

# Surrey Materials Recycling Facility

Statement of Community Involvement

Surrey County Council

Project number: 60710907

16/12/2024

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## 1. Introduction

This Statement of Community Involvement (SCI) has been prepared by AECOM in support of an application for outline planning permission submitted to Surrey County Council under the provisions of the Town and Country Planning Act 1990 (as amended) on behalf of Surrey County Council (the 'Applicant').

This SCI has been submitted as part of the planning application for Surrey Materials Recycling Facility (MRF). It should be considered alongside other documents submitted as part of the planning application.

The proposal includes the construction and operation of a new Materials Recycling Facility (MRF) and associated infrastructure, capable of receiving and processing up to 100,000 tonnes per annum (tpa) of dry mixed recyclables (DMR). The proposal is referred to collectively as the 'Proposed Development' and the project is known as 'Surrey MRF'.

The proposed Site or application area, (hereafter referred to as the 'Site') measures approximately 7.21 hectares (ha), however, a number of Areas of Ancient Semi Natural Woodland (ASNW), priority habitat and perimeter-screening woodland within this boundary reduces the developable area available to approximately 3.92 ha. It comprises greenbelt land located next to Trumps Farm, Kitsmead Lane, Longcross, KT16 0EF.

The site is an area of rough grass and scrub with some woodland bounded to the north by the M3 motorway and to the south and east by a former Trumps Farm Landfill Site. The site lies approximately 200m to the south of the village of Virginia Water, 200m to the north of the village of Longcross, 3km to the east of Sunningdale, Berkshire, and 3.6km to the west of the town of Chertsey, Surrey. No Public Rights of Way (PRoW) run in the immediate vicinity of the site.

On the opposite side of Kitsmead Lane, there is the former Defence Evaluation and Research Agency (DERA) tank testing track and a temporary green waste transfer operated by Envar, which currently occupies the proposed MRF site. To the south, beyond the former landfill, there is an office and parking lot, operated by Splitz Facilities Ltd who offer film set vehicles for hire, on the site of a former green waste facility and food waste anaerobic digestion (AD) facilities. The former tank testing track is being promoted as a Garden Village by Runnymede Borough Council through its emerging Local Plan.

The site is in Longcross, Lyne & Chertsey South ward and is allocated within the Surrey Waste Local Plan 2019-2033 (adopted December 2020) to provide the land necessary to meet the need for new waste management facilities in Surrey up to 2035. Within the plan, the site is marked as suitable only as a recycling facility for dry mixed recyclables (DMR) from households.

In addition, within the Surrey Local Transport Plan 2022-2032 (July 2022), policies setting out the councils' long term strategies for transport across the county reflect HGV traffic that may access Trumps Farm.

This SCI details the pre-application engagement undertaken in support of the planning application. It also provides an overview of the engagement context and approach, as well as details of comments received and Surrey County Council's response to these.

The pre-submission engagement is informed by industry best practice and Surrey County Council guidance including its [Statement of Community Involvement \(2019\)](#).

The approach to community engagement ensured that comprehensive and meaningful engagement took place. The Applicant used a number of traditional and digital engagement methods to maximise engagement and ensure that local feedback was secured and considered prior to the submission of the planning application.

## 2. Summary of engagement activity

### 2.1 Engagement process

Pre-submission engagement has been undertaken to ensure that all relevant stakeholders have had the opportunity to meaningfully participate in the identification of the issues and opportunities for the proposals for Surrey MRF, and in doing so contribute to the development of the proposals in advance of planning submission.

A comprehensive stakeholder mapping exercise was carried out at the outset of the project to identify all relevant stakeholders. This included elected members of Surrey County Council, Runnymede Borough Council and Chobham Parish Council, site neighbours, local businesses, local public facilities, and community groups.

### 2.2 Engagement objectives

The overarching objectives for public engagement were:

- To raise awareness of what is being proposed to the local community and businesses
- To allow Surrey County Council to build strong and trusting relationships with the local community, and where these already exist, maintain or enhance them
- To provide clear and concise information on the proposals and to keep stakeholders informed throughout the pre-application stage
- To make information available in a number of ways in order to reach all sections of the community
- To provide timely communications and respond to comments and queries in a timely manner
- To provide stakeholders with the opportunity and time to easily submit comments and feedback on the proposals
- To review the comments and feedback received and show how feedback has informed the proposals in advance of planning submission.

### 2.3 Engagement approach

The Applicant's approach involved early engagement with the local community and key stakeholders, beginning with elected members and then community groups, statutory stakeholders, utility providers, and local businesses. This was followed by a four-week public engagement period, on the emerging proposals with two in-person engagement events and a [virtual room](#) available throughout the engagement period. The Applicant used a variety of methods to maximise participation from relevant stakeholders and the local community.

The engagement activities undertaken by Surrey County Council are listed below:

- Pre-application information sharing and pre-submission engagement on the proposals took place between 21 December 2023 and 5 March 2024.
- Pre-application information sharing with Surrey County Council began on 21 December 2023, with the Applicant making a Pre-Application Advice Request to the Council.
- An engagement flyer (sent to 502 properties), and introductory emails (sent to 52 stakeholders) were shared by Surrey County Council ahead of the engagement period.
- The public engagement period ran from Monday 5 February to Friday 1 March 2024 via a bespoke project virtual room: <https://surreymrf.exhibition.app/> and two in-person public engagement events were held on Friday 9 February at Lyne Village Hall in Chertsey and Sunday 11 February at Virginia Water Community Association.
- The [virtual room](#) provided detailed information about the proposals, as well as an interactive feedback form. Paper versions of the feedback form were also available on request and at the in-person events with a Freepost addressed envelope available on request too to return the completed form.
- As detailed in the engagement materials, members of the public could contact the project team to ask questions through a variety of methods including the dedicated project email address, by contacting Surrey County Council's contact centre and by freepost addressed envelope on request.

### 2.4 Advertising the engagement

The public engagement was publicised by several methods to reach relevant stakeholders from the surrounding community, local businesses, and elected representatives.

Information about the project was made available in several ways, including through posters flyers, emails, social media in order to reach all sections of the community. This provided them with the opportunity and time to submit comments and feedback on the proposals.

contact received via the contact centre will be redirected to the AECOM team for responding.

### 2.4.1 Emails

The Applicant emailed all Surrey County Council and Runnymede Borough Council Members on 23 January 2024. This introductory email provided a background to the proposals for Surrey MRF, and the approach and timescales for public engagement. A full list of political stakeholders contacted by the Applicant is provided in Table 1. Please see Appendix A for copies of the emails.

The Applicant emailed all relevant Surrey County Council officers on 24 January 2024, introducing them to the proposals for Surrey MRF, and the approach and timescales for the public engagement.

An introductory email was sent to the Member of Parliament for Runnymede and Weybridge, Dr Ben Spencer MP, on 26 January 2024.

An introductory email with details of the proposals and the public engagement was sent to community groups, local businesses, statutory stakeholders, and utility providers on 24 January 2024. A full list of the non-political stakeholders contacted by the Applicant is provided in Table 2. Please see Appendix A for copies of the emails.

**Table 2-1: Political stakeholders who received information emails**

| Name                              | Position  | Organisation              |
|-----------------------------------|---|---------------------------|
| Dr Ben Spencer MP                 | Member of Parliament  | House of Commons          |
| Councillor Tim Oliver             | Leader  | Surrey County Council     |
| Councillor Natalie Bramhall       | Cabinet Member for Property and Waste   | Surrey County Council     |
| Councillor Ernest Mallett MBE     | Member of Planning and Regulatory Committee   | Surrey County Council     |
| Councillor Jeffrey Gray           | Member of Planning and Regulatory Committee   | Surrey County Council     |
| Councillor Victor Lewanski        | Member of Planning and Regulatory Committee   | Surrey County Council     |
| Councillor Scott Lewis            | Member of Planning and Regulatory Committee   | Surrey County Council     |
| Councillor Catherine Powell       | Member of Planning and Regulatory Committee   | Surrey County Council     |
| Councillor Jeremy Webster         | Member of Planning and Regulatory Committee   | Surrey County Council     |
| Councillor Edward Hawkins         | Planning and Regulatory Committee Chairman  | Surrey County Council     |
| Councillor John Robini            | Member of Planning and Regulatory Committee   | Surrey County Council     |
| Councillor Richard Tear           | Vice-Chairman of Planning and Regulatory Committee  | Surrey County Council     |
| Councillor Jonathan Hulley        | Division member for Foxhills, Thorpe and Virginia Water and Planning and Regulatory Committee | Surrey County Council     |
| Councillor Tom Gracey             | Leader of the Council   | Runnymede Borough Council |
| Councillor Carl Mann              | Ottershaw Ward - Member of planning committee   | Runnymede Borough Council |
| Councillor Mark Nuti              | Chertsey St Ann's Ward - Member of planning committee   | Runnymede Borough Council |
| Councillor Myles Willingale       | Chertsey St Ann's Ward - Deputy Leader of the Council - Chairman of planning committee        | Runnymede Borough Council |
| Councillor Shannon Saise-Marshall | Chertsey Riverside Ward - Mayor of Runnymede  | Runnymede Borough Council |
| Councillor David Coen             | Virginia Water Ward - Chair of Environment and Sustainability Committee                       | Runnymede Borough Council |
| Councillor Chris Howorth          | Virginia Water Ward - Member of planning committee  | Runnymede Borough Council |
| Councillor Elaine Gill            | Thorpe Ward - Member of planning committee  | Runnymede Borough Council |
| Councillor Manu Singh             | Addlestone North Ward - Member of planning committee  | Runnymede Borough Council |
| Councillor Theresa Burton         | Longcross, Lyne and Chertsey South Ward and Planning committee                                | Runnymede Borough Council |
| Councillor Sylvia Whyte           | Longcross, Lyne and Chertsey South Ward and Planning committee                                | Runnymede Borough Council |
| Councillor Don Whyte              | Longcross, Lyne and Chertsey South Ward   | Runnymede Borough Council |
| Les Coombs                        | Chairman of Parish Council  | Chobham Parish Council    |

Table 2-2: List of non-political stakeholders who received information emails

| Organisation                         | Type             |
|--------------------------------------|------------------|
| Lyne Village Hall                    | Community Group  |
| Virginia Water Community Centre      | Community Group  |
| The Wentworth Residents' Association | Community Group  |
| Surrey Heath Borough Council         | Community Group  |
| Ottershaw Society                    | Community Group  |
| The Chobham Society                  | Community Group  |
| Surrey Wildlife Trust                | Community Group  |
| Holy Trinity Church                  | Community Group  |
| Lyne & Longcross Primary School      | Community Group  |
| Surrey Fire and Rescue               | Statutory        |
| Environment Agency                   | Statutory        |
| Forestry Commission                  | Statutory        |
| National Highways                    | Statutory        |
| Historic England                     | Statutory        |
| Natural England                      | Statutory        |
| Public Health England                | Statutory        |
| Rights of Way GU, RU, SP, SU, WA, WO | Statutory        |
| County Archaeologist                 | Statutory        |
| County Ecologist - Ann Bailey        | Statutory        |
| Lead Local Flood Authority           | Statutory        |
| County Highway Authority             | Statutory        |
| South East Coast Ambulance Service   | Statutory        |
| Infinis Ltd                          | Business         |
| Envar Composting                     | Business         |
| Affinity Water Ltd                   | Utility provider |
| Thames Water                         | Utility provider |

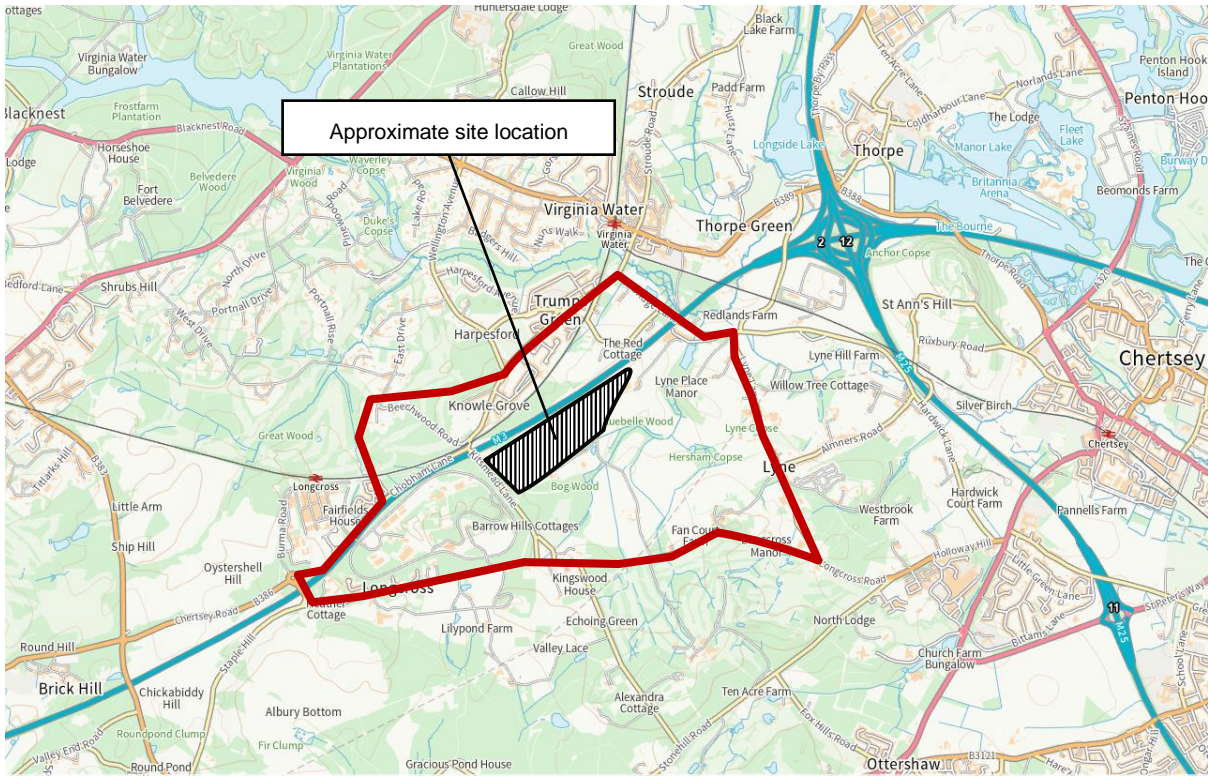
### 2.4.2 Flyers

An engagement flyer was delivered to 502 residential and business properties on Wednesday 24 January 2024, via Royal Mail. This includes 22 businesses, and 480 residents located within existing boundaries around the site to enclose those most closely impacted. The engagement flyer distribution area is highlighted in Figure 1 below. Please note that the red line indicates the engagement area, and the black outlined polygon shows the approximate site location.

The engagement flyer provided information about the proposals, and signposted readers to the [virtual room](#) for members of the public to provide their feedback on the proposals. Please see Appendix B for the engagement flyer.



Figure 1 Engagement flyer distribution area



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2.4.3 Posters

Posters advertising the engagement events were sent via email for stakeholders to share with their associated networks where possible. The poster can be viewed in Appendix C.

