

## APPENDIX II

Respondent	Paragraph	Comments made	Response from Council
Licence Holder - Scrap metal Collectors licence		I feel the scrap licence doesn't need to be regulated any more for people/businesses who actually have a scrap licence , these seem to be doing everything above board, the problem is the people/businesses who don't hold a scrap licence that need to be caught and fined, they are often the ones who take things they are not supposed to be taking and fly tipping what they cant scrap. The amount of times I have be called to collect scrap left in people front gardens for me to collect and get there for someone else has already taken without permission, this has a big affect on my business. Costing me money in fuel and time. I've seen the same people in the space of around 8 years of me living in swale doing scrap without a licence and nothing happening. I do appreciate it's difficult to catch them all, but public knowledge of what licences need to be held isn't very good . Most of the public don't realise that somebody needs a scrap licence to collect scrap. It's also common knowledge amongst scrap yards that the local scrap collectors do not declare there earnings. So I feel the people who don't comply with the scrap collectors regulations need to be targeted more. rather than the ones who do have these licenses.	Environmental Response Team do monthly operations in liaison with Kent Police. Where vehicles are stopped and the collector is found to be operating illegally, they are prosecuted, this happens on a regular basis.
Swale Borough Council Ward Councillor		I have found this well written and clear. A v useful document to be able to refer to when needed	Noted
Parish Councillor	19.4	I am responding as an individual Parish Councillor. Overall the policy looks well thought through. However, there are two items that might help suppress specific scrap crimes. Firstly, where catalytic converters are collected or aggregated each one should require the make and registration of the car they have come from. All cars that had them fitted require them to be road legal so it is an easy check as to whether they are taxed and MOT'd. This simple change would enable Police to cross check reported stolen catalytic converters. This is an expensive and very annoying crime against property for individuals. The second item is that scrap yards should refuse to accept already processed metals that have been melted down. We know that copper cabling is prone to theft and often the plastic sheathing is burnt off in the open air before melting down into bars/lumps. The benefits are that the sheathing can be removed in an environmentally better way for recycling and stolen materials cannot be disguised.	The legislation does not allow local authorities to impose conditions on scrap metal licences other than those contained within the Act. We will use these suggestions as best practice guidance and write to licence holders recommending that they adopt these ideas.