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SCC Ref: 2010/0047 & /0029
EIA Case: 010 - 011
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7 SEP 2010

Bob Etheridge
Head of Planning
Runnymede Borough Council
Civic Offices
Station Road
Addlestone
Surrey KT15 2AH

The Environment Service
County Hall
Kingston upon Thames
Surrey KT1 2DY

3rd September 2010

Dear Mr Etheridge,

The Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999

Adoption of a Screening Opinion under Regulation 7

Site: Land to the north of Norlands Lane, Thorpe, Egham, Surrey
Coldharbour Lane, Thorpe, Egham, Surrey

Proposal: Variation of Condition 2 of planning permission RU05/0685 and variation of Condition 3 of planning permission RU07/0987 Extension of time for backfilling with inert waste, restoration to agriculture and the retention of office weighbridge, wheel wash, switch room and concrete apron.

Applicant: Cemex UK Material Limited

Grid Ref: Easting Northing

I enclose two copies of the decision letter giving the adopted opinion of the County Planning Authority in respect of the above site, together with two copies of the screening opinion.

Please ensure that all documentation is held with the associated planning application on the planning register as required by the above Regulations.

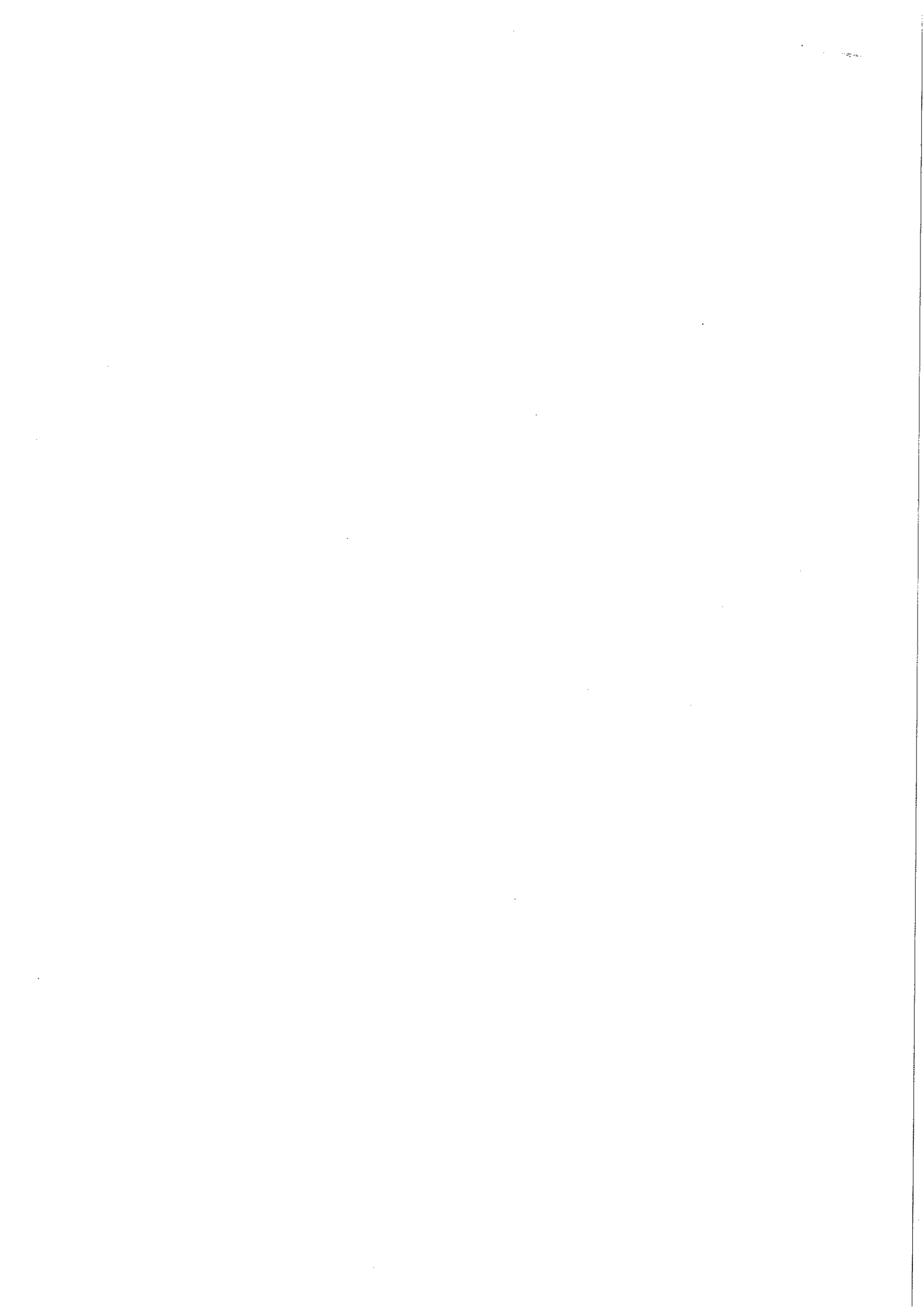
Yours sincerely

James Sanders
Environmental Assessment Officer



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SURREY
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The Environment Service
County Hall
Kingston upon Thames
Surrey
KT1 2DY

