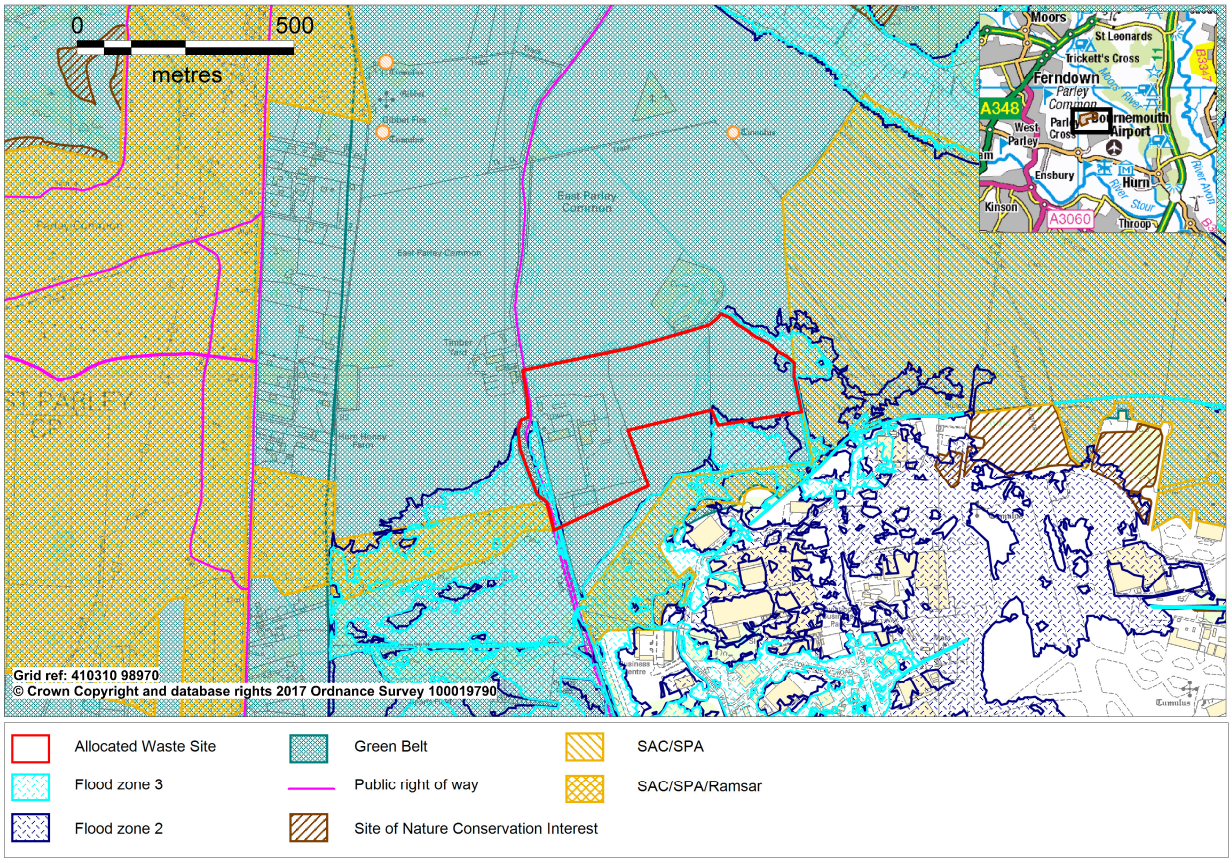
Bournemouth, Dorset and Poole Waste Plan Site Allocation – December 2017

Reference: Inset 7 **Site Name:** Eco-Sustainable Solutions, Parley



Site Information

Site Location Inc. administrative area	Eco-Composting, Chapel Lane, Parley Christchurch Borough Council
Parish/Town Council	Hurn parish
Landowner/Agent	Site being promoted by Eco-Sustainable Solutions
Description of Site	This is an existing waste management and recycling facility incorporating the following waste management activities; Inert Soils Recycling Facility Open Windrow Composting Road Sweepings Recycling & Recovery Wood Waste Recycling and Recovery Food Waste Transfer Facility in support of AD Plant in Piddlehinton In Vessel Food Waste Composting Anaerobic Digestion (permitted but not yet developed) Bio-Energy Facility Permission has recently been granted for the reconfiguration of existing and consented development, introduction of new plant and processes and an increase in permitted throughput.

