Showing Approximate Site Boundary in Red and co-location of Eversley Haulage Park in purple**

The Site is a previously extracted gravel pit and lower than the surrounding land which currently benefits from temporary planning permission for the development and operation of a secondary aggregate recycling facility.

### 2.1 Access

Vehicular access to the Site is achieved via Welsh Drive; a private access road that provides connectivity between the Site, the CEMEX Primary Aggregates Quarry Plant and the public highway network at the A327.

### **3.0 THE PROPOSED DEVELOPMENT**

The proposed development is for:

*“The retention of a secondary aggregate recycling facility for a permanent period of time to handle a maximum of 250,000tpa, installation of new processing plant, construction of a screening bund and associated Site attenuation improvements at Warren Heath Recycling Facility, Warren Heath, Welsh Drive, Bramshill”*

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 better quality aggregates to Hampshire and the local market

#### **3.1 Permanency**

The proposed application would be a permanent change as the current Site benefits from a temporary permission which expires 31 December 2013.

#### **3.2 Screening Bund (enhanced mitigation)**

The proposed screening bunds would take approximately 18 months to construct.

Screen bunds would be constructed along the eastern and southern boundaries of the site, which would necessitate the importation of approximately 85,000m<sup>3</sup> of clean, inert soils which would be sourced by R. Collard Limited

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

The inward facing slopes would be planted with Scots Pine.

Initially, the bunds would be seeded immediately after construction

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.

#### **3.3 Increase in throughput**

The Site is currently limited to 50,000tpa and the proposed development seeks to increase this to 250,000tpa

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

#### **3.4 Installation of new processing plant**

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.

### **3.5 Hours of Operation**

The Site would continue to operate during the same hours as the current permission allows, which is Monday to Friday 07:30 to 18:00 hours, and 07:30 to 13:00 hours on Saturdays.

The Site will remain closed on Sundays and Bank Holidays.

### **3.6 Employment**

Retainment of:

x9 permanent Site staff,

x25 of the applicants HGV drivers who are employed to transport inert waste and supply aggregates to the local market.

#### **4.0 POLICY**

The Government is committed to a plan led system, with the Development Plan forming the basis of all planning decisions. Legislation confers a presumption in favour of development proposals which accord with the Development Plan, unless material considerations indicate otherwise.

The planning application will therefore be determined in accordance with prevailing policies at national and local level. National planning policies comprise the National Planning Policy Framework (NPPF) and Planning Policy Statement 10 “Planning for Sustainable Waste Management” (PPS 10).

Local policies translate national strategic issues into site specific proposals through the Development Framework comprising:

- Hampshire Minerals and Waste Core Strategy Development Plan Docmuret (2007)
- Hart District Local Plan (2006)

Other material considerations relative to the planning application include:

- The emerging Hampshire Minerals and Waste Plan – proposed changes to the submission version, (October 2012)
- Hart District Local Plan: Core Strategy 2011 – 2029 (Pre-submission version), (November 2012)

The Development Framework seeks to reconcile the development needs of society against safeguarding the environment and amenity of local communities.

In so doing, the Development Framework sets out a series of Policies which seek to guide developments in terms of acceptable limits and design, whilst ensuring that the local amenity and environment of communities are not derogated through pollution to air, land or water.

The development Framework also seeks to provide guidance on the location of new development.

Through the EIA process, it has been able to demonstrate that the development proposals would not conflict with the stated aims and policies of the Development Framework and more weight should be given to the need for high quality secondary aggregates.

## **5.0 ALTERNATIVES**

The proposed development has evolved over a number of design iterations, responding to the development aspirations and taking account of the applicant's development objectives, design aspirations and prevailing environmental constraints.

The evolution of the proposed development has therefore responded to a variety of design and environmental issues and the resultant proposals are considered to offer the most advantageous design layout.

## **6.0 POTENTIAL ENVIRONMENTAL EFFECTS**

One of the main aims of the EIA (please refer to Volume 2a) is to assess the proposals and ascertain what the likely significant environmental effects would be. Where significant effects are identified, mitigation measures to avoid, offset or reduce the significant adverse effects of the development are considered. As such, the EIA forms part of an iterative design process.

These measures can relate to any of the three key phases of the project: design, construction or operation.

### **6.1 Traffic and Transport**

#### **6.1.1 Potential Environmental Effects**

An assessment of the potential impacts of the proposed development on the local highway network has been undertaken.