Kirsten Hannaford-Hill
Cemex UK Operations Ltd
Cemex House
Coldharbour Lane
Thorpe
Egham
Surrey, TW20 8TD

COPY

3 September 2010

Dear Ms Hannaford-Hill,

**The Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999
Adoption of a Screening Opinion under Regulation 7**

**Site: Land to the north of Norlands Lane, Thorpe, Egham, Surrey
Coldharbour Lane, Thorpe, Egham, Surrey**

Proposal: Variation of Condition 2 of planning permission RU05/0685 and variation of Condition 3 of planning permission RU07/0987 Extension of time for backfilling with inert waste, restoration to agriculture and the retention of office weighbridge, wheel wash, switch room and concrete apron.

I am writing in connection with the above application for planning permission. In accordance with Regulation 7 of the above Regulations, the County Council has considered the proposed development in the context of Schedule 2, and based on the information submitted, is of the opinion that there are likely to be significant impacts on the environment in terms of the meaning of significant in the above Regulations and therefore you are required to submit an Environmental Statement.

I enclose a copy of the Screening Report for your information.

You must write to me within three weeks from the date of this notification stating whether you accept that the application is one that requires an Environmental Statement, or that you are writing to the First Secretary of State to request a screening direction. (Regulation 7 (4)) Failure to notify us of your intentions within this period will result in the deemed refusal of the application, with no right of appeal against the refusal (Regulation 7 (5) and (6)).

Your attention is drawn to Regulation 14 of the above Regulations, which details the publicity requirements that need to be carried out before submitting the Environmental Statement.

Should you wish to discuss this screening opinion or the screening report further, please contact the Environmental Assessment Officer, James Sanders on 020 8541 6955. If you have any queries regarding the planning application please contact the Case Officer, Derrick Shonfeld on 020 8541 9435.

Two copies of this letter and the Screening Report have been sent to Runnymede Borough Council to be held with the application documents on the planning register as required by the above Regulations.

Yours sincerely

Alan Stones
Planning Development Control Team Manager



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COPIES

**Screening Opinion under Regulation 7 of the Town & Country Planning
(Environmental Impact Assessment) (England & Wales) Regulations 1999**

Proposal:

Coldharbour Lane Landfill, Land north of Norlands Lane, Thorpe, Surrey – Extension of time for backfilling with inert waste, restoration to agriculture and the retention of office weighbridge, wheel wash, switch room and concrete apron.

Date of initial request:

29 January 2010

Further information received:Validated 18th August 2010**Request acknowledged:**

N/a

Deadline for response:8th September 2010**Recommendation & Key Reasons**

The scheme would involve a variation of Condition 2 of planning permission RU05/0685 for an extension of time for backfilling with inert waste, restoration to agriculture and the variation of Condition 3 of planning permission RU07/0987 to retain the office, weighbridge, wheel wash, switch room and concrete apron until 31st December 2012. Due to the interdependent nature of the inert backfilling and the use of the site infrastructure at Norlands Lane, the County Planning Authority has screened the two dependant applications together in accordance with the guidance given in para. 46 (multiple applications) of Circular 02/99 on Environmental Impact Assessment.

The proposed schemes significantly exceed the thresholds stated in Governments Guidance (Circular 02/99) on EIA (50,000 tonnes per annum) by approximately 8 times (396,000 tonnes per annum). Due to the scale and nature of the development and the uncertainty with regard to the potential adverse effects on the adjacent site of international importance Thorpe Park No 1 Gravel Pit Special Protection Area and Ramsar site, the potential for contamination to the underlying principal aquifer and effects on the surrounding human population in terms of traffic, air quality, noise the County Planning Authority recommend that the proposed schemes **does** constitute **EIA development**.

It is recommended that the Environmental Statement for the scheme should cover the following issues:

- **Hydrology** – A flood risk assessment must be provided with specific regard to the haul route, site office, weighbridge located on the Norlands Lane entrance. The hydrology section should take into account how the clay-lined landfill will interrupt ground water flow, and identify and assess the likely impacts on surrounding areas. In addition it should investigate how the continued dewatering of the site and clay liner is / will affect the groundwater flows and associated water levels at the adjacent SPA and Ramsar site Thorpe Park No 1 Gravel Pit. The risk of pollution to the underlying principal aquifer and the adjacent SPA should be investigated including the potential for contamination from inert waste should the liner be compromised.
- **The human population: traffic** – A description of the impacts on traffic levels on the local highway and the surrounding residential areas of Staines and Chertsey that would be expected as a consequence of the intensified traffic operations associated with the infilling of the site over a shorter period than originally conceived and permitted. All potential impacts should be taken into account (as appropriate) and the mitigation measures that would be used (including an assessment of their likely effectiveness).