	New processes and facilities approved in the 2015 Planning Permission include: A new Solid Recovered Fuel Processing Plant A new Liquid Waste Processing Pant An increase in the permitted site area to c.16.8ha (Boundary as shown above) An increase in overall waste throughput capacity at the site from the currently permitted 210,000tpa to 266,000tpa
Site area	16.08ha
Range of facilities being considered	**Range of facilities being considered for future development:** The current site permission includes a 60,000tpa AD plant and associated digestate processing works and gas upgrading plant. This planning application was begun in early 2013 and the operating climate for food waste processing has changed greatly since that time. The site promoter now considers that development of this plant would be too large a commercial risk for the company to undertake. This is due to current Government Policy on assistance with waste-to-energy plants, coupled with the large number of permitted AD plants in Dorset and neighbouring counties that can or could be made able to accept food waste and the ongoing shortfall of available waste in this region for current and potential AD capacity. Eco propose to continue using their existing Food Waste Transfer Facility, at Parley, to receive and bulk the incoming food waste from the east of the county for treatment at the company's AD plant at Piddlehinton. Food waste from elsewhere within Dorset is also deposited directly at Piddlehinton. It is understood that Eco have operating agreements with other nearby AD plants so that any excess food waste has a processing route through partner AD facilities should Piddlehinton not be able to take the material. Eco propose to replace the currently permitted AD unit with a Waste to Energy (WtE) recovery plant to receive and process a proportion of the County's residual waste. The currently permitted SRF plant would not be required as the site would produce no export SRF fuel. Therefore the existing permission would need to be amended to allow the site to receive and recycle/recover bulky waste. Recyclates from this unit would be removed from site for onwards processing elsewhere while material to be recovered would be sent straight to the proposed onsite WtE plant. Further intensification of permitted operations is also proposed see below for further details.

Description of Potential development	An Energy from Waste facility would comprise of a single unit incorporating reception and processing plant within one, so enabling the efficient management of the system and control of any emissions. The system will require a stack but emissions would be balanced against the reduction in overall site emissions through the replacement of the AD plant (with its associated flare system) and the cessation of In Vessel Composting operations on site. Work is ongoing to establish the optimum location of an EFW facility given the adjacent airport and runway and the location of sensitive habitats.
Waste proposed to be managed	Local authority collected waste (waste from the householder), and Commercial and Industrial Waste
Traffic Generation	The Environmental Statement associated with the recent planning permission (PL\1700\13 8/14/0515) used automatic traffic counters to ascertain the existing levels of traffic associated with the site. The results indicated that there are currently on average 560 vehicular movements per day to the Eco Site. This includes movements associated with circa 50 employees. As explained within 'Tonnage proposed to be received and/or managed at the Parley site' the proposed operations could approximately double the throughput of the site. This would not double the number of vehicle movements as, nearly half of the throughput will be dealt with on site, requiring no transport elsewhere. Therefore, a doubling of the site input tonnage would only lead to an increase in traffic impact by half over currently permitted levels from approximately 560 to 840 average daily movements.
Access Considerations	Access to the facility is gained from Chapel Lane which connects to the B3073 main distributor at the Chapel Gate roundabout via a collector road (Chapel Gate). Chapel Gate also provides access to Aviation Business Park West and the western (non-public) access to Bournemouth Airport. Any increased traffic would be dealt with through the improved Chapel Lane access and internal site infrastructure included within the 2015 planning permission.
Relevant Local Planning Policy	The site is an existing permitted waste management and recycling facility.
Approx. tonnage proposed to be received and/or managed at the Parley site	Currently Approved Operations: • Inert Soils Waste for recycling – 85,000 tonnes per annum rising to 120,000 tonnes per annum over the life of the WLP • Green Waste for recycling – 50,000 tonnes per annum rising to 70,000 tonnes per annum over the life of the WLP • Combined Wood Waste for recovery – 43,000 tonnes per annum rising to 50,000 tonnes per annum over the life of the WLP