2.4.4 Virtual room

A [virtual room](#) website was launched on Monday 5 February 2024. The website provided the main source of information about the project online. The room presented an online version of the public engagement, with the information boards, project FAQs, and response form available to view and complete. The website received a total of 577 visitors throughout the duration of the engagement period.

2.4.5 Social media

A social media post and paid for advert were published on Surrey County Council’s X account, formerly known as Twitter, on Wednesday 7 February 2024. The advert and post provided a brief introduction to the Proposed Development, alongside a link to their press release with access to the [virtual room](#).

Three social media posts were also published on Surrey County Council’s Facebook account on Wednesday 7, Thursday 21 and Friday 29 February 2024. The posts provided a brief introduction to the proposals alongside a link to their press release with access to the [virtual room](#).

The targeted social media posts were aimed at residents in the surrounding areas, KT16 and GU25 postcodes, to encourage attendance to the engagement events. These postcodes also received the engagement flyer. Please see Appendix D for a copy of the social media advertisement and posts. Table 3 shows the analytics from the post on X, the paid for advert on X and the three Facebook posts.

Table 2-3: Social media statistics

| Post type           | Date               | Number of people reached |
|---------------------|--------------------|--------------------------|
| Paid for advert (X) | 6/02/24 – 10/02/24 | 3,540                    |
| X post              | 7/02/24            | 1021                     |
| Facebook post       | 7/02/24            | 2063                     |
| Facebook post       | 21/02/24           | 2467                     |
| Facebook post       | 29/02/24           | 2234                     |

### 2.4.6 Press release

A press release was shared on Surrey County Council's website and was published in Surrey Live and BNN Breaking online publications on 7 February 2024. Please see Appendix E for a copy of the press release.

### 2.4.7 Contact methods

In order to promote effective engagement, several channels were provided for residents to provide feedback and ask questions:

- Freepost envelopes (Freepost SURREY COUNTY COUNCIL) were available on request to enable residents to provide their feedback without using the internet. No stamp was required to respond.
- A dedicated email address ([surreymrf@aecom.com](mailto:surreymrf@aecom.com))
- The Surrey County Council contact centre – 03456 009 009 (9am to 5pm, Monday to Friday, excluding bank holidays) - was available to anyone who wished to speak to someone on the phone.

## 2.5 Engagement events

### 2.5.1 Engagement materials

The following information was shared in the [virtual room](#), as well as at the two in-person public engagement events:

- Engagement banners: Seven banners were set up in the event displaying information on the proposals. The banners can be viewed in Appendix F and a summary of each banner is listed below:
  - o 'Welcome' – provided a summary about the proposals and engagement opportunities
  - o 'Background' – provided information on the need for the proposals
  - o 'What is being proposed' – provided information about MRFs and why the site location was chosen
  - o 'The facility' – provided a detailed description and elevations of the proposed facility
  - o 'Key considerations' – provided a summary of the local considerations being taken into account in the design of the MRF
  - o 'Thank you for visiting' – shared how to provide feedback on the proposals and next steps.
- FAQs document: A document was available answering questions on key aspects of the project likely to be of interest to stakeholders. The FAQs document can be viewed in Appendix G. A list of the topics covered in the FAQs document is provided below:
  - o The project
  - o The site
  - o Traffic
  - o Construction
  - o Operation
  - o Environment.

People viewing the proposals (both online and at the public events) had the option to complete a feedback form on the proposals and the engagement process itself. The feedback form can be viewed in Appendix H.

There was also the opportunity to register to receive project updates and complete a demographic form. Those who visited the [virtual room](#) were also invited to get in touch with the project team via an email link should they have further questions about the proposals.

### 2.5.2 Virtual room

The detailed plans for Surrey MRF were shared online via a publicly accessible [virtual room](#) for a period of 30 days between Monday 5 February and Tuesday 5 March 2024.

The link to the [virtual room](#) was shared widely across all communication channels including posters, flyers and stakeholder emails. The [virtual room](#) enabled participants to view and interact with information on their personal computers, laptops or mobile devices.

The purpose of the [virtual room](#) was to share information on the detailed plans and provide an opportunity for people to provide feedback on the proposals.

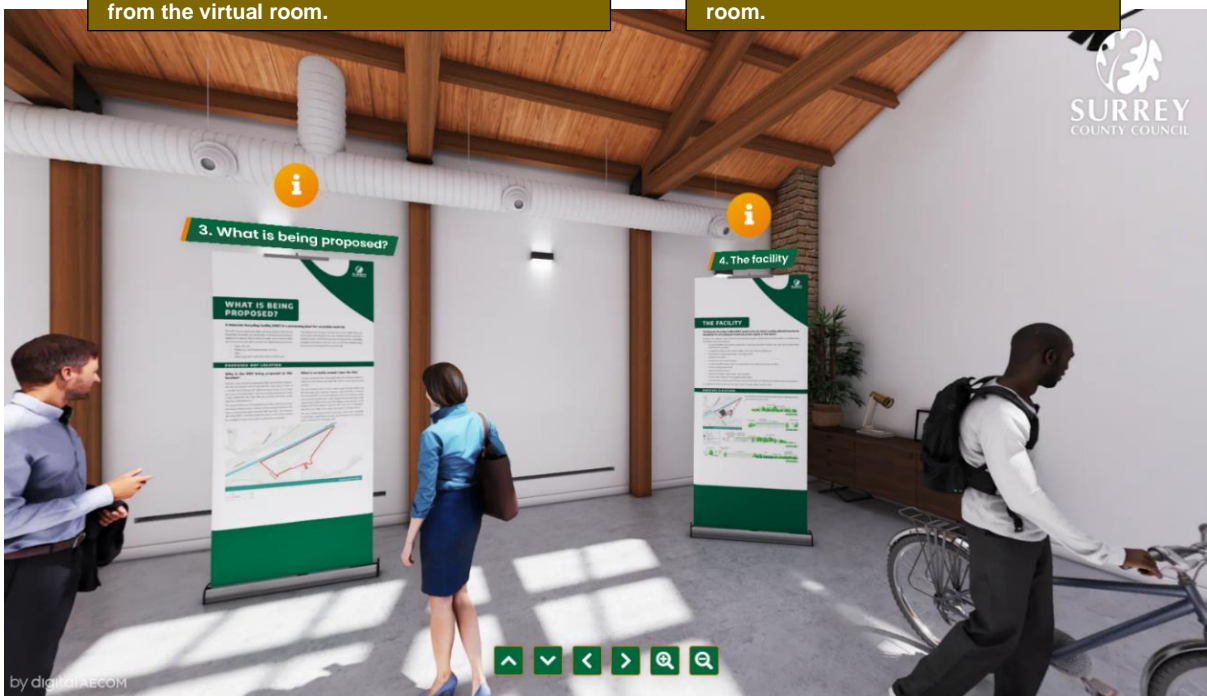
Figure 2: Images from the virtual room

Participants could click on information buttons to view and/or download each engagement board in full screen.

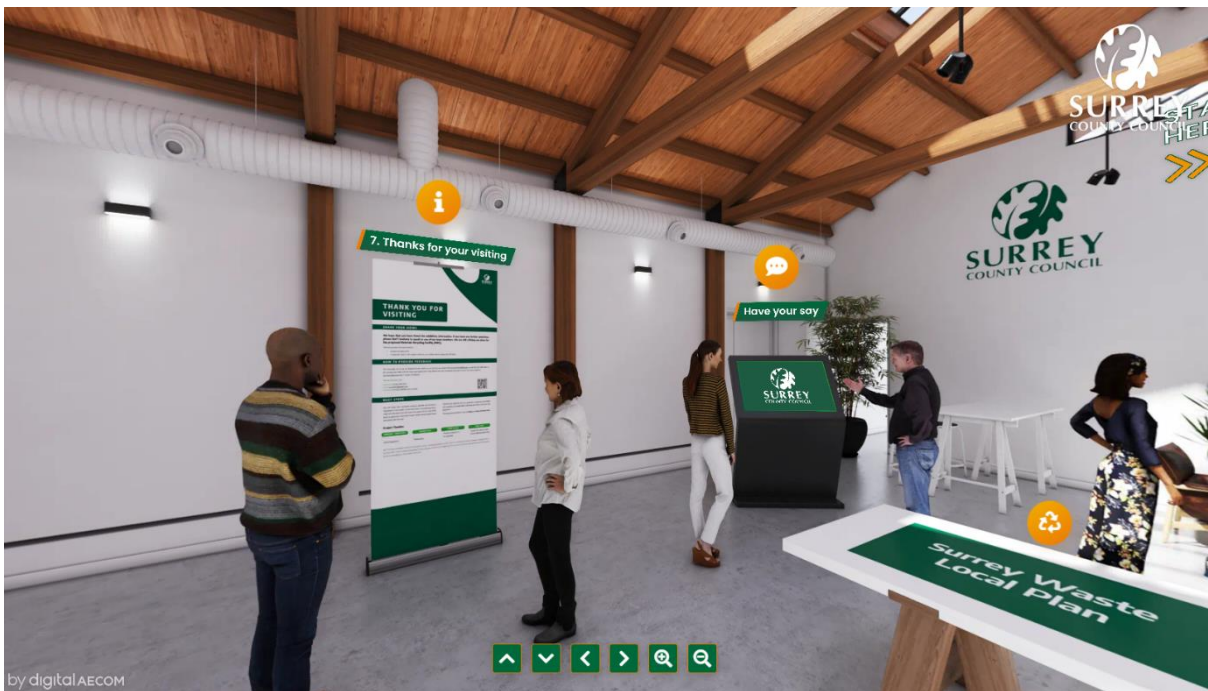
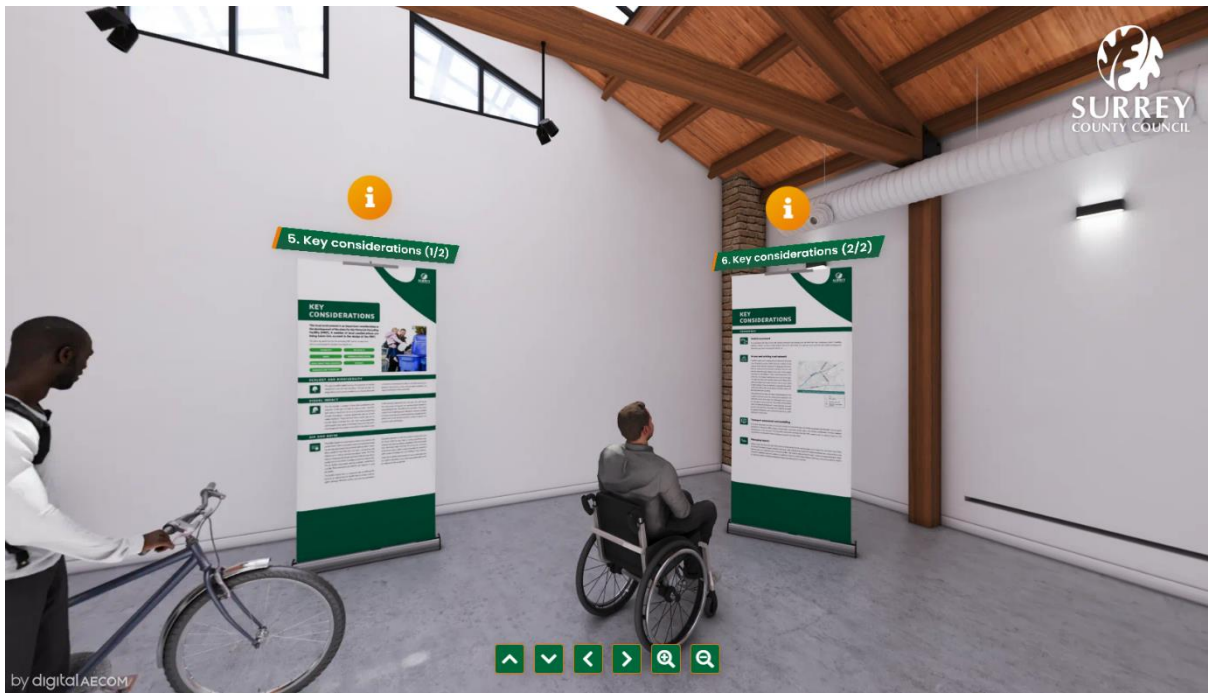


Participants could leave their feedback, share their demographic details, view the welcome message or directly get in touch with the team from the virtual room.

A PDF booklet of comprehensive Frequently Asked Questions could be downloaded directly from the virtual room.



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### 2.5.3 Public engagement events

The first engagement event was held at Lyne Village Hall in Chertsey on Friday 9 February 2024 from 3pm to 7pm. By holding this community engagement event in the evening, it could be attended by a wider audience. In total, there were 9 attendees.

The second and final event was held in the Virginia Water Community Association on Sunday 11 February 2024 from 10am to 2pm. By holding this community engagement event on a non-working day, it could be attended by a wider audience. In total, there were 15 attendees.

The events were set up with seven banners, which can be viewed in Appendix F, and A4 images with example facilities showing the inside of a MRF. Members of the project team were present to speak with people, answer any questions they had and take their feedback.

Feedback forms were also provided at the event to allow attendees to voice their opinions on a number of aspects of the proposals. The forms could be completed at the event or returned via Freepost envelope at any time during the engagement period.

Attendees raised a number of concerns at the engagement events, but their overall sentiment was that the proposals were needed and supported. The attendees' main concern was around increased Heavy Goods Vehicle (HGV) traffic and its impact, including congestion, noise and damage to the existing road network, especially Kitsmead Lane. At the events the project team advised that it was likely some of these concerns would be mitigated by new traffic lights proposed on Kitsmead Lane as part of the Longcross Garden Village development proposals, which are not a part of the Surrey MRF proposals.

Figure 3: Images from the public engagement events



#### 2.5.4 Managing correspondence

The Applicant responded to enquiries received via the project email address and Surrey County Council contact centre. This included written responses, sent via email, in relation to questions and concerns about the impact of additional traffic that will be generated from the Surrey MRF. Other emails received were from companies offering their services for the construction and operation of the MRF.

10 emails were sent to the project email address and one call was made to the Surrey County Council contact centre.

### 3. Feedback and analysis

#### 3.1 Introduction

The Applicant was committed to maximising engagement with the local community and provided a range of ways for people to share feedback, both online and offline. There were a number of channels by which residents were able to provide comments on the proposal including the physical response forms available at events and on request, email, the Surrey County Council contact centre and the [virtual room](#). In total, 21 responses were received during the public engagement period. Three responses were received by email and 18 responses were received via the response form (17 via the [virtual room](#) and one via Freepost). Table 3 provides a breakdown of the platforms by which people submitted their comments.

Respondents were able to provide feedback digitally via a link in the [virtual room](#). It is possible that respondents were able to duplicate responses, leaving identical feedback through several channels. To ensure the risk of duplication was reduced, analysis was undertaken to ensure quantitative data was scrutinised to locate and remove repeated values.