**Screening Opinion under Regulation 7 of the Town & Country Planning
(Environmental Impact Assessment) (England & Wales) Regulations 1999**

- **Air quality** – A description of the potential impacts on air quality from the intensified traffic operations associated with the infilling of the site over a shorter period than was originally conceived and permitted.
- **Noise** – A description of the potential impacts of noise on residential areas from the intensified traffic operations associated with the infilling of the site.

The scheme would involve changes (Schedule 2, paragraph 13) to an activity that fits into one of the categories of development listed in Schedule 2 (paragraph 11(b) *Installations for the disposal of waste (unless included in Schedule 1)* of the EIA Regulations.

The scheme **exceeds** the relevant threshold given in Schedule 2 of the EIA Regulations for waste disposal facilities (paragraph 11(b)), as it would involve the development of an area of greater than 0.5 hectares. The proposed scheme would involve an extension of time for back filling with inert waste, restoration to agriculture and the retention of an office, weighbridge, wheel wash, switch room and concrete apron on a site measuring approximately 15 hectares in total.

The scheme **exceeds** the relevant thresholds set for installations for the disposal of non-hazardous wastes in the Governments Guidance (Circular 02/99) on EIA, which advises that; *'The likelihood of significant effects will generally depend on the scale of the development and the nature of the potential impacts in terms of discharges, emissions or odour. For installations (including landfill sites) for the deposit, recovery, and/or disposal of household, industrial, and/or commercial wastes (as defined by the Controlled Wastes Regulations 1992) EIA is more likely to be required where new capacity is created to hold more than 50,000 tonnes per year, or to hold waste on a site of 10 hectares or more. Sites taking smaller quantities of these wastes, sites seeking only to accept inert wastes (demolition rubble etc.) or civic amenity sites, are unlikely to require EIA.'*

The proposed scheme would involve an extension of time for back filling with inert waste and restoration to agriculture involving the importation of a total of 671,835 tonnes at a rate of approximately 33,000 tonnes per month over a two year period and the retention of associated site infrastructure; an office, weighbridge, wheel wash, switch room and concrete apron on a site measuring approximately 15 hectares in total.

Principal party to be notified:

Kirsten Hannaford-Hill, Cemex UK Operations Ltd, Cemex House, Coldharbour Lane, Thorpe, Egham, Surrey, TW20 8TD

Other parties to be notified:

Runnymede Borough Council

Description of the proposal

Physical development

The proposed scheme would involve a variation of Condition 2 of planning permission RU05/0685 for an extension of time for backfilling with inert waste, restoration to agriculture and the variation of Condition 3 of planning permission RU07/0987 to retain the use of the office, weighbridge, wheel wash, switch room and concrete apron at land north of Norlands Lane until 31st December 2012.

It was originally anticipated that the infilling and restoration would be completed by 31st December 2010, however due to increased recycling rates, landfill taxes and the down turn in the economy the infilling and restoration at Coldharbour Lane will not be completed within the specified timescale.

The applicant has stated that the remaining void space at Coldharbour Lane Landfill would require approximately 671,835 tonnes of inert waste material and the replacement of on site soils to attain the approved restoration levels. It is anticipated that this would be received on site at an average of 33,000 tonnes per month.

At this rate it is estimated that infilling shall be completed and the site restored by the 31st December 2012.

Operational activities will take place on site between the hours of 0700 – 1800 hours Mondays to Friday and 0700 – 1300 hours Saturdays. There shall be no working on Sundays, Bank Holidays or National Holidays.

HGV's will enter and exist the site via the existing site entrance at Norlands Lane where the office, weighbridge, wheel wash, switch room and concrete apron are located. Approximately 75 HGV loads will visit the site daily (150 movements) approximating one every four minutes.

Location of proposal

The application area was previously a landfill site and is located off the A320 Staines Road in an area of open land approximately 300 metres to the north east of the village of Thorpe and 2.2 kilometres southwest of the town centre of Staines. The application area is bounded by Coldharbour Lane and Norlands Lane to the south, 10 Acre Lane to the west, and restored agricultural land to the north and east. 1 km to the southwest lies Junction 12 and Junction 2 of the M25 and M3 Motorway's respectively. Approximately 300 metres north of the proposed site is Crabtree Industrial Estate, and a series of lakes surrounding Thorpe Park are located approximately 250 metres to the south.

The application area is not covered by any nature conservation designations at the local, national or international levels, but in close proximity (approximately 230 metres south) is the nationally designated Thorpe Park No.1 Gravel Pit Site of Special Scientific Interest (SSSI) which forms part of the South West London Waterbodies Special Protection Area (SPA) (designated under the Habitat Regulations) and Ramsar Site, protected by the Ramsar Convention on wetlands of international importance and European law (under the Wild Birds Directive). There are also a number of other SSSIs within the surrounding area including, Thorpe Hay Meadow SSSI (700 metres north), Staines Moor SSSI (3.2 kilometres to the northeast), Langham Pond SSSI (3 kilometres to the northwest) and Dumsey Meadow SSSI (3.5 kilometres to the southeast).