Guidance on the significance of the change in traffic flows is given by the Environmental Assessment of Road Traffic, which asserts that projected changes in total traffic of less than 10% would create no discernible environmental impact. Where the impacts are greater than this, however, the guidance advocates the use of two broad criteria to define where impacts may be considered to be discernible and which would identify a need to undertake more detailed consideration of the environmental effects of traffic. The thresholds are as follows:-

1. Highway links where traffic flows will increase by more than 30% (or the number of HGVs will increase by more than 30%); or
2. Sensitive areas where traffic flows will increase by 10% or more

There is no area within the immediate locality that is considered to be sensitive in the context of IEA Guidance and the Transport Assessment has confirmed that the effect of such movements would be significantly below the 10% threshold on all highway links for which traffic flows have been recorded.

Consequently, it is concluded that the proposed development would not result in any discernible impact in this location, and it therefore follows that any environmental impacts would be both insignificant and immaterial.

On balance, it is the conclusion of the transport assessment that the proposed development could be adequately accommodated without any material detriment to the operation of the highway network. Similarly, it is considered that the environmental impacts associated with the transportation effects of the scheme would be within acceptable limits.

#### **6.1.2 Summary of Mitigation Measures**

No new mitigation measures are considered necessary.

### **6.2 Air Quality**

#### **6.2.1 Potential Environmental Effects**

The Air Quality assessment has considered the potential air quality impacts of Warren Heath Recycling Centre as a result of increased tonnage, permanent retention of the site and construction of a bund. Activities associated with this development which have been assessed include material handling, storage, processing and transport of material.

Impacts on local air quality from traffic emissions have been assessed to be neutral, based on low traffic volumes of a maximum of 136 movements per day during the operational phase and 82 during the construction phase, which is below the screening criteria within the DMRB guidance.

The potential impacts of the development have been assessed in terms of potential emissions of particulates (dust). A qualitative assessment of dust was undertaken which identified a negligible impact at sensitive receptors.

### **6.2.2 Summary of Mitigation Measures**

There are a number of dust mitigation measures currently employed at the Site in relation to the temporary permission. These are reviewed in terms of their effectiveness of controlling dust emissions and further mitigation measures are recommended as and where necessary, due to the increase in tonnage. Separate mitigation measures are recommended particularly for the construction of the bund and additional measures to control dust trackout onto local roads.

The assessment of risk has considered there is a low risk of dust impacts at the nearest properties. The primary measures in the existing working scheme for controlling dust emissions as detailed within the sites Dust Management Plan include:

- paved processing area and initial haul road section from public roads, facilitating cleaning;
- use of water sprays where required;
- sheeting of vehicles where necessary;
- use of mechanical sweeping plant where necessary;
- speed of vehicles limited to 10mph to reduce the potential for dust;
- minimisation of discharge/loading heights; and
- dust monitoring through visual inspection.

The increased throughput has the potential to increase the sources of dust emissions. The existing mitigation measures in place would also mitigate these additional sources of dust, as the volume has just increased rather than the nature of the operations.

In addition to those already implemented onsite additional mitigation measures are recommended based on previous and existing best practice guidance including those with the EA note:

- dust emissions during the transfer of materials should be minimised by ensuring drop heights are minimised wherever practicable and that double handling of material is also minimised. Drop heights can be minimised and spillages reduced by matching shovel and dump truck. The correct matching of machines also helps to prevent overloading of dump trucks and hence prevents spillage;
- no idling of vehicles;
- site planning to locate particulate emitting activities at a greater distance and downwind from receptors may reduce receptor exposure;
- ceasing operations during high winds and/or prevailing wind direction; and
- minimisation of waste storage heights which should reduce the distance over which debris, dust and particulates could be blown.

The trackout of dust onto the haul road and local road network was assessed as 'medium risk'. Risk specific mitigation measures in accordance with IAQM guidance, some of which are already implemented onsite include:

- use water-assisted dust sweeper on the access and local roads to remove as soon as practicable any material tracked out of the site;
- ensure vehicles entering and leaving the site are covered to prevent escape of materials during transport;
- inspect on-site haul roads for integrity and instigate necessary repairs to the surface as soon as practicable;
- implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site); and
- impose an appropriate speed limit around the site.

Construction of the bund would be undertaken while existing operations continue onsite. Specific mitigation measures for the construction of the bund which would be undertaken in addition to current operational mitigation measures include:

- minimise drop heights while handling material;
- undertake activities with regard to weather conditions;
- water suppression to be used as necessary;
- profiling of bund to reduce dust entrainment; and
- seeding the bund as soon as possible.

## **6.3 Noise**

### **6.3.1 Potential Environmental Effects**

The assessment has considered the potential of construction and operational proposals to give rise to noise impacts at the closest residential and environmental noise-sensitive receptors.