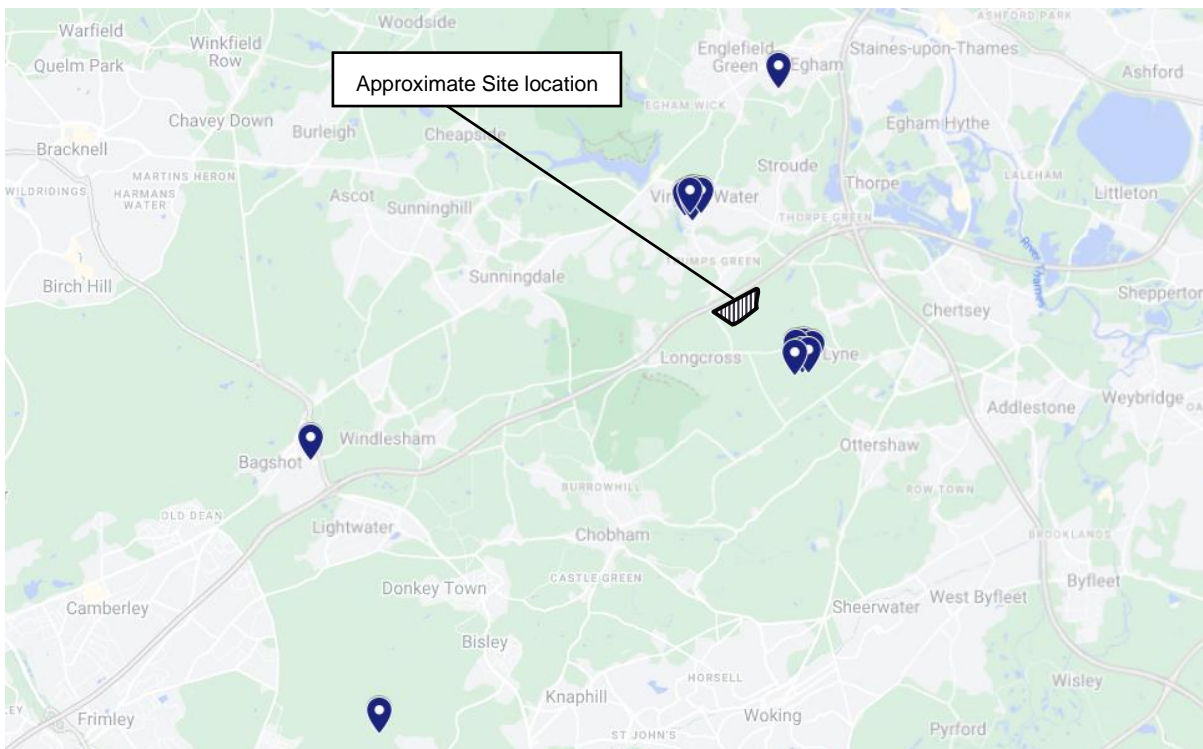
**Table 3-1: Total number of responses received**

| Platform   | Number |
|--|--------|
| Virtual room   | 17     |
| Email  | 3      |
| Physical copies of the feedback form sent via Freepost | 1      |
| Surrey County Council contact centre                   | 0      |

#### 3.2 Location

Respondents were given the option to provide the first part of their postcode in the response form, which allowed us to identify their location relative to the proposed site. The map shown in Figure 4 below demonstrates a strong level of engagement from the local community across the engagement distribution area, in particular from Virginia Water and Chertsey.

**Figure 1: Map showing postcodes of respondents**



1.1 In addition to the postcodes presented above, two respondents provided postcodes from Ashted and Epsom in Kingston upon Thames, and one respondent provided a postcode from Sittingbourne in Kent.

### 3.3 Responses to the response form

All responses received were anonymised. The following section provides a qualitative and quantitative analysis of the responses received to the response form.

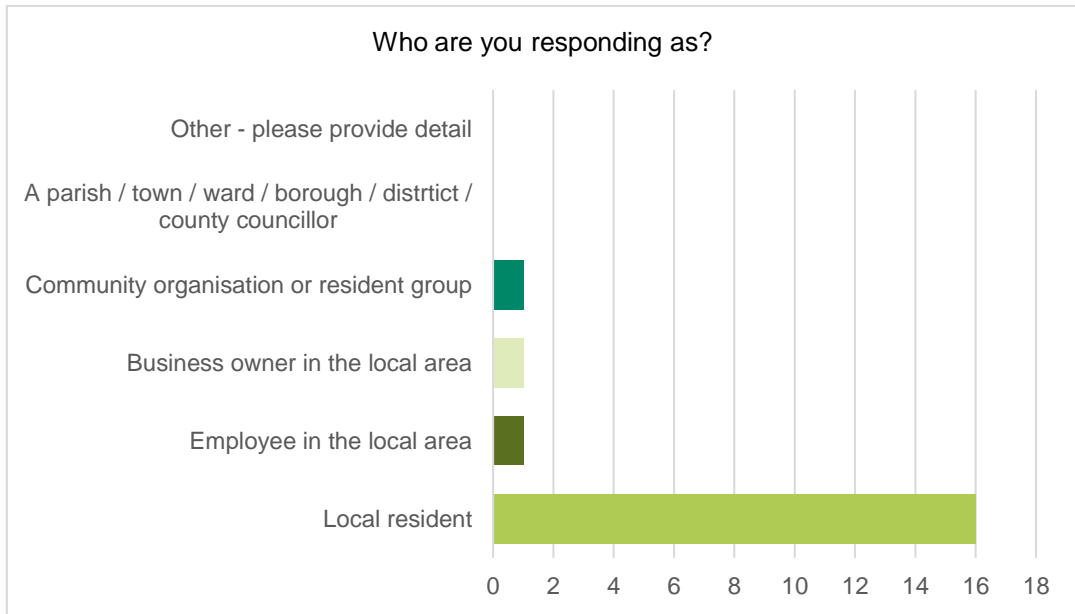
It should be noted that respondents were not required to answer each question. Therefore, there are different response rates to each question. All percentages below have been rounded to the nearest decimal place.

In this section each question is outlined in bold and followed by an analysis of responses received.

#### Who are you responding as?

When describing their interest in the proposals, eighteen (100%) respondents answered this question. As shown in Figure 5, 89% (16) of respondents confirmed that they were local residents with one of these respondents also confirming they were an employee in the local area. One respondent confirmed they were a business owner in the local area and another respondent confirmed they were from a community organisation or resident group.

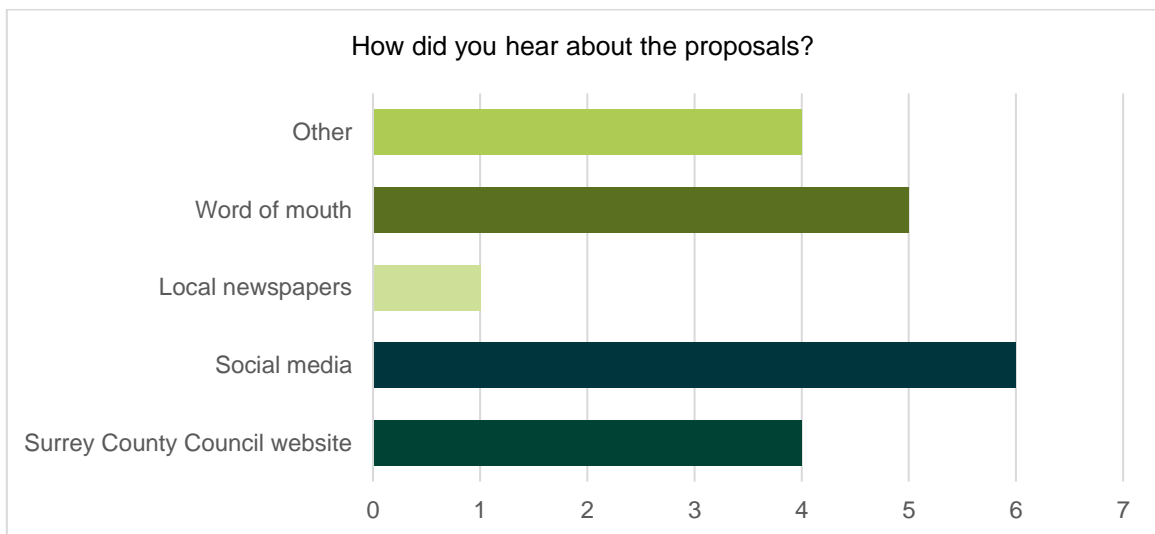
**Figure 2: Bar chart showing respondents' interest in the project**



#### How did you hear about the proposals?

Eighteen (100%) respondents answered this question and the results are shown below in Figure 6. The majority of respondents heard about the proposals on social media and by word of mouth with 33% (six respondents) and 27% (five respondents) respectively. Four respondents (22%) heard about the proposals through the Surrey County Council website. Four respondents (22%) selected Other, this included the Egham Residents Association, the flyer mailout, and an 'In Your Area' email. One respondent heard about the proposals in a local newspaper.

**Figure 3: Bar chart showing how respondents heard about the proposals**

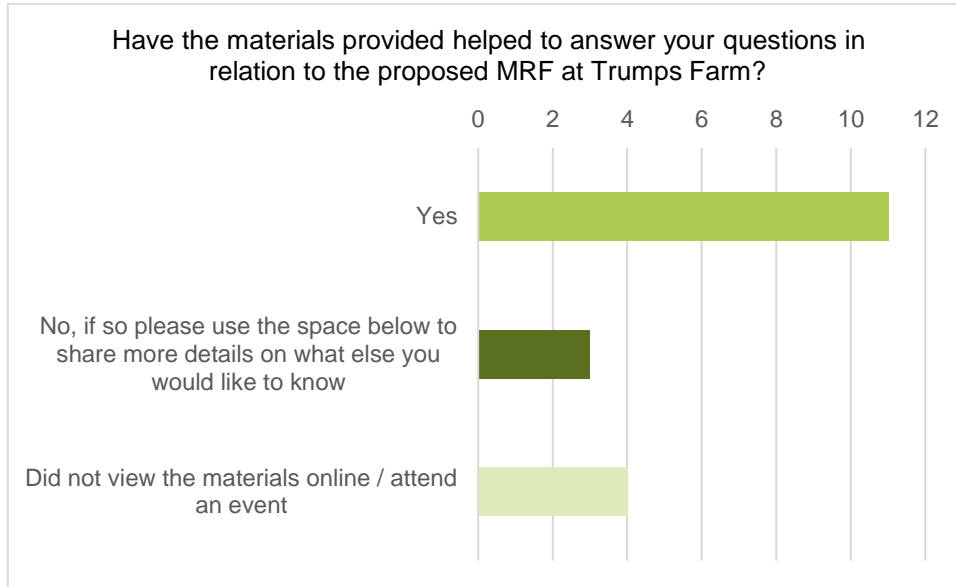


9

**Have the materials provided helped to answer your questions in relation to the proposed MRF at Trumps Farm?**

Eighteen (100%) respondents answered this question. As shown in Figure 7 below, 65% (11) of respondents answered Yes to this question, agreeing that the materials provided helped to answer their questions about the proposals. 24% (4) of respondents did not view the materials online and/or attend an event. 18% (3) of respondents answered No to this question. When asked for details on what else they want to know about the proposals, one respondent requested further information about the impact of HGVs on local roads and pollution, and another raised concerns about the way the information was presented online via a link.

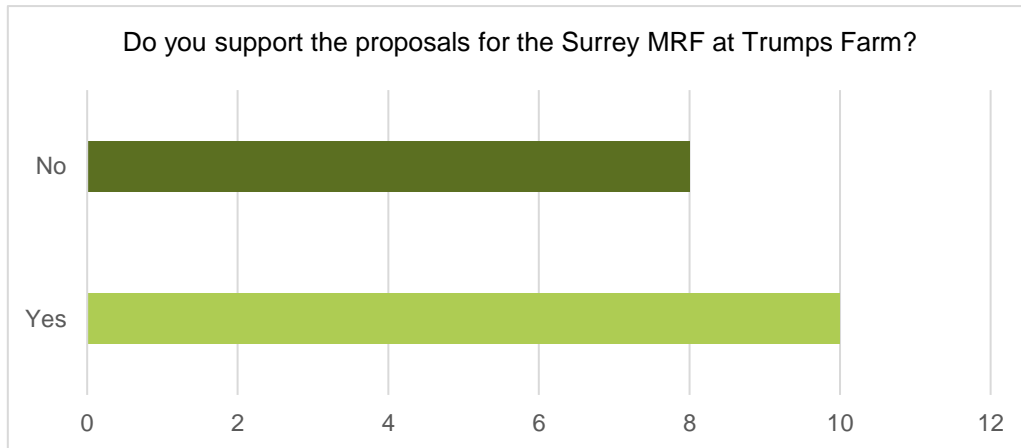
**Figure 4: Bar chart showing how the engagement materials answered respondents' questions**



**Question 4: Do you support the proposals for the Surrey MRF next to Trumps Farm?**

Eighteen (100%) respondents answered this question. Ten respondents (56%) support the proposals, whilst eight respondents (44%) do not support the proposals for the Surrey MRF at Trumps Farm. The results are plotted in Figure 8 below.

**Figure 5: Bar chart showing respondents' views on the proposals for the Surrey MRF**



**Question 5: Are you concerned that this development may have some impacts? If so, please tick those from the list below which you are concerned about specifically**

Eighteen (100%) respondents answered this question. Respondents were asked what aspects of the development are important to them and were provided with a list of nine options to choose from. Note that respondents could select as many options as they would like and were provided with an opportunity to leave a comment for more information. Table 4 below outlines how many respondents selected each category.

9



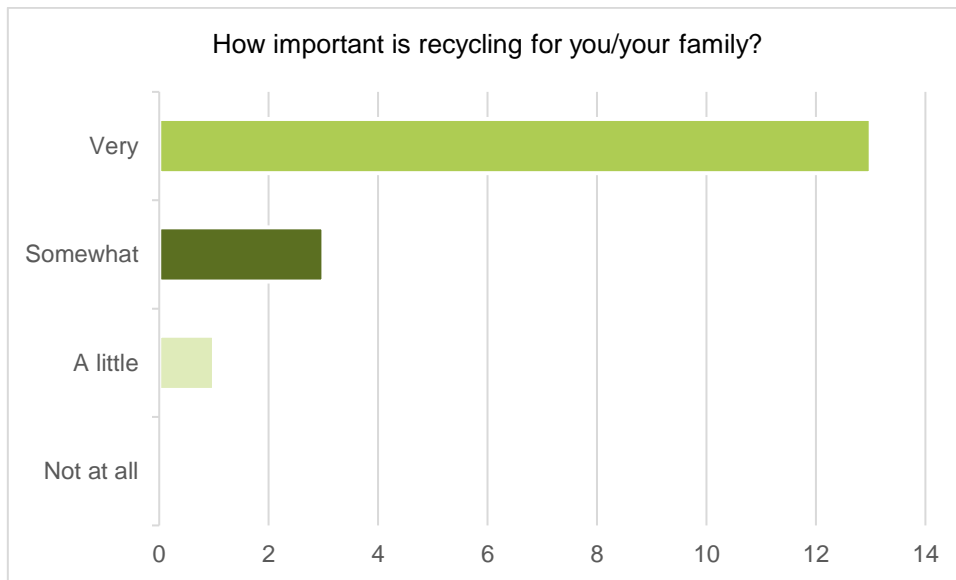
**Table 3-2: Respondents’ views on aspects of the development they find important**

| Category                 | Number of responses |
|--------------------------|---------------------|
| Traffic                  | 12                  |
| Pollution                | 7                   |
| Noise                    | 6                   |
| Ecology and biodiversity | 6                   |
| Impact on the community  | 5                   |
| Landscape and visual     | 4                   |
| Not concerned            | 3                   |
| Engagement process       | 2                   |
| Other                    | 0                   |

**Question 6: How important is recycling for you/your family?**

Eighteen (100%) respondents answered this question. As shown in Figure 9 below, the majority of respondents feel that recycling is very important for them and their families (14, 78%). Three respondents felt that recycling is somewhat important, and one respondent felt that recycling was a little important.