The application area is not covered by any local level nature conservation designations however there are a few Sites of Nature Conservation Importance (SNCI's) in close proximity these include; River Thames and Towpath from Staines railway bridge to Chertsey Weir SNCI (950 metres northeast), West of Queen Mary Reservoir SNCI (2.7 kilometres to the east) and Shepperton Quarry SNCI (2.9 kilometres to the southeast).

The application area is not covered by or in close proximity to any landscape designations at the local or national level.

The application area is not covered by any archaeological constraints or contains any points noted on Surrey's Historic Environment Record (HER), but there are a number of areas of green archaeological constraint within 1 kilometre, including sites at the Centre of Thorpe / Coldharbour Lane (adjacent to the southwest), on the Staines Road (1.2 km southeast), Penton Hook Island (1.3 km east) and the land to the north of Green Lane (700 m northwest). The site is also designated as part of Thorpe Conservation Area. Laleham Conservation Area lies (2 km to the east), and the Registered Park & Garden of Historic Interest at Great Fosters is located approximately 950 metres to the northwest.

According to the Environment Agency's flood maps the main application area lies within an area of Zone 1 (greater than 1 in 1,000 year) flood risk however the haul route, site office, weighbridge, wheel wash, switch room and concrete apron lie within an area of flood Zone 3 (greater than 1 in 100 year) flood risk. The entire site coincides with an area covered by a groundwater Source Protection Zone (SPZ) 'Total Catchment' (SPZ 3) designation.

The application area is located within the Metropolitan Green Belt.

Consideration against Schedule 1 and Schedule 2 of the EIA Regulations

Is the proposal listed in Schedule 1?

The proposed scheme would not involve a form of development listed in Schedule 1.

Is the proposal listed in Schedule 2?

The proposed scheme would involve a change (Schedule 2, paragraph 13) to a form of development covered by one of the categories listed in Schedule 2 of the EIA Regulations – paragraph 11(b) – *Installation for the disposal of waste (unless listed in Schedule 1)*.

Does the proposal exceed the relevant thresholds given in the EIA Regulations?

Detail for Schedule 2 paragraph 11(b): The area of development exceeds 0.5 hectares.

The proposed scheme would involve an extension of time for back filling with inert waste, restoration to agriculture and the retention of an office, weighbridge, wheel wash, switch room and concrete apron on a site measuring approximately 15 hectares in total.

Does the proposal exceed the relevant thresholds given in the official guidance on EIA (Circular 2/99)?

Installations for the disposal of non-hazardous waste (Paragraph A36): The likelihood of significant effects will generally depend on the scale of the development and the nature of the potential impact in terms of discharges, emissions or odour. For installations (including landfill sites) for the deposit, recovery and/or disposal of household, industrial and/or commercial wastes (as defined in the Controlled Wastes Regulations 1992) EIA is more likely to be required where new capacity is created to hold more than 50,000 tonnes per year, or to hold waste on a site of 10 hectares or more. Sites taking smaller quantities of these wastes, sites seeking only to accept inert wastes (demolition rubble, etc.) or civic amenity sites, are unlikely to require EIA.

The proposed scheme would involve an extension of time for back filling with inert waste and restoration to agriculture involving the importation of a total of 671,835 tonnes at a rate of approximately 33,000 tonnes per month over a two year period and the retention of associated site infrastructure; an office, weighbridge, wheel wash, switch room and concrete apron on a site measuring approximately 15 hectares in total.

The two proposals – one for the extension of time for backfilling with inert waste and the retention of site infrastructure– were screened together in line with the guidance given in para. 46 (multiple applications) of Circular 02/99 on Environmental Impact Assessment. The Circular advises that in determining whether separate applications should be considered together when seeking to ascertain the need for EIA, planning authorities should, "...establish whether each of the proposed developments could proceed independently...". In this case the proposal for retention of the site infrastructure is dependant on the proposal for the extension of time for backfilling with inert waste at the Coldharbour Lane site.

Is the proposal in or adjacent to a sensitive area as defined in Regulation 2 of the EIA Regulations?

The application area is not covered by or adjacent to any national or higher level designations for nature conservation or landscape (e.g. Site of Special Scientific Interest, Special Area of Conservation, Special Protection Area, Ramsar Site, Area of Outstanding Natural Beauty).

However in close proximity (approximately 230 metres south) lies the nationally designated Thorpe Park No.1 Gravel Pit Site of Special Scientific Interest (SSSI) which forms part of the South West London Waterbodies Special Protection Area (SPA) (designated under the Habitat Regulations) and Ramsar Site, protected by the Ramsar Convention on wetlands of international importance and European law (under the Wild Birds Directive).