The assessments has shown that:

- predicted noise levels from works associated with the construction of the earth bund are below the 70dB criterion adopted for this assessment at all of the locations assessed;
- noise levels generated by heavy goods vehicles associated with the construction of the earth bund would have at worst a minor, barely perceptible, impact at all of the receptors assessed during both the midweek and on a Saturday
- operational noise rating levels from the fixed and mobile plant associated with the aggregates recycling facility are predicted to give rise to a situation between marginal significance and complaints unlikely at all the locations assessed during both the midweek and on Saturday;
- noise levels generated by heavy goods vehicles associated with the normal operation of the materials recycling facility would have at worst a minor, barely perceptible, impact at all of the receptors assessed during both the midweek and on Saturday;
- the cumulative impact of the operation of fixed plant at the proposed aggregates recycling facility and the movement of associated heavy goods vehicle movements would, at worst, have a minor, barely perceptible impact at all of the nearest

residential noise sensitive receptors assessed during both the midweek and on Saturday; and

- predicted noise levels from the aggregates recycling facility and associated traffic movements are also below the noise limits specified in AQTAG09 within the SSSI's located adjacent to the site

Based on the results of the assessment, noise should not pose a material constraint for the proposed development.

### **6.3.2 Summary of Mitigation Measures**

No mitigation measures are considered necessary.

## **6.4 Water Environment**

### **6.4.1 Potential Environmental Effects**

#### Flood Risk

Based upon the EA Flood Map, the Site is shown to lie wholly within Flood Zone 1 (low probability of flooding).

Table 3 of National Planning Policy Framework Technical Guidance indicates that the proposed development land use is entirely appropriate in this location in flood risk terms.

No other significant flood risks were identified from the assessment.

There will be no increase in the impermeable areas of the proposed development, however, climate change impacts over the lifetime of the development will be negated by the incorporation of sustainable drainage systems (SuDS) in the form of infiltration systems across appropriate areas of the Site and via careful profiling of external ground levels to promote temporary above-ground detention of excess surface water runoff across lowerlying site areas.

### **6.4.2 Summary of Mitigation Measures**

Whilst the Site is duly presented as being sustainable in terms of flood risk without the need for formal flood mitigation measures a selection of flood management measures are provided.

### **6.4.3 Proposed Flood Management measures**

#### Finished Floor Levels

As the Site is at low probability of fluvial flooding, no specific requirements are necessary for fluvial flood mitigation. There is no formal requirement to specify finished floor levels at the Site.

It is recommended that for buildings onsite the finished floor levels will be elevated a minimum of 150mm in relation to immediately adjacent external ground levels in order to prevent the ingress of any overland flow into the buildings by providing a level differential above any shallow overland flood flow route.

Ground floor slab levels of external hardstanding should generally be elevated a minimum of 50mm in relation to immediately adjacent external ground levels in order to minimise the risk of overland flow from external areas.

#### Flood Resilience

Due to the low residual risk of flooding from an event exceeding the proposed design criteria no specific flood resilience measures are necessary.

#### Compensatory Flood Storage

No functional floodplain or active flood storage is displaced as a result of the proposed scheme; therefore, no specific mitigation measures need to be specified.

#### Overland Flow Mitigation

Replication of existing ground levels post-development will retain any overland flow paths at the Site, therefore, no specific mitigation measures need to be specified.

#### Safe Route of Access / Egress

As the Site is positioned in the low probability flood zone, safe 'dry' access is available to the strategic and local highway network for up to and including the 1% plus climate change event.

## **6.5 Landscape**

### **6.5.1 *Potential Environmental Effects***

A landscape and visual assessment of the proposed development has been completed in accordance with accepted guidance.

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.

### **6.5.2 *Summary of Mitigation Measures***

Screen bunds would be constructed along the eastern and southern boundaries of the site, which would necessitate the importation of approximately 85,000m<sup>3</sup> of clean, inert soils which would be sourced by R. Collard Limited (refer to Drawing No. WH 9/005).

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 create 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 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.

## **6.6 Ecology**

### **6.6.1 Potential Environmental Effects**

An Extended Phase I Habitat survey has been undertaken at the Site.

Provided that appropriate mitigation plans are properly implemented, it will be possible to undertake all planned works without the risk of breaching wildlife legislation.

It is concluded that when consideration is given to the design, avoidance, mitigation and compensation measures that have been proposed and the scale and setting of the proposed scheme that the proposal is compatible with those requirements the local planning authority must fulfil with regard its duties under Section 41 of the NERC Act 2006.

Provided that all appropriate mitigation measures to prevent, reduce or offset an impact are implemented it is considered that the bund construction and operation of the proposed facility will comply with the requirements of current national, regional and local planning policies.

An appropriate assessment is required before a planning authority can grant planning permission for a project which is likely to have a significant effect on a European site (such as the Thames Basin Heaths SPA) either alone or in combination with other plans or projects.