**Figure 6: Bar chart showing how important recycling is for respondents and their families**



**Question 7: Please use this space to share your views or any further thoughts on the proposals presented in the engagement materials?**

Respondents were asked to share any further views they had on the proposals for Surrey MRF. 13 respondents answered this question. The responses have been categorised and tallied in table 5 below. The full text views shared by respondents can be read in Appendix I.

**Table 3-3: The number of responses received to question seven under each category**

| Category                 | Number of responses |
|--------------------------|---------------------|
| Traffic                  | 9                   |
| Pollution                | 5                   |
| Noise                    | 2                   |
| Ecology and biodiversity | 2                   |
| Impact on the community  | 2                   |
| Landscape and visual     | 1                   |
| Not concerned            | 0                   |

|                    |   |
|--------------------|---|
| Engagement process | 0 |
| Other              | 4 |

Respondents' views have been summarised and presented in order of occurrence from most frequently occurring to least frequently occurring in table 6 below.

**Table 3-4: Summary of the responses received to question seven under each category**

| Category   | Summary of responses  |
|--|---|
| <b>Traffic</b><br>(9 responses)                  | <ul style="list-style-type: none"> <li>Concerns about the impact of HGVs on the local road network. Respondents felt that Longcross Road <i>“is not wide enough for these very big refuse lorries”</i> and Kitsmead Lane <i>“is simply not suitable for the HGV vehicles being used”</i>. Respondents also raised concern about traffic safety in relation to HGVs.</li> <li>Concerns about additional traffic impact of the proposals on local roads and villages.</li> <li>Queries about the proposed traffic restrictions. One respondent stated that they would <i>“like to understand more about the restrictions on HGVs travelling through Virginia Water and how that will be enforced”</i> and another felt that <i>“It is hard to see how the promises made regarding numbers of vehicles and the type to be permitted to drive through Trumps Green will be monitored and policed”</i>.</li> </ul> <p>One respondent argued that the Surrey MRF proposals are <i>“a worthy investment”</i> but hoped that <i>“movement/routes of lorries will be carefully monitored”</i>.</p> |
| <b>Pollution</b><br>(5 responses)                | <ul style="list-style-type: none"> <li>Concerns that the proposals would impact air pollution in the local area. One respondent argued that <i>“the lorries required to bring the recycling [... will] add pollution to the area”</i> whilst another cited <i>“noise and pollution”</i> as key concerns.</li> <li>Concern with the noise pollution from the current operation of the site and that this could get worse as a result of the Surrey MRF proposals. A respondent stated that <i>“we already suffer from significant odour pollution in the summer from the site. Complaints are continually made. It is impossible to sit outside at times due to the smell. It is highly unlikely that there will not be additional pollution from this proposal”</i>.</li> </ul>   |
| <b>Noise</b><br>(2 responses)                    | <ul style="list-style-type: none"> <li>Concerns about the noise impact of the proposals</li> <li>One respondent felt that the proposals would <i>“increase noise”</i> and another argued that <i>“The prevailing wind is from the West so Lyne, Chertsey and surrounding areas will all suffer from any environmental noise”</i>.</li> </ul>  |
| <b>Ecology and biodiversity</b><br>(2 responses) | <ul style="list-style-type: none"> <li>Respondents felt that the proposals would negatively impact the local environment.</li> <li>One felt that <i>“the proposal would destroy the natural habitat, home to so much wildlife and animals”</i>. Another respondent argued that <i>“surely Chobham Common, a site of Special Scientific Interest and a Natural Nature Reserve counts as an important neighbour that needs protection”</i>.</li> </ul>  |
| <b>Impact on the community</b><br>(2 responses)  | <ul style="list-style-type: none"> <li>Concerns about the impact of the proposals on the community.</li> <li>One respondent raised concern about the potential pollution levels given the Surrey MRF's <i>“location is in close proximity to various schools”</i>. The second respondent stated that they were <i>“delighted that Surrey Council is future proofing recycling however [were] not convinced this is the best location given that it will [...] impact the local community”</i>.</li> </ul>   |
| <b>Landscape and visual</b><br>(1 response)      | <ul style="list-style-type: none"> <li>Concern that the proposals will destroy <i>“an area of natural beauty”</i>.</li> </ul>   |
| <b>Other</b><br>(4 responses)                    | <ul style="list-style-type: none"> <li>Support the proposals: one respondent stated that they felt <i>“a proposal like this is well overdue for Surrey and [were] looking forward to seeing its rapid implementation”</i>.</li> <li>Request for the proposals to go one step further: <i>“it would be helpful for the Council to encourage residents and businesses to reduce their use of materials that need recycling alongside these current plans”</i>.</li> <li>One respondent, who identified themselves as a business owner in the local area used the further comments section to share a business opportunity with Surrey County Council.</li> </ul>  |

### 3.4 Freeform responses received via email

The following section presents the results of the three freeform responses received via email. One from a Local Resident one from a Borough Councillor, and one from a Member of Parliament.

The three responses mentioned Noise, Pollution, Traffic, Engagement Process, and Ecology and Biodiversity in relation to the proposals. The full text views shared by respondents can be read in Appendix I.

**Table 3-5: Summary of the freeform responses received under each category**

| Category                                     | Summary of responses  |
|--|---|
| <b>Traffic</b><br>(3 responses)              | <ul style="list-style-type: none"> <li>Concerns about additional road traffic impacting the community.</li> <li>Request for the proposals to include the delivery of a safe crossing point at junction between Longcross Road and Stonehill Road.</li> <li>Concern about the safety of the junction on Longcross Road with Lyne Lane.</li> <li>Concern about the number of HGVs travelling on Longcross Road.</li> </ul> <p><i>"I welcome the analysis that has been done to date on projecting the increase in traffic around the Kitsmead Lane site. The anticipated access routes – principally Chobham Road and Longcross Lane - mean that the impact of the expected increase in traffic will be largely confined to major roads with limited impact on residential areas. However, [...] the impact of additional larger vehicles on this road should be considered carefully."</i></p> |
| <b>Pollution</b><br>(1 response)             | <ul style="list-style-type: none"> <li>Support for the proposals' impact on pollution: <i>"I welcome the fact that the MRF will be used for the sorting of dry recycling such as paper, glass and metals, which will clearly reduce the scope for odour pollution, as will the restriction of sorting operations to an enclosed building."</i></li> </ul>   |
| <b>Noise</b><br>(1 response)                 | <ul style="list-style-type: none"> <li>Request that steps are taken to reduce noise pollution for neighbouring properties, such as insulation of buildings and ongoing monitoring and action taken where needed.</li> </ul>   |
| <b>Ecology and biodiversity</b> (1 response) | <ul style="list-style-type: none"> <li>Concern about the site location on greenbelt land.</li> <li>Request for a clear plan for the proposals to achieve a material bio-diversity net gain.</li> <li>Concern that <i>"whilst, what is being proposed might achieve an overall net reduction in carbon generation, it will have a detrimental impact on Runnymede's efforts to achieve net zero. Hopefully, this will also be addressed at some point through utilising solar panels, ground source heat pumps, etc."</i></li> </ul>   |
| <b>Engagement Process</b><br>(1 response)    | <ul style="list-style-type: none"> <li>Request for further engagement with local residents, both during the planning and construction periods and once the MRF is operational.</li> </ul>   |
| <b>Other</b><br>(2 responses)                | <ul style="list-style-type: none"> <li>Support the proposals: <i>"I understand and agree with the principle of dealing with waste or recycling where it is generated."</i></li> <li>Support the proposals: <i>"I welcome that Surrey CC is taking steps to improve the carbon footprint of its recycling activity by ensuring that waste is sorted close to where it is generated by residents, rather than transporting large volumes of recycling in heavy vehicles further afield."</i></li> </ul>   |

## 4. Responses to feedback

The feedback received has been considered by the team to help shape the proposals. Respondents' views under each category are shown in the tables below. Responses from the project team are included, which provide details of how the proposals have responded to the feedback received.

**Table 4-1: Summary of feedback received with response from project team**

| Category                               | Example comments   | Project team response   |
|--|--|---|
| <b>Traffic</b>                         | <p>Concerns that Kitsmead Lane is not suitable for HGVs – creating traffic issues and traffic safety issues.</p> <p>Request to know more about the restrictions on HGVs, number of vehicles and type of vehicles travelling through the area and how that will be enforced</p> <p><i>“Can speeding cameras be erected to ensure vehicles reduce their speed when they approach the junction with Lyne Lane?”</i></p> | <p>Kitsmead Lane is suitable for HGV traffic and is already used by HGVs.</p> <p>The number of HGVs will be directly related to the capacity of the facility (i.e. volumes processed), and therefore the applicant has a good understanding of both the number and type of vehicles (which were reported in the public consultation).</p> <p>The Transport Assessment accompanying the planning application includes a review of the latest collision data.</p> <p>We do not expect that vehicles associated with the MRF will break the speed limit; if speeding is currently perceived to be an issue, then this can be addressed by the highway authority separately from this application.</p> <p>Notwithstanding this, there is a plan to reduce the speed limit on Kitsmead Lane.</p> |
| <b>Pollution (Noise and Vibration)</b> | <p><i>“It is highly unlikely that there will not be additional pollution from this proposal.”</i></p> <p><i>“Why have the pollution levels not been taken into account?”</i></p>   | <p>It is highly unlikely that there will be additional noise pollution from this proposal when operational, or from construction work conducted during daytime and evening hours. If night-time construction works are carried out, there could be some impact, which the applicant would seek to minimise. For such periods of construction work, an application for prior consent will be required to demonstrate to the local authority that noise and vibration is minimised, and mitigation measures are implemented as far as reasonably practicable.</p>   |
| <b>Pollution (Air)</b>                 | <p><i>“It is highly unlikely that there will not be additional pollution from this proposal.”</i></p> <p><i>“Why have the pollution levels not been taken into account?”</i></p>   | <p>During the construction phase, on-site activities are likely to generate emissions of dust and particulate matter into the air. A risk-based assessment of the potential impacts of such emissions has been undertaken and the necessary control measures to be employed on site to control these emissions, and ensure they do not exceed an acceptable standard, have been identified.</p> <p>During operation, the impact of additional road traffic emissions on existing levels of air pollution near the site have been assessed using detailed dispersion modelling. This</p>   |

|                                 |   |   |
|---------------------------------|---|---|
|                                 |   | <p>assessment has shown that there would not be any significant impact.</p> <p>The waste accepted into the facility would consist of dry mixed recyclables, with low odour generation potential. Furthermore, all waste sorting operations would take place inside the MRF building, so emissions from the site itself during operation would be minimal.</p>   |
| <p><b>Local Development</b></p> | <p><i>“The proposal also states that this green belt area has relatively few neighbours. Can this be true given the recent and future proposed Longcross Developments and all the development near St. Peter’s Hospital?”</i></p> | <p>The reference to few neighbours is in respect of the immediate site boundaries. We have made this clearer in the planning submission documents and demonstrated that there are relatively few sensitive receptors in the vicinity of the site.</p> <p>The nearest noise sensitive receptors (NSR) to the Proposed Development are existing residential properties adjacent to the Site, namely residents on Trumps Green Road (130 m north) and Kitsmead Lane (300 m south), Virginia Water.</p> |

## 5. Conclusion

The Applicant has undertaken pre-application engagement with the local community and stakeholders as encouraged by the National Planning Policy Framework.

A range of engagement channels were used to maximise local engagement during the public engagement period. This included physical and digital engagement channels. In addition, the Applicant maximised the opportunity for local community groups and elected representatives to engage with the proposals by emailing them directly about the proposals.

The responses received during the public engagement period have been carefully considered and, where possible, addressed through the planning application and supporting documentation. This includes ongoing discussions with Parish Councils, ward councillors and other key stakeholders. Within the planning submission documents for example, comments have helped us understand the need to clarify that the reference to few neighbours is in respect of the immediate site boundaries and, and we were therefore able to demonstrate that there are relatively few in the vicinity of the site.

The feedback has been largely positive, with 56% of respondents stating that they were supportive of the proposals based on the information they were provided with as part of the public engagement. The primary concern for respondents who were unsupportive of the proposals was increased Heavy Goods Vehicle (HGV) traffic and its impact, including congestion, noise and damage to the existing road network.

The below assessments, which were undertaken as part of the project development process and design work, and as a result of the feedback received, address these concerns. They demonstrate how the Applicant will minimise the impact of the development on existing communities, which is detailed in the planning application and supporting documentation.

### Traffic concerns

A traffic assessment has been undertaken by the Applicant, focusing on highway capacity and road safety. It considered the Proposed Development in the context of nearby site operations and traffic not related to site and concluded that such low volumes of additional trips would not be 'severe', which is the main policy test for prevention or refusal under the National Planning Policy Framework (NPPF, 2023).

Traffic surveys have been undertaken by the Applicant, including an Automatic Traffic Count (ATC) on Kitsmead Lane to the south of the site entrance. This showed 2,561 two-way total vehicle movements across an average 24-hour period, of which approximately 2.4% (61) were classified as HGV. A Manual Classified Count (MCC) has also been undertaken at the site access location. Full traffic survey results are provided in Appendix A of the Traffic Assessment document.

The total number of operational trips associated with the proposed scheme is 164 two-way movements per day, comprising 88 arrivals and 88 departures. Therefore, the number of vehicles to be added to the highway network as a result of the MRF would be small and, as such, there would be no material change in road safety risk as a result of the Proposed Development.

In addition, the small number of collisions (none of which involved a goods vehicle) identified at the Longcross Road / Kitsmead Lane junction through the assessment, would be addressed via the implementation of proposed new traffic signals at this junction. It has also been agreed with the local highway authority that a signed-only 30mph limit would be implemented along Kitsmead Lane, should the MRF development proceed ahead of the proposed Longcross Garden Village and its existing commitment to reduce this speed limit to 30mph.

### Pollution concerns

Another key area of concern for respondents was the level of pollution that could result from the proposals.

The Applicant has undertaken a range of air and noise assessments to identify any potential mitigations.

An air quality assessment was carried out, focusing on construction dust and operational emissions from vehicles. Good site practices and appropriate dust management techniques would be used in the Proposed Development to control such emissions from the site. Overall, the effect of emissions from the site during the construction phase with mitigation was not found to be significant with respect to any potential impact on health.