The main application area lies within an area of Zone 1 (greater than 1 in 1,000 year) flood risk however the haul route, site office, weighbridge, wheel wash, switch room and concrete apron lie within an area of flood Zone 3 (greater than 1 in 100 year) flood risk. The entire site coincides with an area covered by a groundwater Source Protection Zone (SPZ) 'Total Catchment' (SPZ 3) designation.

Is the proposal in or within 2.5 km of a site designated under the Birds Directive (SPA), the Habitats Directive (SAC) or the Ramsar Convention?

The proposed site is not covered by or adjacent to any Special Protection Areas (SPAs), Special Areas of Conservation (SACs) or Ramsar sites), however in close proximity (230 metres south) lies the Thorpe Park No.1 Gravel Pit Site of Special Scientific Interest (SSSI) which forms part of the South West London Waterbodies Special Protection Area (SPA) (designated under the Habitat Regulations) and Ramsar Site, protected by the Ramsar Convention on wetlands of international importance and European law (under the Wild Birds Directive).

Consequently the proposed scheme should be screened to determine whether Appropriate Assessment under the Habitat Regulations is required.

Is the proposal in or adjacent to other potentially sensitive areas, such as local designations, protected species, contaminated land, etc.?

The application area is not covered by any local level nature conservation or landscape designations however there are a few Sites of Nature Conservation Importance (SNCI's) in close proximity these include; River Thames and Towpath from Staines railway bridge to Chertsey Weir SNCI (950 metres northeast), West of Queen Mary Reservoir SNCI (2.7 kilometres to the east) and Shepperton Quarry SNCI (2.9 kilometres to the southeast).

The application area is not covered by any archaeological constraints or contains any points noted on Surrey's Historic Environment Record (HER), but there are a number of areas of green archaeological constraints within 1 kilometres, including the Centre of Thorpe / Coldharbour Lane (adjacent to the southwest), on the Staines Road (1.2 km southeast), Penton Hook Island (1.3 km east) and the land to the north of Green Lane (700 m northwest). The site is also designated as part of Thorpe Conservation Area. Laleham Conservation Area lies (2 km to the east), and the Registered Park & Garden of Historic Interest at Great Fosters is located approximately 950 metres to the northwest.

Screening Checklist for Schedule 2 Projects (from EIA Regulations Schedule 3)

Characteristics of the proposed scheme

Screening criteria	<i>Would the size of the proposed scheme be in keeping with the context in which it would be located?</i>
<i>Scheme characteristics</i>	
<p>The proposed development is located on approximately 15 hectares of land to the north of Coldharbour Lane between the village of Thorpe and the town of Staines. The application area is bounded by Coldharbour Lane and Norlands Lane to the south, 10 Acre Lane to the west, and restored agricultural land to the north and east. To the southwest of the site (1 km) lies Junction 12 and Junction 2 of the M25 and M3 Motorway's respectively. Approximately 300 metres north of the proposed site is Crabtree Industrial Estate, and a series of lakes surrounding Thorpe Park are located approximately 250 metres to the south.</p>	
<i>Characteristics of potential impacts</i>	
<p>The proposed scheme would involve an extension of time to an operational landfill.</p>	

Screening criteria	<i>Would the proposed scheme cumulate with other development?</i>
<i>Scheme characteristics</i>	
<p>The proposed development is located on approximately 15 hectares of land to the north of Coldharbour Lane between the village of Thorpe and the town of Staines. The application area is bounded by Coldharbour Lane and Norlands Lane to the south, 10 Acre Lane to the west, and restored agricultural land to the north and east. To the southwest of the site (1 km) lies Junction 12 and Junction 2 of the M25 and M3 Motorway's respectively. Approximately 300 metres north of the proposed site is Crabtree Industrial Estate, and a series of lakes surrounding Thorpe Park are located approximately 250 metres to the south.</p>	
<i>Characteristics of potential impacts</i>	
<p>The proposed scheme would involve an extension of time to an operational landfill.</p>	

Screening criteria	<i>Would the proposed scheme involve the use of natural resources?</i>
<i>Scheme characteristics</i>	
<p>The proposal would involve the infilling of approximately 671,835 tonnes of inert waste material over a two year period.</p>	
<i>Characteristics of potential impacts</i>	
<p>No significant impacts are anticipated.</p>	

Screening criteria	<i>Would the proposed scheme produce large volumes or hazardous types of wastes?</i>
<i>Scheme characteristics</i>	
The proposed scheme would involve the infilling of approximately 671,835 tonnes of inert waste material.	
<i>Characteristics of potential impacts</i>	
No significant impacts are anticipated.	