There are no significant residual negative impacts predicted on the SPA (directly, indirectly or in combination with other projects), the qualifying species for the SPA (nightjar, woodlark and Dartford warbler), or habitats which support qualifying species (heathland, young plantation woodland, dense gorse scrub).

The project will result in a net benefit to SPA qualifying birds through the long term management of the compensation site.

It is considered unlikely that there would be any likely significant effect upon the interest features of the SPA and as such that an appropriate assessment is not necessary for this project.

The below avoidance, mitigation, compensation and enhancement measures will result in the minimisation of adverse ecological impacts arising from the proposed development and the maximisation of any biodiversity benefits arising from implementation of the scheme.

### **6.6.2 Summary of Mitigation Measures**

In devising the proposed scheme, the mitigation hierarchy has been used as follows:

- Avoidance: Priority has been given to the avoidance of impacts at source, through the iterative design process, application of industry standard environmental controls for air quality and noise and by regulating the timing and location of activities;
- Mitigation: Where it is not possible to avoid negative impacts, opportunities have been sought to reduce the impacts, ideally to the point that they are no longer significant. Such measures include minimising additional lighting; and
- Compensation and enhancement: Compensation is proposed for unavoidable impacts where mitigation is not possible, such as habitat loss in this instance. Enhancement measures may be proposed that provide benefit for ecological receptors irrespective of whether a significant impact is predicted.

#### Avoiding potential impact on breeding birds

It is good practice to minimise the potential for damage to active bird nests by removing vegetation and/or bare ground likely to be used by breeding birds outside of the breeding season (approximately March to August inclusive).

If this is not possible, a search of the area by an ecologist immediately prior to clearance is recommended. Any breeding sites identified will be protected and vegetation clearance delayed until any young have fledged.

Schedule 1 WCA species (woodlark and Dartford warbler) are further protected in whilst their nests are active. If Schedule 1 species are breeding at the site additional care must be taken to avoid site clearance works during the breeding season.

#### Compensation and enhancement for loss of habitat

To compensate from the loss of habitat (both the current colonising heath habitats, and the heathland that would have formed whilst forestry planting established after the waste site was decommissioned at the end of its temporary permission) the existing compensation site will be bought under a management plan. Currently, without intervention, the compensation site will revert to pine woodland. To prevent this succession, and to maintain habitat at the compensation site that will support a range of flora and fauna, but especially be suitable for SPA qualifying birds Dartford warbler, woodlark and nightjar, bare ground and heath specialist invertebrates, reptiles and amphibians (if translocated there from the development site) a management plan will be devised in consultation with NE and/or the Local Planning Authority ecologist.

The plan will include, but not be limited to:

- Annual inspection of the compensation site to assess development of plant communities and suitability of habitats for key species. The annual inspection will feed back into the management plan, making adjustments as necessary;
- Clearing of pine saplings on a rotational basis: starting in 2017, half of the site will have all trees removed. Four years later the other half will be cleared. If pine continues to colonise the site, trees will be removed from half of the site on a four year rotational basis;
- Removal of bramble, bracken or other invasive weeds as identified in the annual inspection;
- Opening up heathland if required at a later stage to retain patches of bare ground for ground nesting birds; and
- Erection of 10 bat and 20 bird boxes on mature trees at the compensations site periphery.

In addition to off-site compensation, the on-site screening bund will be capped with top soil from within the site (containing heather and other seeds) and initially supplementary seeded with a suitable acid grassland mix to provide green cover and stabilisation whilst screening trees mature.

The screening trees and the seed mix will be of native species appropriate to the area and include gorse to provide potential nesting habitat for Dartford warbler.

## **7.0 CONCLUSIONS**

This NTS summarises the key elements of the planning application by R.Collard Ltd for the retention of their 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.

The development proposals have been assessed through a comprehensive EIA process, the findings of which are reported in an ES, which accompanies the NTS.

It is considered that the proposal would be in accordance with the development plan and would not materially harm the character of the area or the amenity of local residents and would be acceptable in terms of highway safety and convenience.

In view of the foregoing, the applicant respectfully requests that planning permission should be granted.

The accompanying Environmental Impact Assessment that has been undertaken in accordance with Scoping Opinion issued by Hampshire County Council (January 2013) has established that the existing time-limited recycling operation (which is presently linked to restoration works) is in a suitable location for permanent operation and would not have a detrimental impact on the Environment.

The permanent retention of the WHRF would be in accordance with Policy 30 of the emerging Hampshire Minerals and Waste plan which states that development is to maximise the recycling of construction, demolition and excavation waste to produce at least one million tonnes per annum of high quality recycled/secondary aggregate will be supported.

## **8.0 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.



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