The potential changes in traffic flows due to the operation of the Proposed Development have also been modelled using the latest versions of ADMS-Roads (an air pollution modelling tool used for investigating air pollution problems due to networks of roads that may be in combination with industrial sites, such as in small towns or rural road networks).

The assessment considered the year 2023 as baseline conditions as well as the future year 2029 with and without the Proposed Development. The assessment concluded that concentrations of all pollutants (NO<sub>2</sub> Nitrogen dioxide, PM<sub>10</sub> particulate matter less than 10 micrometres in diameter, and PM2.5 particulate matter

less than 2.5 micrometres in diameter) at all locations where there could be an impact are well below the national limit values.

Overall, it is anticipated that the operation of the Proposed Development will result in a negligible change in pollutant concentrations for all pollutants at all receptors.

The Applicant has also undertaken a detailed noise and vibration assessment to consider the potential impact from construction noise, traffic noise and operational noise (based on assumed operational practices and therefore subject to detailed design). Potential sensitive receptors, such as buildings whose occupants may be disturbed by additional noise and vibration levels or structures that are sensitive to vibration, have been taken into consideration when assessing the potential impact associated with the Proposed Development.

Overall, no construction noise impacts are anticipated for daytime and evening works, however if evening works were to take place, then any potential construction noise or vibration would be mitigated through best practicable means to minimise any disruption. In terms of operational noise impacts, any potential increases in traffic noise on surrounding roads has been deemed negligible. A further assessment on operational noise from on-site operations has also indicated a low impact at all noise-sensitive receptors.

## 5.1 Next Steps

The Applicant is committed to ongoing engagement with the local community, through to planning determination and beyond. The Surrey County Council website will be updated with any news of progress on the planning application and key stakeholders will be notified.

Following the submission of the Outline Planning Application, Surrey County Council will undertake a statutory consultation with residents, and stakeholders who will have the opportunity to view the planning application documents and submit comments to Surrey County Council via its planning portal. Subject to securing planning consent, the Application Team will continue to work with key stakeholders and local people to discuss the proposals and inform the scheme's development.

## 6. Appendices

### Appendix A: Stakeholder emails

#### Emails to political stakeholders (Surrey County Council and Runnymede Borough Council)

**Date:** Tuesday, 23 January 2024 at 15:33

**To:** #Members Runnymede <[MembersRunnymede@surreycc.gov.uk](mailto:MembersRunnymede@surreycc.gov.uk)>, #Members All Councillors <[MembersAllCouncillors@surreycc.gov.uk](mailto:MembersAllCouncillors@surreycc.gov.uk)>

**Subject:** Surrey Material Recycling Facility proposals

Dear Member,

I am writing to you to let you know about a public consultation for the development of a Materials Recycling Facility (MRF) on Council-owned land, next to Trumps Farm, Kitsmead Lane, Longcross, Chertsey, Surrey KT16 0EF.

Surrey residents currently produce around 120,000 tonnes of recycling each year and Surrey County Council is proposing a new Materials Recycling Facility (MRF) to process and sort the proportion of this recycling that arises in the north and western parts of Surrey. Most of this material will then be sent onto specialist recycling and recovery facilities.

The new MRF will enable the Council to have a greater control over how recycling across the county is processed and sorted, in response to a growing population with an increased need for recycling.

Subject to planning approval, the MRF would process up to 100,000 tonnes of dry mixed recycling (DMR) a year, reducing the high economic and environmental cost that the Council otherwise faces by transporting large amounts of recycling outside the county.

To find out more about the proposals for the MRF online, please visit our virtual room from **5 February to 1 March 2024** at the following link [www.surreymrf.exhibition.app](http://www.surreymrf.exhibition.app).

You're also welcome to come along to our in-person engagement drop-in event to hear from and meet the project team, ask questions, and provide comments on the proposals. We're holding two events in the local area. See details below:

| Location                             | Address                                   | Date and time                  |
|--------------------------------------|---|--------------------------------|
| Lyne Village Hall                    | Lyne Ln., Chertsey, KT16 0AN              | 3 – 7pm, Friday 9 February     |
| Virginia Water Community Association | 3 Beechmont Ave, Virginia Water, GU25 4EY | 10am – 2pm, Sunday 11 February |

If you have any questions please contact the project team at [surreymrf@aecom.com](mailto:surreymrf@aecom.com);

Kind regards,

#### Surrey Material Recycling Facility Proposals

To: [Redacted]

Cc: [Redacted]

↩ Reply
↩ Reply All
→ Forward
📎
⋮

Wed 24/01/2024 11:38

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This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Report Suspicious

Dear Councillors,

I am writing to you to let you know about a public consultation for the development of a Materials Recycling Facility (MRF) on Surrey County Council-owned land, next to Trumps Farm, Kitsmead Lane, Longcross, Chertsey, Surrey KT16 0EF.

Surrey residents currently produce around 120,000 tonnes of recycling each year and Surrey County Council is proposing a new Materials Recycling Facility (MRF) to process and sort the proportion of this recycling that arises in the north and western parts of Surrey. Most of this material will then be sent onto specialist recycling and recovery facilities.

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| Virginia Water Community Association | 3 Beechmont Ave, Virginia Water, GU25 4EY | 10am – 2pm, Sunday 11 February |

If you have any questions please contact the project team at [surreymrf@aecom.com](mailto:surreymrf@aecom.com);

Kind regards,



Surrey Materials Recycling Facility Proposals

RP To [Redacted] Cc [Redacted]

Reply Reply All Forward Wed 24/01/2024 17:18

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Report Suspicious

Dear colleagues

I am writing to you to let you know about a public consultation for the development of a Materials Recycling Facility (MRF) on Surrey County Council-owned land, next to Trumps Farm, Kitsmead Lane, Longcross, Chertsey, Surrey KT16 0EF.

Surrey residents currently produce around 120,000 tonnes of recycling each year and Surrey County Council is proposing a new Materials Recycling Facility (MRF) to process and sort the proportion of this recycling that arises in the north and western parts of Surrey. Most of this material will then be sent onto specialist recycling and recovery facilities.

The new MRF will enable the Council to have a greater control over how recycling across the county is processed and sorted, in response to a growing population with an increased need for recycling.

Subject to planning approval, the MRF would process up to 100,000 tonnes of dry mixed recycling (DMR) a year, reducing the high economic and environmental cost that the Council otherwise faces by transporting large amounts of recycling outside the county.

To find out more about the proposals for the MRF online, please visit our virtual room from 5 February to 1 March 2024 at the following link [www.surreymrf.exhibition.app](http://www.surreymrf.exhibition.app).

You're also welcome to come along to our in-person engagement drop-in event to hear from and meet the project team, ask questions, and provide comments on the proposals. We're holding two events in the local area. See details below:

Table with 3 columns: Location, Address, Date and time. Rows include Lyne Village Hall, Virginia Water Community Association.

If you have any questions please contact the project team at [surreymrf@aecom.com](mailto:surreymrf@aecom.com);

Kind regards,

Email to Dr Ben Spencer MP

Sent: 26 January 2024 14:17 To: Dr Ben Spencer MP Subject: Materials Recycling Facility - Longcross, Chertsey

Dear Ben,

I am writing to you to let you know about a public consultation for the development of a Materials Recycling Facility (MRF) on Surrey County Council-owned land, next to Trumps Farm, Kitsmead Lane, Longcross, Chertsey, Surrey KT16 0EF.

Surrey residents currently produce around 120,000 tonnes of recycling each year and Surrey County Council is proposing a new Materials Recycling Facility (MRF) to process and sort the proportion of this recycling that arises in the north and western parts of Surrey. Most of this material will then be sent onto specialist recycling and recovery facilities.

The new MRF will enable the Council to have a greater control over how recycling across the county is processed and sorted, in response to a growing population with an increased need for recycling.

Subject to planning approval, the MRF would process up to 100,000 tonnes of dry mixed recycling (DMR) a year, reducing the high economic and environmental cost that the Council otherwise faces by transporting large amounts of recycling outside the county.

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Table with 3 columns: Location, Address, Date and time. Rows include Lyne Village Hall, Virginia Water Community Association.

If you have any questions please contact the project team at [surreymrf@aecom.com](mailto:surreymrf@aecom.com);

Kind regards,

9

## Email to community groups, local businesses, statutory stakeholders, and utility providers

**From:** Surrey MRF  
**Sent:** Wednesday, January 24, 2024 11:44 AM  
**To:** [REDACTED]  
**Subject:** Surrey Material Recycling Facility proposals

Good morning,

We are writing to you on behalf of Surrey County Council, who is striving for better control of how recycling across the county is collected and sorted, in response to a growing population with an increased need for recycling.

Surrey residents currently produce around 120,000 tonnes of recycling each year and Surrey County Council is therefore proposing a new Materials Recycling Facility (MRF) to process and sort the recycling that arises in north and west Surrey. The majority of this will then be sent to specialist recycling and recovery facilities.

The proposed MRF will be located on existing Council-owned land, next to Trumps Farm, Kitsmead Lane, Longcross, Chertsey, Surrey, KT16 0EF.

Subject to planning approval, the MRF would process up to 100,000 tonnes of dry mixed recycling (DMR) a year, reducing the high economic and environmental cost that the Council otherwise faces by transporting large amounts of recycling outside the county.

To find out more about the proposals for the MRF online, please visit our virtual room from **5 February to the 1 March 2024** at the following link [www.surreymrf.exhibition.app](http://www.surreymrf.exhibition.app).

You're also welcome to come along to our in-person engagement drop-in event to hear from and meet the project team, ask questions, and provide comments on the proposals. We're holding two events in the local area. See details below:

| Location                             | Address                                   | Date and time                  |
|--------------------------------------|---|--------------------------------|
| Lyne Village Hall                    | Lyne Ln., Chertsey, KT16 0AN              | 3 – 7pm, Friday 9 February     |
| Virginia Water Community Association | 3 Beechmont Ave, Virginia Water, GU25 4EY | 10am – 2pm, Sunday 11 February |

We have also attached a poster with information about the project, if you could share this within your network that would be much appreciated. Please let us know if you would like a printed copy.

If you have any questions or would like to receive this information in a different format, please feel free to respond to this email or contact us using the details below.

Kind regards,

Joanna

Freephone: 0800 470 4593  
Email: [surreymrf@aecom.com](mailto:surreymrf@aecom.com)  
Post: Envelope available upon request

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## Appendix B: Engagement flyer

# Surrey Materials Recycling Facility (MRF)



You are invited to find out more about our proposals for a MRF on the land next to Trumps Farm, Kitsmead Lane, Longcross.

In response to a growing population with an increased need for recycling, Surrey County Council is striving for better control of how recycling across the county is processed and sorted.

Surrey residents currently produce around 120,000 tonnes of recycling each year and Surrey County Council is therefore proposing a new Materials Recycling Facility (MRF) to process and sort the recycling that arises in north and west Surrey. The majority of this will then be sent to specialist recycling and recovery facilities.

The proposed MRF will be located on Council-owned land, next to Trumps Farm, Kitsmead Lane, Longcross, KT16 0EF. This site is allocated within the Surrey Waste Local Plan, which outlines the new waste management facilities in Surrey up to 2033 (more information at [surreymrf.exhibition.app](http://surreymrf.exhibition.app)).



Map showing the site boundary



Drawing of the site based on early design

### Find out more

Come and meet the project team to view proposals for the MRF, ask questions and have your say. You can find out more and share your views from:

Monday 5 February to Friday 1 March 2024

### Find out more and share your views

Use the link or QR code below to visit the project website, which will go live from Monday 5 February to Friday 1 March 2024.



[surreymrf.exhibition.app](http://surreymrf.exhibition.app)

As well as sharing information online, Surrey County Council is holding two in-person drop-in events at locations noted below.

Come along to meet the project team, ask questions and provide your valuable feedback.

We will review the comments received carefully and prepare a Statement of Community Involvement report, summarising these, which will help inform the MRF plans.

The report will be included as part of the planning application, which Surrey County Council is planning to submit later this year.

The application will then be considered by Surrey County Council's planning department.

| Event location                       | Event address                                | Event date and time              |
|--------------------------------------|--|----------------------------------|
| Lyne Village Hall                    | Lyne Lane, Chertsey, KT16 0AN                | Friday 9 February<br>3pm - 7pm   |
| Virginia Water Community Association | 3 Beechmont Avenue, Virginia Water, GU25 4EY | Sunday 11 February<br>10am - 2pm |

### You can contact us by:

**Freephone** | 03456 009 009

**Email** | [surreymrf@aecom.com](mailto:surreymrf@aecom.com)

**Freepost** | Envelope available upon request

*This flyer was prepared on behalf of Surrey County Council by AECOM, an infrastructure consulting firm who is assisting Surrey County Council with the planning application for this MRF. This includes supporting Surrey County Council to engage with the local community and delivering professional services throughout the project lifecycle.*

## Appendix C: Engagement poster

# Surrey Materials Recycling Facility (MRF)



You are invited to find out more about our proposals for a MRF on the land next to Trumps Farm, Kitsmead Lane, Longcross.

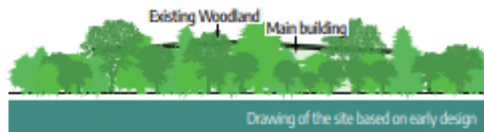
In response to a growing population with an increased need for recycling, Surrey County Council is striving for better control of how recycling across the county is processed and sorted.

Surrey residents currently produce around 120,000 tonnes of recycling each year and Surrey County Council is therefore proposing a new Materials Recycling Facility (MRF) to process and sort the recycling that arises in north and west Surrey. The majority of this will then be sent to specialist recycling and recovery facilities.

The proposed MRF will be located on Council-owned land, next to Trumps Farm, Kitsmead Lane, Longcross, KT16 0EF. This site is allocated within the Surrey Waste Local Plan, which outlines the new waste management facilities in Surrey up to 2035 (more information at [surreymrf.exhibition.app](http://surreymrf.exhibition.app)).



Map showing the site boundary



Drawing of the site based on early design

### Find out more and share your views

Use the link or QR code below to visit the project website, which will go live from Monday 5 February to Friday 1 March 2024.

[surreymrf.exhibition.app](http://surreymrf.exhibition.app)



As well as sharing information online, Surrey County Council is holding two in-person drop-in events at the following locations. Come along to meet the project team, ask questions and provide your valuable feedback.

We will review the comments received carefully and prepare a Statement of Community Involvement report, summarising these, which will help inform the MRF plans. The report will be included as part of the planning application, which Surrey County Council is planning to submit later this year. The application will then be considered by Surrey County Council's planning department.