	• Food Waste for transfer to AD – 25,000 tonnes per annum rising to 30,000 tonnes per annum over the life of the WLP • Maize for the AD Process – Not Required • Road Sweepings Waste for recycling and/or recovery – 42,000 tonnes per annum rising to 50,000 tonnes per annum over the life of the WLP • PAS100 Liquid Waste for recovery – Not Required. Will be delivered direct to Piddlehinton as now. • Screenings from Piddlehinton – Will be sent to WtE Plant • SRF – Will be sent to WtE Plant Proposed Operations (in addition to the above): • Residual Waste for recovery through WtE – circa 160,000 tonnes per annum
Approximate Distance from settlements where waste will derive?	Poole – 9.9kms Bournemouth – 5.1kms Wimborne – 10.2kms Blandford – 23.3kms Dorchester – 42.5kms Bridport – 64.8kms

Site Assessment

Part 1 – Sustainability Appraisal

Colours shown below have been attributed to each category to aid the assessment of the site, based on the level and/or nature of potential impact. For example, red highlights a significant/absolute constraint whilst green highlights where the issue is unlikely to be a constraint to development. Positive impacts may also be identified under this category. Further details on the assessment process can be seen in the Sustainability Appraisal Report.

Category	Assessment	Constraint	Opportunity
Site and adjacent land uses	The site is an existing waste facility situated in the countryside a short distance north of Bournemouth Airport and an adjacent employment area (Aviation Business Park West). Site is in the Green Belt A Materials Recycling Facility (MRF) is also situated approximately 800 metres south of the main access to the existing facility. To the north of the existing facility is open land that has been developed for a large solar energy farm covering much of this area.		
Impact on sensitive receptors	One residential property and a further eight commercial premises within 250m. The nearest dwelling (Whitemere House) is situated a short distance (60m) north of the existing main access		

	and a further three residential dwellings (Church House, Chapel Gatehouse and Barnabas Lodge) are situated south of the MRF, the nearest being approximately 900 metres from the main site entrance. The facility is situated in close proximity to the Aviation Park West business park.		
Where is waste managed at this facility likely to derive?	A strategic facility is being promoted for this site, therefore waste would arise from throughout the plan area.		
Energy from Waste Opportunities	The WtE plant could export electricity to Aviation Park West (APW) and Bournemouth airport (BA), with any excess being sent to the national grid. It is understood that this export system would work alongside the Bio Energy Facility. The WPA understands that discussions with APW/BA are already underway with a view to installing this supply system during development works. It is also proposed that, should it prove commercially viable, the WtE plant is used to supply heat to a community heating scheme installed through APW and also the proposed new housing development situated SE of the B3073/A347 junction at Parley. The WtE plant would produce some 15MW of electricity. This would be base load power and would complement well the current 70MW of peak power generation installed as solar panels across the neighbouring land.		
Traffic/Access	<u>Local Highway Authority (DCC)</u> <u>*Initial Response (17/09/14)*</u> No in principle objection providing that the appellant mitigates their impact along the B3073 corridor where there is significant traffic congestion. DCC have received money through the LEP for significant improvements along this route that will be implemented over several years. This money is to be combined with developer and county contributions to deliver a range of schemes designed to unlock development potential at the airport and surrounding area and to deal with traffic on the B3073. Mitigation is likely to be in the form of a contribution towards the corridor improvements. <u>*Further comments from Local Highways Authority - Feb 2016*</u> As previously advised in 2014, no objection in principle. The B3073 is often congested and mitigation		