Screening criteria	<i>Would the proposed scheme have the capacity to give rise to pollution or nuisances?</i>
<i>Scheme characteristics</i>	
<p>The proposed scheme for an extension of time has the potential to give rise to nuisance in the form of noise and dust from the backfilling operations and vehicle movements.</p> <p>The landfill site is located in close proximity to a number of residential properties on the southeast and northeast corner of the site off Coldharbour Lane and 10 Acre Lane, bunding surrounding the site largely controls the effects of noise and conditions are in place to limit the noise to below 55dB(A) Leq, during any 30 minute period. HGV movements would consist of approximately 70 loads or 140 movements per day, which has the potential to cause nuisance to the surrounding properties on the haul route through Staines and Chertsey.</p> <p>The large number of vehicle movements and backfilling operations proposed also has the potential to give rise to dust nuisance. The backfilling operations are not expected to cause significant dust emissions, as the material is quite dense and will at worst only create a very localised impact. However there is potential for HGV's to carry mud onto the local highway network. This should be controlled as wheel wash facilities are in place and a designated haul route has been specified which takes the HGV largely off the local roads.</p>	
<i>Characteristics of potential impacts</i>	
No significant impacts are anticipated.	

Screening criteria	<i>Would the proposed scheme present risks of accidents?</i>
<i>Scheme characteristics</i>	
The risks of accidents associated with the operation of the Coldharbour Lane site should be managed through appropriate health and safety at work procedures.	
<i>Characteristics of potential impacts</i>	
No significant impacts are anticipated.	

Sensitivity of proposed location

Screening criteria	<i>Would the proposed scheme be compatible with existing land use at the intended site & in adjacent areas?</i>
<i>Scheme characteristics</i>	
The proposed development is located on approximately 15 hectares of land to the north of Coldharbour Lane between the village of Thorpe and the town of Staines. The application area is bounded by Coldharbour Lane and Norlands Lane to the south, 10 Acre Lane to the west, and restored agricultural land to the north and east. To the southwest of the site (1 km) lies Junction 12 and Junction 2 of the M25 and M3 Motorway's respectively. Approximately 300 metres north of the proposed site is Crabtree Industrial Estate, and a series of lakes surrounding Thorpe Park are located approximately 250 metres to the south.	
<i>Characteristics of potential impacts</i>	
No significant impacts are anticipated.	

Screening criteria	<i>Would the proposed scheme have implications for the relative abundance, quality & regenerative capacity of the area's natural resources?</i>
<i>Scheme characteristics</i>	
The proposed scheme to extend the use of site infrastructure backfilling and restoration operations at the Coldharbour Lane site would not have any implication for the relative abundance, quality or regenerative capacity of the areas natural resources.	
<i>Characteristics of potential impacts</i>	
No significant impacts are anticipated.	

Screening criteria	<i>Would the proposed scheme have implications for the integrity of any wetlands?</i>
<i>Scheme characteristics</i>	
The proposed scheme is located in close proximity (230 metres south) to Thorpe Park No1 Gravel Pit SSSI, which is also designated as part of the South West London Waterbodies Special Protection Area (SPA) and as a Ramsar site protected by the Ramsar Convention on wetlands of international importance and European law (under the Wild Birds Directive).	
<i>Characteristics of potential impacts</i>	
It will be necessary to demonstrate that the proposed backfilling operations will not have any influence on the SPA and Ramsar site.	

Screening criteria	<i>Would the proposed scheme have implications for the integrity of any woodland areas?</i>
<i>Scheme characteristics</i>	
The proposed scheme would not directly affect any areas of woodland.	
<i>Characteristics of potential impacts</i>	
No significant impacts are anticipated.	

Screening criteria	<i>Would the proposed scheme have implications for the integrity of any nature reserves or parks?</i>
<i>Scheme characteristics</i>	
The proposed scheme would not directly affect any nature reserves or parks.	
<i>Characteristics of potential impacts</i>	
No significant impacts are anticipated.	

Screening criteria	<i>Would the proposed scheme have implications for the integrity of any Site of Special Scientific Interest (SSSI)?</i>
<i>Scheme characteristics</i>	
The site of the proposed scheme is located in close proximity (230 metres) to the Thorpe Park No1 Gravel Pit SSSI. It is understood that the ground water in the area flows southwest from the site.	
<i>Characteristics of potential impacts</i>	
It will be necessary to demonstrate that the proposed backfilling operations will not have any influence on integrity of the SPA and Ramsar site.	

Screening criteria	<i>Would the proposed scheme have implications for the integrity of any Special Protection Area (SPA) &/or Ramsar site?</i>
<i>Scheme characteristics</i>	
The site of the proposed scheme is located in close proximity (230 metres) to the Thorpe Park No1 Gravel Pit SSSI. It is understood that the ground water in the area flows southwest from the site.	
<i>Characteristics of potential impacts</i>	
It will be necessary to demonstrate that the proposed backfilling operations will not have any influence on integrity of the SPA and Ramsar site.	

Screening criteria	<i>Would the proposed scheme have implications for the integrity of any Special Area of Conservation (SAC)?</i>
<i>Scheme characteristics</i>	
The proposed scheme would not directly affect any SACs.	
<i>Characteristics of potential impacts</i>	
No significant impacts are anticipated.	