You can contact us by: **Freephone** | 03456 009 009 **Email** | [surreymrf@aecom.com](mailto:surreymrf@aecom.com) **Freepost** | Envelope available upon request

*This poster is prepared on behalf of Surrey County Council by AECOM, an infrastructure consulting firm who is assisting Surrey County Council with the planning application for this MRF. This includes supporting Surrey County Council to engage with the local community and delivering professional services throughout the project lifecycle.*

| Event location                       | Event address                                | Event date and time              |
|--------------------------------------|--|----------------------------------|
| Lyne Village Hall                    | Lyne Lane, Chertsey, KT16 0AN                | Friday 9 February<br>3pm - 7pm   |
| Virginia Water Community Association | 3 Beechmont Avenue, Virginia Water, GU25 4EY | Sunday 11 February<br>10am - 2pm |

## Appendix D: Social media advertisements

Below: the X post shared by Surrey County Council to publicise the engagement period for the Surrey MRF proposals



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**Below: the three Facebook posts shared by Surrey County Council to publicise the engagement period for the Surrey MRF proposals**

**Surrey County Council**  
7 February · 🌐

Have your say on a proposed new recycling site in Longcross which could process up to 100,000 tonnes of recycling from Surrey's homes.

Let us know what you think at one of our drop-in events this week or comment online at <https://orlo.uk/UKonP>

Friday 9 February 3pm – 7pm at Lyne Village Hall, Lyne Lane, Chertsey. KT16 0AN

Sunday 11 February 10am – 2pm at Virginia Water Community Association, 3 Beechmont Avenue, Virginia Water. GU25 4EY

**HAVE YOUR SAY**

3 likes 3 shares

9



Surrey County Council

21 February · 🌐



We would like your views on a new recycling facility in Longcross, Surrey.

Based at Trumps Farm, the site could process up to 100,000 tonnes of recycling from Surrey's homes.

More information including a feedback survey is available here until Friday 1 March 2024:

<https://orlo.uk/6Cz3j>



👍 7

1 comment

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**Surrey County Council**

29 February · 🌐



Last chance to give us your views on a new recycling facility for Surrey.

Based at Trumps Farm in Longcross, the site could process up to 100,000 tonnes of recycling from homes across the county.

More information including a feedback survey is available here until tomorrow (1 March 2024)

<https://orlo.uk/MZXau>



👍 2

2 comments 5 shares



## Appendix E: Press release

### Have your say on a new recycling facility for Surrey

POSTED BY SCC - FEBRUARY 5, 2024

**FILED UNDER** CABINET MEMBER FOR PROPERTY WASTE AND INFRASTRUCTURE, LONGCROSS, NATALIE BRAMHALL, RECYCLING, SURREY COUNTY COUNCIL, SURREY WASTE LOCAL PLAN, SUSTAINABILITY

A new materials recycling facility in Longcross could process up to 100,000 tonnes of recycling from Surrey's homes.

Surrey County Council is proposing building the facility next to Trumps Farm in Longcross which if approved, would process dry mixed recycling from homes in the west of the county including paper, cardboard, plastic, glass, steel and aluminium cans, before being sent off to manufacturers to turn the recycled materials into new products. The location has been identified in the [Surrey Waste Local Plan](#) as a site that is suitable to process dry mixed recycling from households and is adjacent to a former landfill site that is also the responsibility of Surrey County Council.

The facility would help Surrey County Council to have better control of how Surrey's recycling is processed and to future-proof waste and recycling services to cope with Surrey's growing population and changing legislation.

A public engagement period on the proposal runs from today (Monday 5 February) to Friday 1 March 2023. During this time residents are encouraged to view the plans and share their views online at our virtual room available at [surreymrf.exhibition.app](https://surreymrf.exhibition.app)

Two in-person drop in events will also be held for residents to meet the project team, ask questions and provide feedback. These will take place on the following dates:

- **Friday 9 February 3pm – 7pm** at Lyne Village Hall, Lyne Lane, Chertsey. KT16 0AN
- **Sunday 11 February 10am – 2pm** at Virginia Water Community Association, 3 Beechmont Avenue, Virginia Water. GU25 4EY

**Natalie Bramhall, Cabinet Member for Property, Waste and Infrastructure at Surrey County Council said,** *"This new facility is a key part of Surrey County Council's ambition to be one of the UK's leaders when it comes to recycling and sustainability.*

*"We are proud to already be the third best performing county council in England for recycling and committed to doing even more to improve recycling rates and reduce residual waste volumes further over the next decade.*

*"By sorting recycling here in Surrey, we can reduce costs to the taxpayer, ensure we have a resilient recycling system in place and importantly, reduce the environmental impact of long-distance haulage required to transport materials out of the county."*

Comments received during the engagement period will inform the formal planning application which will be submitted later this year.

-ends-

# Appendix F: Engagement banners

## Banner 1 and 2

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### WELCOME

ABOUT THIS EXHIBITION

**In response to a growing population with an increased need for recycling, Surrey County Council is striving for better control of how recycling across the county is processed and sorted.**

Surrey residents currently produce around 120,000 tonnes of recycling each year and Surrey County Council is therefore proposing a new Materials Recycling Facility (MRF) to process and sort the recycling that arises in north and west Surrey. The majority of this will then be sent to specialist recycling and recovery facilities.

The proposed MRF will be located on Council-owned land, next to Trumps Farm, Kilmead Lane, Longcross, KT16 0ET. This site is allocated within the Surrey Waste Local Plan, which outlines the new waste management facilities in Surrey up to 2033 (more information can be found in the project's virtual room at [www.scc.gov.uk/exhibition.aspx](http://www.scc.gov.uk/exhibition.aspx)).

This exhibition provides the opportunity for you to find out more about the MRF plans, ask any questions and tell us what you think of the plans, ahead of the planning application which will be submitted to Surrey County Council's Planning Department later this year.

**You will be able to provide feedback via a number of channels including:**

You can contact us by:  
 Phone | 01483 609 008  
 Email | [engagement@surrey.gov.uk](mailto:engagement@surrey.gov.uk)  
 Freepost | Envelopes available upon request.

Scan the QR code to provide feedback online in our virtual room

A response form can be accessed either digitally via the project's virtual room or in hard copy at the drop-in events or by request via the contact details above.

### FIND OUT MORE

You can find information about the MRF via the project's virtual room at any time: [www.scc.gov.uk/exhibition.aspx](http://www.scc.gov.uk/exhibition.aspx)

We are holding two community engagement events where members of the public can view plans for the project and ask questions to members of the team:

| Event location                       | Event address                                | Event date and time             |
|--------------------------------------|--|---------------------------------|
| Lyne Village Hall                    | Lyne Lane, Chertsey, KT16 0AN                | Friday 5 February<br>10am - 7pm |
| Virginia Water Community Association | 3 Blackmoor Avenue, Virginia Water, GU25 4EY | Sunday 8 February<br>10am - 2pm |

### BACKGROUND

**The Materials Recycling Facility (MRF) would be built and owned by Surrey County Council on its own land, under its statutory obligations as a Waste Disposal Authority.**

The land on which the MRF is proposed to be built is owned by Surrey County Council, meaning that Surrey County Council itself is the planning authority. The planning application is being submitted by the Council's Waste and Resources team to the Council's Planning team, however this is not unusual and there are strict protocols and procedures in place to ensure that national planning guidance is followed.

This guidance states that Local Authorities must make planning applications in the same way as any other developer and must follow the same procedure as would apply to applications by others. The application will be assessed against the relevant policies in the Minerals and Waste Development Framework, which includes the Surrey Waste Local Plan (adopted December 2020), and the relevant policies in the Ramsmede Local Plan.

### NEED FOR MRF

**Managing recycling within the County provides benefits to both Surrey residents and Surrey County Council in their waste management role.**

These benefits help contribute to a circular economy and deliver greater value for the Surrey taxpayer:

- 1.** Limited local capacity currently within Surrey and surrounding region for bulk and sorting of recycled materials. Currently materials have to be transported over longer distances to MRFs outside Surrey creating inefficiencies and increasing carbon miles.
- 2.** Surrey County Council would own the facility, meaning improved control over its recycling services.
- 3.** Reduced cost to Surrey County Council by processing materials in the County, compared to higher costs currently incurred sending recycling to third parties and further afield.
- 4.** Easier quality control of materials collected and sent for recycling.

# Banner 3 and 4

## WHAT IS BEING PROPOSED?

**A Materials Recycling Facility (MRF) is a processing plant for recyclable material.**

The MRF would receive dry mixed recycling collected from Surrey households and would use a combination of mechanical and technical equipment to separate this recycling into single material streams which can then be made into other products. Dry mixed recycling includes:

- Paper and card
- Plastics (e.g. food trays/containers and film)
- Glass
- Metals (e.g. steel or aluminium drink and food cans)

The proposals for the site at Trumps Farm are for a MSF which can process up to 100,000 tonnes per year. Initially the MSF is expected to process just over 70,000 tonnes per year of material from surrounding boroughs and districts in the west of Surrey (with the remainder being processed at an existing MSF at Leatherhead).

### PROPOSED MRF LOCATION

#### Why is the MRF being proposed at this location?

Five sites were assessed as potential locations for the MRF. However, this site was found to be the only site that could deliver a MRF of a suitable size to process the required annual amount of dry mixed recycling in southwest Surrey. The site is also owned by Surrey County Council whilst the four other sites are currently owned by private operators and landowners.

The Surrey Waste Local Plan (adopted December 2020) sets out how and where different types of waste will be managed in Surrey in the future, covering the period between 2019 and 2033. The proposed site of the MRF is identified within this Plan as a site that is suitable for a facility to process dry mixed recycling from households.

#### What is currently around / near the site?

The site is located in a semi-rural location with few immediate neighbours, within the Metropolitan Green Belt (the statutory green belt encircling London).

The site is located next to Surrey County Council's former landfill site off, Kilmead Lane, Longcross, Chertsey, Surrey KT16 0ET. The site of the proposed MRF is a mix of rough grass, scrub, and woodland, which was previously used for the construction of the Motorway. It lies approximately 250m to the south of the village of Virginia Water, 100m to the north of the village of Longcross, 1km to the east of Sainsbury's, Berkhams, and 4.5km to the west of the town of Chertsey, Surrey.

The site is bordered by the M3 motorway to the north, the former Trumps Farm Landfill Site to the east, and Kilmead Lane to the west. Access would be from Kilmead Lane.



## THE FACILITY

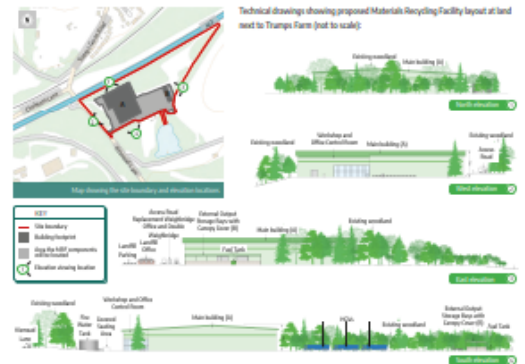
**The Materials Recycling Facility (MRF) would receive dry mixed recycling collected from Surrey households for processing and would not process organic or food waste.**

The MRF has been designed to make sure the sorting and separating of materials is entirely contained within the building. The emerging design of the facility is made up of the following:

- The main MRF building which would be approximately 17.5 metres high with 11,000m<sup>2</sup> floorpace. This is where the dry mixed recycling would be tipped and processed.
- A weighbridge to weigh the trucks would be installed on a two-way, incoming and outgoing road.
- External covered storage bays approximately 7 metres high and 750m<sup>2</sup>.
- An external bay for vehicles.
- An external fuel tank to supply mobile plant.
- A workshop and office including a control room approximately 17 metres high, two-storey, and up to 1,700m<sup>2</sup>.
- Around 22 car parking spaces for staff.
- A bike shed, shelter and bike store.
- Perimeter fencing (likely a standard design, 2.1 metres in height).
- An external water storage tank to feed a potential sprinkler system.
- Solar panels will be considered as part of the design on the roof of the facility. This would produce sustainable energy to support operation.

It is anticipated construction would start in early 2026 and last for 18 months subject to planning consent.

### PROPOSED ELEVATIONS



Banner 5 and 6

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## KEY CONSIDERATIONS

**The local environment is an important consideration in the development of the plans for the Materials Recycling Facility (MRF). A number of local considerations are being taken into account in the design of the MRF.**

The planning application for the proposed MRF next to Trumps Farm will be accompanied by detailed assessments on:

- TRANSPORT
- NOISE
- USUAL IMPACT AND LANDSCAPE
- DRAINAGE AND FLOOD RISK
- AIR QUALITY
- HEREDITAGE (TREES)
- ECOLOGY



### ECOLOGY AND BIODIVERSITY

Through an initial habitat survey, the presence of ancient woodland on the site was identified. This has fed into the design allowing the ancient woodland to be retained along with a 15 metre no-development buffer, in line with Government guidelines. Once further survey work has been completed, any required mitigation will be identified.

### VISUAL IMPACT

The site includes a number of trees that contribute to the character of the site and help to reduce views. The MRF plans look to avoid tree loss as far as possible by preserving Ancient Woodland, a veteran beech tree and an ancient sweet chestnut. These retained trees would continue to provide visual screening from the road, nearby properties and the public open space at Cherry Caravan to the south. A landscape and visual assessment will be submitted as part of the planning application later this year. This will include the assessment of impacts on representative viewpoints surrounding the site. This will then be available on the Surrey County Council planning portal. Mitigation measures are likely to include new tree and woodland planting using appropriate species such as oak and birch, and the creation of species rich grassland with wildflowers.

### AIR AND NOISE

The facility would not accept organic material such as food and garden waste, which can produce odours. All waste processing would take place inside the enclosed building which means there would be very little dust and odour released into the outdoor air as well as minimal operational noise. The main source of emissions to the air associated with site operations would come from vehicles travelling to and from the facility. The air quality assessment will use computer modelling to consider these emissions and identify any impacts on local air quality. The facility would play an important role in reducing the amount of material sent to landfill sites or energy recovery plants through effective sorting and recovery processes. Recycling materials to make new products reduces the need for virgin materials and helps to reduce greenhouse gas emissions by reducing energy consumption that would result from obtaining virgin materials. Recycling also minimises greenhouse gases, which would otherwise be associated with recovery of energy from, or landfilling of, that material. Noise and air quality assessments are being undertaken and any impacts identified as part of this assessment work would be mitigated as far as possible.

## KEY CONSIDERATIONS

### TRANSPORT

#### Vehicle movement

It is anticipated that there will be 68 vehicles arriving to and leaving from the MRF each day, comprising a mix of recycling collection vehicles and Heavy Goods Vehicles (HGVs). For staff traffic, it is expected that around 18 staff would be employed in total who may also be accessing the site by car.

#### Access and existing road network

The MRF would use the existing access junction onto Kilnwood Lane. Recycling collection vehicles will use a variety of local roads to access the site, however, it is proposed that HGVs that are collecting the processed materials from the site will not travel through Virginia Water due to the weight restrictions on the bridge at Trumps Green Road, to the north of the site. This bridge is highlighted on the map to the right. The map also shows the indicative route where these HGVs will travel, either north along Chisleham Lane or south along Longcross Road. These are indicative proposals that will be confirmed by the traffic survey being undertaken and by the planning permission granted.



The existing entrance gate and closed-circuit television (CCTV) would be retained under the proposed development. An additional access track exists from Kilnwood Lane to allow for emergency access to the MRF. This would be maintained under the proposed development. A new pedestrian and cycle access to the site from Kilnwood Lane would be provided to separate pedestrians and cyclists from the HGVs' traffic entering the main access.

#### Transport assessment and modelling

A transport assessment has been carried out to consider the potential impact of vehicles associated with the MRF. This transport assessment is based on traffic surveys of local roads, road safety collision data, and includes consideration of future planned developments in the local area. The transport assessment concludes that the MRF would create no material impact on the surrounding road network in terms of highway capacity and road safety.

#### Managing impact

Surrey County Council would work with partners, including the Districts and Boroughs and Transport for the South-East (TFSE), to manage the impacts of goods vehicles on the local roads, mitigating any impact of vehicle movements by routing access to the MRF through non-residential areas whenever possible. This could be implemented through a routing strategy document, which contractors would be required to adhere to. Additional measures could include delivery restrictions, introducing electric vehicles for deliveries and/or combining deliveries to reduce the total number of vehicles.

## Banner 7



**We hope that you have found the exhibition informative. If you have any further questions, please don't hesitate to speak to one of our team members. We are still refining our plans for the proposed Materials Recycling Facility (MRF).**

The main purpose of today's event is:

- to share our ideas so far
- to seek your views on the project so that we can consider them in shaping the final plans

We encourage you to use our feedback forms, which you can find on our virtual room [www.mrfexhibition.org](http://www.mrfexhibition.org) or using the QR code below to let us know your views and any issues you would like to raise. Please hand your completed form back to one of our team, email it to [surreymrf@surrey.gov.uk](mailto:surreymrf@surrey.gov.uk) or send it via freepost.

You can contact us by:

- Phone | 03456 089 008
- Email | [surreymrf@surrey.gov.uk](mailto:surreymrf@surrey.gov.uk)
- Freepost | Envelope available upon request



We will review the comments received carefully and prepare a Statement of Community Involvement report, summarising these, which will help inform the MRF plans. The report will form part of the planning application which the Council's Waste and Resources team will submit later this year.

The planning authority will also undertake a statutory consultation with residents and stakeholders following submission of the planning application.

The engagement period will close at 15:00pm on Friday 1st March 2024.

### Project Timeline



AECOM is an infrastructure consulting firm who is assisting Surrey County Council in bringing forward the planning application for this MRF. This includes supporting Surrey County Council to engage with the local community and delivering professional services throughout the project lifecycle.



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## Appendix G: FAQs

### Surrey Materials Recycling Facility (MRF) - frequently asked questions



#### The project:

##### **Q: What is a Materials Recycling Facility?**

A: A Materials Recycling Facility (MRF) is a processing plant for recyclable material. The MRF would receive dry mixed recycling collected from Surrey households and would use a combination of mechanical and technical equipment to separate this recycling into single material streams (e.g., paper, card, cans) which can then be made into other products.

##### **Q: What is being proposed?**

A: The proposals for the site at Trumps Farm are for a MRF which can process up to 100,000 tonnes per year. Initially the MRF is expected to process just over 70,000 tonnes per year of material from surrounding boroughs and districts in the west of Surrey, (with the remainder being processed at an existing MRF at Leatherhead). This represents about 65% of the recycling currently produced by Surrey households and is equivalent to the amount produced by just over 300,000 homes. The remaining capacity is planned to allow for an increase in the proportion of waste that is recycled.

##### **Q: Who will be determining the planning application?**

A: The land on which the MRF is proposed to be built is owned by Surrey County Council, meaning that Surrey County Council itself is the planning authority. The planning application is being submitted by the Council's Waste and Resources team to the Council's Planning team, however this is not unusual and there are strict protocols and procedures in place to ensure that national planning guidance is followed.

This guidance states that Local Authorities must make planning applications in the same way as any other developer and must follow the same procedures as would apply to applications by others. The application will be assessed against the relevant policies in the Minerals and Waste Development Framework, which includes the [Surrey Waste Local Plan](#) (adopted December 2020), and the relevant policies in the Runnymede Local Plan. The facility would be built by Surrey County Council under its statutory obligations as a Waste Disposal Authority.

##### **Q: When are you submitting the planning application?**

A: The aim is to submit the planning application later this year.

##### **Q: How can I get involved during the planning process?**

A: As part of developing the planning application, a four-week engagement period is being held where plans for the MRF will be publicised and members of the public, alongside other stakeholder groups, will have the opportunity to comment. This will be supported by two in-person drop-in events where the plans will be available for viewing and members of the team will be present to answer questions about the project. This will be supplemented by a virtual room where the plans will be available at any time for stakeholders to access.

Participants are encouraged to provide feedback via a number of channels including a project-specific email address, a freepost address and a response form that can be accessed either digitally via the virtual room, or in hard copy at the drop-in events or by request.

The planning authority will also undertake a statutory consultation with local residents and stakeholders when the planning application is submitted.



**Q: How will this benefit the local community?**

A: The MRF would provide a facility capable of separating out Surrey residents' recyclables into high quality material streams for onward processing. The location of the MRF would help to reduce road miles (and Surrey's carbon footprint as a result) for the recyclable material that currently requires transportation to sorting facilities and interim transfer stations. There is a reduced cost to Surrey County Council by recycling materials in the County, compared to higher costs currently incurred sending recycling to third parties and further afield. The MRF would be owned by Surrey County Council, however the operation of the facility may be contracted out to a specialist external operator. This allows the Council to have a greater say over its recycling services, building resilience and future proofing waste management with Surrey's growing population. These benefits help contribute to a circular economy and provides better value for money for taxpayers.

**The site:**

**Q: Where will the facility be located**

A: The site is located adjacent to Surrey County Council's former landfill site off, Kitsmead Lane, Longcross, Chertsey, Surrey KT16 0EF. The site of the proposed MRF is a mix of rough grass, scrub, and woodland, which was previously used for the construction of the Motorway. It lies approximately 200m to the south of the village of Virginia Water, 700m to the north of the village of Longcross, 3km to the east of Sunningdale, Berkshire, and 4.5km to the west of the town of Chertsey, Surrey. The site is bordered by the M3 motorway to the north, the former Trumps Farm Landfill Site to the east, and Kitsmead Lane to the west. Access would be from Kitsmead Lane.

The [Surrey Waste Local Plan](#) (adopted December 2020) sets out how and where different types of waste will be managed in Surrey in the future, covering the period between 2019 and 2033. The proposed site of the MRF is identified within this Plan as a site that is suitable for a facility to process dry mixed recycling from households.

**Q: Why has this site been chosen?**

A: Five sites were assessed as potential locations for the MRF, however, this site was found to be the only site that could deliver a MRF of a suitable size to process the required annual amount of dry mixed recycling in northwest Surrey. The site is also owned by Surrey County Council whilst the four other sites are currently owned by private operators and landowners.

The site has been previously developed as part of the construction of the Motorway, and part of the site is currently used for the collection and bulking up of green garden waste which is then sent for composting and the adjacent site was used as a landfill site from the mid 1980's up until 1999. The site is located in a semi-rural location with few immediate neighbours, within the Metropolitan Green Belt (the statutory green belt encircling London).

**Q: What is the size of the facility?**

A: The facility is likely to consist of a main MRF building, approximately 17.5m high and 11,000m<sup>2</sup> floorspace, in which the dry mixed recycling would be processed. There would also be a workshop and office including a control room (approximately 17m high, two-storey, and up to 1,700m<sup>2</sup>).

**Q: Will the site be visible?**

A: There are a number of ancient trees located on the site which would be carefully preserved, and the majority of existing trees would remain in place which would provide visual screening from the road, nearby properties and the public open space at Chertsey Common to the south. Landscape and visual assessments are being prepared, and these will be submitted as part of the planning application later this year. These will then be available on Surrey County Council's planning portal. Mitigation measures

could include planting of appropriate species such as oak and birch, and species-rich grassland or wildflowers.

**Q: What will happen to the existing buildings on the site?**

A: The only existing building on site is the office for the adjacent landfill site which is being relocated outside of the MRF site boundary.

**Traffic:**

**Q: Will this mean more traffic on nearby roads?**

A: A transport assessment that has been carried out to consider the potential impact of vehicles associated with the MRF. This transport assessment is based on traffic surveys of local roads, road safety collision data, and includes consideration of future planned developments in the local area. The transport assessment concludes that the MRF would create no material impact on the surrounding road network in terms of highway capacity and road safety.

Surrey County Council would work with partners, including the Districts and Boroughs and Transport for the South-East (TfSE), to manage the impacts of goods vehicles on the local roads, mitigating any impact of vehicle movements by routing access to the MRF through non-residential areas wherever possible. This could be implemented through a routing strategy document, which contractors would be required to adhere to. Additional measures could include delivery restrictions, introducing electric vehicles for deliveries and/or combining deliveries to reduce the total number of vehicles.

The route of goods vehicles would continue to be assessed alongside using weight restrictions and measures such as traffic calming, implemented in the context of Surrey County Council's Transport Plan.

**Q: What will you be doing about the increased pollution from extra traffic?**

A: Most vehicles delivering to the MRF would be recycling collection vehicles carrying material collected from households in Surrey. As this recycling is currently being collected and delivered to similar facilities outside of Surrey, an increase in the overall levels of pollution is not anticipated.

During the MRF's lifespan, councils within Surrey will be transitioning to electric or alternative fuel refuse collection vehicles (RCVs) reducing the pollution generated. Additionally, electric car charging points would be installed in the car park of the MRF.

**Q: Will there be any improvements to the M3 access or surrounding roads?**

A: No improvements to the M3 emergency access or surrounding roads are being proposed as the transport assessment that has been completed does not indicate these would be necessary.

The proposed development would utilise the existing access junction from Kitsmead Lane to the west. An additional access track exists from Kitsmead Lane to allow for emergency access to the M3 and this would be maintained under the proposed development.

**Q: How will vehicles access the site?**

A: Access would be via Kitsmead Lane, which connects to main roads that provide access to the wider area.

**Q: How many vehicles will be visiting the site each day once it is operational?**

A: It is anticipated that there will be 88 vehicles arriving to and leaving from the MRF each day, comprising a mix of recycling collection vehicles and larger articulated lorries. For staff traffic, it is expected that around 18 staff would be employed in total who may also be accessing the site by car.

As a comparison, there are currently 2,561 vehicles that use Kitsmead Lane per day, so the anticipated traffic resulting from the MRF would be less than 1% of the total local traffic.





**Q: What type of vehicles will access the site?**

A: Refuse Collection Vehicles, large articulated Heavy Goods Vehicles, and curtain-sided trailers as well as staff cars.

**Construction:**

**Q: When will construction start and how long will it take?**

A: It is anticipated construction would start in early 2026 and last for 18 months subject to planning consent.

**Q: What are the construction working hours?**

A: The construction working hours would be agreed once a contractor for the site is appointed. Working hours are set out in a Construction Environmental Management Plan (CEMP) before construction can take place. Only minor construction activities such as site security fencing/hoarding/gates, site signage, monitoring equipment, temporary site accesses, temporary access roads or temporary car parking is likely to be permitted before the CEMP has been submitted to and approved in writing by Surrey County Council's Planning Department. It is anticipated that the agreed construction working hours would be between 08:00 and 18:00 which are standard in the UK.

**Q: Will local contractors be used?**

A: Contractors would be appointed later in the process once planning permission is granted. Local contractors would be used where possible.

**Q: How will construction impacts be mitigated?**

A: Any construction impacts would be identified once a contractor is appointed and any required mitigations will be set out in the CEMP. No construction activities, other than site security fencing/hoarding/gates, site signage, monitoring equipment, temporary site accesses, temporary access roads or temporary car parking is likely to be permitted before the CEMP has been submitted to and approved in writing by Surrey County Council's Planning Department. This would then be available on request.

**Q: Will it be noisy while the MRF is being built? And will there be lots of construction traffic using our roads? How will you mitigate this?**

A: There will likely be unavoidable noise created as a result of construction, however this should be confined to the site and immediately adjacent areas, with limited impact on residents. Any noise generated through construction will be limited to social hours as indicated above. At this point construction methods are not defined as no contractor has been appointed. Construction related vehicles movements would be scheduled, where possible, to avoid peak times on the local road network and this would be outlined in the CEMP which would set out any required mitigations.

**Operation:**

**Q: Will the MRF be open / working 24 hours a day?**

A: It is currently assumed that the window for delivering recycling to the MRF would be between 07:00 and 20:00 Monday to Friday and 07:00 and 15:00 on Saturday with no deliveries on Sunday. However, these hours would be confirmed by Surrey County Council once the construction of the facility is complete.

**Q: Will there be any noise or smell from the MRF?**

A: The processing of materials would be undertaken inside the enclosed building and food or garden organic waste would not be accepted, so odour and operational noise would be minimal. Noise and air quality assessments are being undertaken and any impacts identified as part of this assessment work will be mitigated as far as possible, including installing sound insulation within the structure where

necessary. These will be submitted alongside the planning application in late 2024. These will then be available on Surrey County Council's planning portal.



**Q: What will happen to materials transported to the site?**

A: The MRF would automatically and manually separate the incoming waste into separate materials for onward processing before being recycled into new products. The likely equipment would include a range of conveyors, overband magnets, eddy current separators that separate aluminium and steel metals, and optical sorting units that use lasers to target and sort different types of material. The separated material streams are expected to include paper, card, steel, aluminium, plastics, and glass.

**Q: Will recyclable materials be sent abroad?**

A: The specific destinations of the recycled materials separated in the MRF would be determined once the facility becomes operational. These can be influenced by a number of factors such as market demand, local infrastructure, legislation and the material type. While destinations can't be guaranteed, where possible local processors and end destinations would be sought.

**Q: What happens to any rejects / contamination from the process?**

A: The MRF would be designed to operate efficiently to produce clean and high quality separated recycled materials as far as possible. However, inevitably there will be a quantity of rejected material that cannot be recycled at the end of the process, and this would be removed from the site and taken to an energy from waste (EfW) facility for combustion with energy recovery. If it is not possible to recover energy from this material it would be sent to a landfill site, however this would only occur where no other reasonable option is available.

**Q: How many years will the plant be operating for?**

A: It is expected that the facility would have at least a 20–25-year lifespan. Following this period, the performance of the facility would be assessed in line with the requirements of Surrey County Council's recycling services and a plan for the future of the site developed.

**Q: What sort of recyclables will you be treating?**

A: The facility will treat dry mixed recycled materials collected from households in Surrey - this includes paper, card, plastics (e.g., food trays/containers and film), glass, and metals such as steel or aluminium drink and food cans.

**Q: Where will the recyclables come from?**

A: The recyclable material would mostly come from kerbside collections from households in Spelthorne district and the boroughs of Runnymede, Surrey Heath, Elmbridge, and Woking.

**Q: Is the process safe?**

A: The process would be designed to relevant industrial standards and use a combination of manual and automatic separation. There are no hazardous wastes accepted for processing. Only general lubricants/mobile vehicle fuels are needed for operation of the facility, these are not hazardous substances. All processes operate inside the enclosed building.

**Q: Will the plant be powered by renewable energy?**

A: MRFs need a lot of power to operate, this would come mostly from the local grid network. Roof solar panels will also be considered as part of the design, which would produce sustainable energy to support the operation.