Screening criteria	<i>Would the proposed scheme have implications for any areas where environmental quality standards are already exceeded?</i>
<i>Scheme characteristics</i>	
The site of the proposed scheme is not located in an area where any environmental quality standards are already exceeded however an Air Quality Management Area (AQMA) for PM ₁₀ and NO ₂ is located adjacent to the M25 Motorway 650 metres directly west.	
<i>Characteristics of potential impacts</i>	
No significant impacts are anticipated.	

Screening criteria	<i>Would the proposed scheme have implications for any densely populated areas?</i>
<i>Scheme characteristics</i>	
The proposed scheme to extend the use of the site infrastructure, backfilling and restoration operations at the Coldharbour Lane site would give rise to approximately 150 daily movements of HGV's.	
<i>Characteristics of potential impacts</i>	
The proposed scheme has the potential to give rise to nuisance on local residential areas of Staines and Chertsey due to the high number of HGV movements (150 per day) that will be travelling through these areas.	

Screening criteria	<i>Would the proposed scheme have implications for the integrity of any landscapes of historical, cultural or archaeological significance?</i>
<i>Scheme characteristics</i>	
The proposed scheme would not directly affect any areas of national importance in respect of the landscape, archaeology or historic heritage.	
<i>Characteristics of potential impacts</i>	
No significant impacts are anticipated.	

Consideration of possible impacts on the environment & human population

Risks to the environment

Air quality

Low significance

The proposed scheme for an extension of the use of site infrastructure, backfilling and restoration operations at the Coldharbour Lane site for an additional two years is not anticipated to give rise to significant impacts in the forms of air quality.

There will be a significant amount of emissions associated with the large number of vehicle movements proposed, although a designated haul route has been specified which takes HGV's largely off local roads, however they will be travelling either through Chertsey or Staines to access the site.

The large number of vehicle movements and backfilling operations proposed also has the potential to give rise to dust nuisance. The backfilling operations are not expected to cause significant dust emissions, as the material is quite dense and will at worst only create a very localised impact. However there is potential for HGV's to carry mud onto the local highway network. This should be controlled as wheel wash facilities are in place and a designated haul route has been specified which takes the HGV's largely off the local roads.

The site of the proposed scheme is not located in an area where any environmental quality standards are already exceeded however and Air Quality Management Area (AQMA) for PM₁₀ and NO₂ is located adjacent to the M25 Motorway 650 metres directly west.

Archaeology & historic environment

Not significant

The proposed scheme for an extension of the use of site infrastructure, backfilling and restoration operations at the Coldharbour Lane site for an additional two years is not anticipated to give rise to impacts on areas or features of significant archaeological or historic value.

The proposed site is an operational landfill, which has previously been worked for minerals and does not contain any areas of archaeological constraint or points noted on the Surrey Historic Environment Record (HER).

Climate change

Low significance

The proposed scheme for an extension of the use of site infrastructure, backfilling and restoration operations at the Coldharbour Lane site for an additional two years is not anticipated to give rise to substantial additional carbon emissions.

Carbon emission would be associated with the transport and backfilling of inert waste at the site for example: 1000 km travelled = 1 tonne of CO₂, 30 (average distance travelled per trip in km) x 33,591 (number of trips per year) = 1,007,000 (total km travelled to import inert waste), 1,007,000 / 1000 = 1,007 tonnes of CO₂/ year.

Total annual CO₂ emission approximating 1,007 tonnes per year. When you compare the annual CO₂ emissions from all HGV road freight in the southeast (20 million tonnes in 2006) you can clearly see that the proposed development would not have a significant effect on climate change.

Ecology**Medium significance**

The proposed scheme for an extension of the use of site infrastructure, backfilling and restoration operations at the Coldharbour Lane site for an additional two years has the potential to present risks to ecology and biodiversity. The application area is an operational landfill that has previously been worked for minerals and is of low ecological value.

However the proposed site is located within 230 metres of Thorpe Park No.1 Gravel Pit Site of Special Scientific Interest (SSSI) which forms part of the South West London Waterbodies Special Protection Area (SPA) (designated under the Habitat Regulations) and Ramsar Site, protected by the Ramsar Convention on wetlands of international importance and European law (under the Wild Birds Directive).

There is uncertainty as to the extent of the risk to the SPA, as the ground water flow in the area flows southwest from the site, EIA is required to address the issue and provide the information needed to satisfy the appropriate assessment requirements of the Conservation (Natural Habitats & c.) Regulations 1994.

The proposed scheme would need to demonstrate that the potential for hydrological impacts on the groundwater from the proposed infill would not affect the integrity of the SPA.

Geology & soils**Not significant**

The proposed scheme for an extension of the use of site infrastructure, backfilling and restoration operations at the Coldharbour Lane site for an additional two years was considered unlikely to give rise to adverse impacts on the local soils and geology. The application area is an operational landfill that has previously been worked for minerals with a view to backfill with inert waste and restore to agriculture.