**Environment:****Q: How will this affect local air quality?**

A: The facility would not accept organic material like food and garden waste, which can produce odours. All waste processing would take place inside the enclosed building which means there would be very little dust and odour released to the outdoor air. The main source of emissions to the air associated with site operations would come from vehicles travelling to and from the facility. The air quality assessment will use computer modelling to consider these emissions and identify any impacts on local air quality.

**Q: Are there plans to mitigate the impacts on plants and animals on site?**

A: Through an initial habitat survey, the presence of ancient woodland on the site was identified. This has fed into the design allowing the ancient woodland to be retained along with a 15 metre no-development buffer, in line with Government guidance. Once further survey work has been completed, any required mitigation will be identified.

An Ecology survey is currently being completed and the requirements for a Habitats Regulation Assessment are being reviewed. Once these surveys have been completed, impacts identified as part of this assessment work will be mitigated as far as possible. These mitigation methods will be identified within the planning application documents.

**Q: What surveys have been undertaken?**

A: To date, air quality, noise, ecology, arboriculture, transport, flood and landscape surveys have been undertaken. The results of these surveys, impacts, and proposed mitigation measures will be included in the planning application submitted.

**Q: How can you be sure material stays on site and does not blow into the surrounding countryside?**

A: The recyclable material would be processed inside the enclosed building which reduces the risk of wind-blown litter. Separated materials such as paper, card and plastics, which present the biggest risk of litter, would be tightly wrapped in bales and stored under covered storage bays before collection. There would also be fencing around the site and external covered storage bays for recycling waiting to be processed. Vehicles delivering mixed recycling and collecting separated recyclables from the site will be enclosed recycling collection vehicles and sheeted and curtain-sided articulated lorries which are designed to carry material and would reduce the risk of recycling being blown into the surrounding areas.

**Q: Does this help tackle climate change?**

A: The facility would separate collected recyclables into single streams so that they can be forwarded for recycling, helping Surrey maintain and improve on its recycling rate of 54.4% of material sent for recycling or composting in 2021/22, ranking Surrey as 37 out of 333 local authorities in England for recycling performance. The facility would play an important role in reducing the amount of material sent to landfill sites or energy recovery through effective sorting and recovery processes. Recycling materials to make new products reduces the need for virgin materials and helps to reduce greenhouse gas emissions by reducing energy consumption that would result from the extraction and use of virgin materials. Recycling also minimises greenhouse gases, which would otherwise be associated with recovery of energy from, or landfilling of, that material. Roof solar panels will also be considered as part of the design, which would produce sustainable energy to support the operation.

**Q: Will I be able to visit the facility?**

A: It is the intention that there would be regular tours of the MRF for stakeholders and for educational purposes e.g. schools.

**Q: Will there be any impact on local footpaths and bridleways?**

A: The proposals would have no impact on any local footpaths or bridleways. A new pedestrian and cycle access to the site from Kitsmead Lane would be included in the proposals to separate pedestrians and cyclists from the HGV traffic entering the main access.

## Appendix H: Feedback Form

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### Surrey Materials Recycling Facility (MRF) - response form

We want to understand your views on the proposals for the Surrey Materials Recycling Facility (MRF) at Trumps Farm, Kitsmead Lane, Longcross, Chertsey, Surrey KT16 0EF.

Please complete this form by 11:59pm on Friday 1 March 2024, or your responses may not be considered.

\* Required

#### About you

To help us understand your interest in the area and our proposals, please let us know:

1. Your first name:

2. Your surname:

3. If you are responding as: \*

- Local resident
- Employee in the local area
- Business owner in the local area
- Community organisation or resident group
- A parish / town / ward / borough / county councillor
- Other

4. The first part of your postcode (e.g. GU25)

## The proposals

5. Do you support the proposals for the Surrey MRF at Trumps Farm? \*

Yes

No

6. Are you concerned that this development may have some impacts? If so, please tick those from the list below which you are concerned about specifically: \*

Noise

Landscape and visual

Ecology and biodiversity

Pollution

Traffic

Impact on community

Engagement process

Not concerned

Other

7. How important is recycling to you/your family? \*

Not important

A little

Somewhat

Very

8. Please use this space to share your views or any further thoughts on the proposals presented in the engagement materials?

## Engagement

9. How did you hear about the proposals? \*

- Surrey County Council website
- Social media
- Local newspapers
- Word of mouth
- Other

10. Have the materials provided helped to answer your questions in relation to the proposed MRF at Trumps Farm? \*

- Yes
- No
- Did not view the materials online / attend an event

11. If you responded "No" to the previous question please use the space below to share more details on what else you would like to know

12. Would you like to receive further updates about the project?

- Yes
- No

13. If you answered "Yes" to the previous question, please provide your email address

This content is neither created nor endorsed by Microsoft. The data you submit will be sent to the form owner.



## Appendix I: Respondents' full text views on the proposals presented in the engagement materials

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| Think a proposal like this is well overdue for Surrey and looking forward to seeing its rapid implementation   |
| It appears to be a worthy investment. Fingers crossed. However movement/routes of lorries will be carefully monitored, we hope!  |
| The lorries required to bring the recycling are too big for the country roads and will cause further jams and add pollution to the area.   |
| <p>Virginia Water is a village. We have already had significant development in the area through the building of residential properties at Longcross. No provision was made for the increase in traffic. This proposal would add even more traffic to the roads in and out of a village. There is a one way road through Trumps Green which already gets significantly grid locked. This proposal exits on to a small road which was not invented for a large volume of traffic. The roads are already in a terrible state with large numbers of pot holes. The increase in heavy vehicles will only exacerbate this. It is hard to see how the promises made regarding numbers of vehicles and the type to be permitted to drive though Trumps Green will be monitored and policed.</p> <p>We already suffer from significant odour pollution in the summer from the site. Complaints are continually made. It is impossible to sit outside at times due to the smell. It is highly unlikely that there will not be additional pollution from this proposal,</p> <p>The proposal would destroy the natural habitat, home to so much wildlife and animals. The ancient trees will try to be preserved, but there is no guarantee. You will be destroying an area of natural beauty with a high level of biodiversity.</p> <p>There is no local support for this. The cost to the environment is too high.</p> |
| The main access for large lorries to the site is Longcross Rd. It is already over used, mainly as a short cut from the M3 to the M25. It is not wide enough for these very big refuse lorries nor will the structure of this B road be able to sustain the increased usage.  |
| The prevailing wind is from the West so Lyne, Chertsey and surrounding areas will all suffer from any environmental noise and pollution produced from this site.   |
| <p>Inappropriate site. Pollution levels cause me great concern when the location is in close proximity to various schools. Why hasn't this been taken into consideration? Or does</p> <p>It not generate the council money so in this case the pollution levels near schools don't count?</p>  |
| <p>My main concern about this proposal is to do with traffic. There is already a high volume of HGV traffic along Kitsmead Lane from the Envar site and the adjacent site occupied by ADF, Severn Trent and others. Kitsmead Lane is simply not suitable for the HGV vehicles being used. I use the road frequently traveling from Virginia Water to Ottershaw and just last week the HGV I was behind had to stop to allow an ADF vehicle to exit the site and then wait whilst this HGV crawled past the stationary vehicle. Passing at any speed above a crawl would certainly have resulted in the vehicles hitting each other.</p> <p>As a car driver it is not unusual to find an oncoming HGV over the white line as they are unable to drive up the road at any speed without doing so. It is simply too dangerous for HGVs to use this road and increasing the volume will only make it worse</p>   |
| <p>It seems the age group 30-40 are not interested in recycling. The rest presume recycling means re-use as we know this is not the case and a huge amount still goes to land fill. THIS MUST STOP !</p> <p>Transport around the proposed area is the biggest issue. The roads are totally unsuitable. So much traffic now uses these roads and when the Film industry restarts there will be even more. Netflix have been granted permission to use lower Longcross for five years and their lease for Longcross is for twenty years. When the motorways have problems this area is used as a cut through causing more usage.</p>   |
| I'd like to understand more about the restrictions on HGVs travelling through Virginia Water and how that will be enforced. There is already enough congestion due to vehicle traffic and pinch points such as narrow and/or low bridges; I don't understand how you would enforce the extra traffic this site will  |



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| <p>generate entering and exiting the facility via specific roads. If the vehicle operator chooses to ignore the directive what sanction would there be and who would issue/enforce this?</p>   |
| <p>It would be helpful for the Council to encourage residents and businesses to reduce their use of materials that need recycling alongside these current plans</p>  |
| <p>My concern is the additional number of large lorries that will be on this already busy Longcross 'B' road. The junction with Kitsmead Rd can get congested, is not suitable for large lorries turning, plus many a vehicle has gone straight across at the T junction into the fence opposite. Making this junction safe is a long overdue project, something I informed Surrey Highways many years ago. Note that most of this route is heavily tree lined and it is the very large lorries that are hitting the overhead branches and bringing them down on to the road, so this should be taken into account when thinking what lorries you will be using.</p>   |
| <p>I am delighted that Surrey Council is future proofing recycling however I am not convinced this is the best location given that it will increase noise, pollution and impact the local community. My major concern is the projected increase is heavy good vehicles; 176 extra per day. There is already too much heavy traffic on relatively minor roads. Even this current level of traffic makes the Longcross Road dangerous and is causing increasing vehicle damage.</p> <p>The proposal also states that this green belt area has relatively few neighbours. Can this be true given the recent and future proposed Longcross Developments and all the development near St. Peter's Hospital? And surely Chobham Common, a site of Special Scientific Interest and a Natural Nature Reserve counts as an important neighbour that needs protection.</p>   |
| <p>Countrystyle (Envar) are currently a tenant at the site which this development is proposed (Trumps Farm). We would like to expand our waste offering that we provide in Kent to the Surrey area. We would like to offer both operation of a transfer station and/or DRM MRF and would like to discuss this further with the Council.</p>  |
| <p>I welcome that Surrey CC is taking steps to improve the carbon footprint of its recycling activity by ensuring that waste is sorted close to where it is generated by residents, rather than transporting large volumes of recycling in heavy vehicles further afield. Encouraging and enhancing local recycling services has the potential to reduce the greenhouse gas emissions resulting from the extraction and use of virgin materials. I am also supportive of SCC's plans to look at the viability of including solar panels in buildings, in order to reduce the environmental impact of powering the MRF. However, given neighbouring residents have experienced issues of noise and odour from the nearby facility, it is equally important that all steps are taken to prevent any undue impact on nearby properties.</p> <p>Noise and air pollution – The Trumps Farm site on Kitsmead Lane is already host to a number of waste management operations, including an anaerobic digestion plant. Although not an area of heavy population density, odours emanating from the site cause intermittent and very significant disturbance to residents of the area, often disrupting routine enjoyment of their homes. I welcome the fact that the MRF will be used for the sorting of dry recycling such as paper, glass and metals, which will clearly reduce the scope for odour pollution, as will the restriction of sorting operations to an enclosed building. I look forward to hearing more regarding the specific proposals as this scheme progresses towards planning application stage. However, the noise and odour insulation of buildings should be as robust as possible to minimise disturbance to neighbouring properties. This should be monitored and measured on an ongoing basis, and action taken as necessary, when the site becomes operational.</p> <p>Impact of traffic movements – I welcome the analysis that has been done to date on projecting the increase in traffic around the Kitsmead Lane site. The anticipated access routes – principally Chobham Road and Longcross Lane - mean that the impact of the expected increase in traffic will be largely confined to major roads with limited impact on residential areas. However, the A320 which connects the M25 with Longcross Lane, remains a traffic hotspot for the [REDACTED], and therefore the impact of additional larger vehicles on this road should be considered carefully. Contingency plans should be in place to redirect vehicles on appropriate routes when roadworks are underway on the A320, which takes place frequently.</p> <p>Engagement with residents – As with any significant construction project or industrial undertaking which has the potential to impact residential areas, ensuring regular opportunities for engagement with the local community will be important for gaining and keeping support for the MRF. I would therefore propose that the residents of neighbouring roads are provided with the contact details of a designated officer/officers at SCC, with regular opportunities for engagement via online or in-person forums where feedback can be provided. I welcome the community engagement that has already</p> |

taken place, including this consultation, and hope this continues throughout all stages of the project, including through the planning and construction phases, and throughout the operational life of the MRF. In this way, issues that are affecting local householders can be fed back to a single point of contact and dealt with in a timely manner.

My concerns are:-

1. The safety of the junction on Longcross Road with Lyne Lane - increasing the safety risk if HGV vehicles increase, as HGV bulkers already often speed through the junction when travelling east on the Longcross Road down the hill.

HGVs travelling east on Longcross Road often pass by the junction of Lyne Lane between 50-56 miles per hour and would be going faster, only that their speed limiters won't allow it. The reason for this is that as they come up the hill and start going down the hill from Fan Court, this is where they gather their speed and momentum from and fly/speed through the junction.

- There are regular near misses and have been several incidents with lorries hitting cars at the Lyne Lane junction.

Can speeding cameras be erected to ensure vehicles reduce their speed when they approach the junction with Lyne Lane? They start descending down the hill, from Fan Court in the direction approaching the junction at Lyne Lane and significantly exceed the 40mph.

Speeding cameras are critical on this stretch of the Longcross Road, approaching Lyne Lane junction, if this plan is to go ahead.

2. The amount of HGVs that will be travelling on Longcross Road which is a "B" road (B386) and NOT an "A" road.

- 88 vehicles during what time period?
- 88 vehicles a day to and from the facility = 176 HGV journeys a day.
- is this in a 24 hour period or 12 hour period?
- Is this 5 days a week or 7 days a week?
- Will vehicles be travelling to and from the MRF during the night?
- Is 88 the maximum number of vehicles that will operate from this centre in a day or will it increase year by year?

3. Do your plans include to improve and upgrade the Longcross Road?

Staff at the Virginia Water site were honest and helpful. Well done! And thanks

I understand and agree with the principle of dealing with waste or recycling where it is generated. Accepting this there seems little strategic sense in locating a MRF this close to Berkshire and it makes residents think that it will serve authorities outside of Surrey.

Clearly building anything on the green belt is a serious matter and this is a definite concern. When the next stage comes forward I would hope that there is a clear plan to achieve a material biodiversity net gain.

You will also understand the pressure on all local authorities to address climate change and whilst, what is being proposed might achieve an overall net reduction in carbon generation, it will have a detrimental impact on [REDACTED] efforts to achieve net zero. Hopefully, this will also be addressed at some point through utilising solar panels, ground source heat pumps, etc.

Outside of the construction phase, the major impact on the community will be additional road traffic in the vicinity of Kitsmead Lane and approach roads from the M25 and other key roads. Two of the roads that will be particularly effected are Holloway Hill and Longcross Road. In particular the junction of Holloway Hill, Longcross Road and Stonehill Road where there is a pavement, but no safe crossing point on this 40 mph road. This road separates two communities with shared amenities (school, church, public house, hospital and open space.) I would hope that any more detailed proposal for the MRF will include the delivery of a safe crossing point at this junction.

Finally, as I mentioned when I visited the consultations, I would very much welcome the opportunity to visit a similar MRF to the one being proposed. This I believe might allow me to allay the fears of local residents in the event that the Kitsmead facility proceeds.