Hydrology & hydrogeology**Medium significance**

The proposed scheme for an extension of the use of site infrastructure, backfilling and restoration operations at the Coldharbour Lane site for an additional two years has the potential to present risk of adverse impacts on the area in terms of hydrology and hydrogeology. The ground water flow in the area flows southwest from the site and therefore, leaching from filling materials has the potential to effect the adjacent SPA. It would have to be demonstrated that the proposed filling would not have a detrimental effects upon the SPA.

Landscape**Low significance**

The proposed scheme for an extension of the use of site infrastructure, backfilling and restoration operations at the Coldharbour Lane site for an additional two years was considered unlikely to give rise to significant adverse impacts on the area in terms of landscape and visual character. The proposed site is well screened from the surrounding areas from bunding encircling the site.

The proposed application would result in a delay of two years for the restoration of the site however, this would allow the pre approved restoration plan to be completed and the site would be restored to agricultural land.

Urban environment***Not significant***

The proposed scheme for an extension of the use of site infrastructure, backfilling and restoration operations at the Coldharbour Lane site for an additional two years has the potential to give rise to significant adverse impacts on the surrounding urban area.

The proposed scheme has the potential to give rise to nuisance on local residential areas of Staines and Chertsey due to the high number of HGV movements (150 per day) that will be travelling through these areas.

Waste management***Not significant***

The proposed scheme for an extension of the use of site infrastructure, backfilling and restoration operations at the Coldharbour Lane site for an additional two years was considered unlikely to give rise to large volumes of waste or non-inert waste materials.

The proposed scheme would enable the land filling of approximately 671,835 tonnes of inert waste.

Risks to the human population**Noise*****Low significance***

The proposed scheme for an extension of the use of site infrastructure, backfilling and restoration operations at the Coldharbour Lane site for an additional two years was considered unlikely to give rise to significant noise impacts from the backfilling and restoration operations.

The operation landfill is located in close proximity to a number of residential properties on the southeast and northeast corner of the site off Coldharbour Lane and 10 Acre Lane, bunding surrounding the site largely controls the effects of noise and conditions are in place to limit the noise to below 55dB(A) Leq, during any 30 minute period. HGV movements would consist of approximately 75 loads or 150 movements per day, which has the potential to cause nuisance to the surrounding properties on the haul route through Staines and Chertsey.

Traffic***Medium significance***

The proposed scheme for an extension of the use of site infrastructure, backfilling and restoration operations at the Coldharbour Lane site for an additional two years has the potential to give rise to significant traffic impacts. The majority of traffic associated with the proposed scheme would result from the transportation of 671,835 tonnes of inert waste to the site over a two year period, which would be delivered daily (excepting Sundays) via 75 loads or 150 HGV movements per day. A designated haul route has been specified which takes the HGV's largely off Norlands Lane, and onto Chertsey Lane.

Extraction at Coldharbour Lane has now stopped and the previous permission identifies that approximately 48 waste vehicle movements would be associated with the Coldharbour Lane site. The proposed scheme would give rise to more than three times this amount and it is considered that this has the potential to cause significant impacts on the local highway network particularly through Staines and Chertsey.

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SURREY
COUNTY COUNCIL
The Environment Service
County Hall
Kingston upon Thames
Surrey
KT1 2DY

3 September 2010

Dear Ms Hannaford-Hill,

**The Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999
Adoption of a Screening Opinion under Regulation 7**

Site: Land to the north of Norlands Lane, Thorpe, Egham, Surrey
Coldharbour Lane, Thorpe, Egham, Surrey

Proposal: Variation of Condition 2 of planning permission RU05/0685 and variation of Condition 3 of planning permission RU07/0987 Extension of time for backfilling with inert waste, restoration to agriculture and the retention of office weighbridge, wheel wash, switch room and concrete apron.

I am writing in connection with the above application for planning permission. In accordance with Regulation 7 of the above Regulations, the County Council has considered the proposed development in the context of Schedule 2, and based on the information submitted, is of the opinion that there are likely to be significant impacts on the environment in terms of the meaning of significant in the above Regulations and therefore you are required to submit an Environmental Statement.

I enclose a copy of the Screening Report for your information.

You must write to me within three weeks from the date of this notification stating whether you accept that the application is one that requires an Environmental Statement, or that you are writing to the First Secretary of State to request a screening direction. (Regulation 7 (4)) Failure to notify us of your intentions within this period will result in the deemed refusal of the application, with no right of appeal against the refusal (Regulation 7 (5) and (6)).

Your attention is drawn to Regulation 14 of the above Regulations, which details the publicity requirements that need to be carried out before submitting the Environmental Statement.

Should you wish to discuss this screening opinion or the screening report further, please contact the Environmental Assessment Officer, James Sanders on 020 8541 6955. If you have any queries regarding the planning application please contact the Case Officer, Derrick Shonfeld on 020 8541 9435.

Two copies of this letter and the Screening Report have been sent to Runnymede Borough Council to be held with the application documents on the planning register as required by the above Regulations.

Yours sincerely

Alan Stones
Planning Development Control Team Manager



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