	will be required, in the form of a contribution towards the corridor improvements. *Additional comment from the Local Highways Authority based on EfW facility and further intensification* (560 to 840 average daily movements) As previously advised in 2014, no objection in principle. The B3073 is often congested and mitigation will be required, in the form of a contribution towards the corridor improvements. Highways England *Initial comments (April 2016)* *Based on additional residual capacity (up to 60,000tpa)* We note the traffic generation being seen as the baseline as the development proposals have planning consent. Therefore we can only consider the impact of expanding the SRF facility. We understand that this would be an increase in movements of between 20-30 vehicle movements daily. This does not appear to be a large increase, but any application forthcoming would need to provide information on trip distribution and timing, although we would not have major concerns at this stage based on the figures provided *Additional comments received by Highways England based on EfW facility capacity circa 160,000tpa (received 08/08/16 during consultation)* Since the Draft Waste Plan consultation, Eco Sustainable Solutions have proposed an increase to the tonnage of material that could be managed through a new energy from waste facility and intensification of permitted operations. Trips to and from the site will increase. We would welcome pre application discussions to discuss impacts on the SRN.		
Transport Planning (April 2016)	DCC Transport Planning Response (April 2016) For information, housing development at West Parley with associated infrastructure is allocated in Local Plan. Also further employment development at Aviation Park (Bournemouth Airport). Successful Growth Deal funding through Dorset LEP for improving access to the Airport with possible further funding if successful.		
Public Rights of Way	Chapel Lane, the access to the existing facility, is a bridleway (E62/4). A further bridleway (Route E62/29) runs in parallel to Chapel Lane along its western side.		

Protection of Water Resources (Hydrology/groundwater/ surface water and flooding)	<u>Environment Agency Initial Response based on additional residual waste capacity (up to 60,000tpa)</u> **No objection in principle** provided that the following points are addressed. **Environmental Permit** The existing site has a previous history of odour issues. Any new activity that may cause odour may be met with opposition unless suitable control methods are put in place. The plan is for the site to accept 10,000 tonnes per annum (potential for 60,000 tonnes per annum) of putrescible waste. Storage/processing of this waste type will create odour. The Solid Recovered Fuel (SRF) incineration process will also create odour. Any approved plan for the activity should factor these risks into the development, particularly as the business park to the south east of the site expands. <u>Additional comments received by the Environment Agency based on EfW facility</u> No objection to proposals and no further comments over and above those previously made in earlier consultations. (Comments made to formal Waste Plan consultation August 2016) <u>Are further studies recommended?</u> <u>Flood risk</u> Part of site is in FZ 2 and 3. A Sequential Approach to flood risk is required, ie only developing in FZ1 part of site. Detailed Flood Risk Assessment (FRA) required to assess the fluvial flood risk, and other sources of flood risk. FRA also to include surface water management up to the design event. Part of the site shown to be at risk of flooding from surface water. Where there are 'ordinary' watercourses on site then there may be a requirement for Land Drainage Consent from the Lead Local Flood Authority (Dorset County Council) should any proposed works affect the flow of the watercourse(s).		
Surface Water	<u>Lead Local Flood Authority - Initial Response based on additional residual waste capacity (up to 60,000tpa) (February 2016)</u>		

	Whilst the site falls largely within Flood Zone 1 (low risk of fluvial flooding), it shows some indicative surface water flooding during more significant rainfall events (100/1000yr), as isolated ponding. The total site is given as 17 ha, and is therefore highly likely to represent major development, subject to the configuration of any subsequent (planning) proposals. Major development proposals require our (DCC/FRM) involvement and consultation as LLFA and statutory consultee for surface water management . Existing site drainage is unclear, with all (four) boundaries adjoining mapped Ordinary Watercourses (OW), which eventually appear to join a receiving system, flowing east towards the Moors River. The necessary consideration of surface water management would need to comply with current guidance and the requirements of the NPPF to ensure that the site is protected and that no off-site worsening results. To this end we are in agreement with the Environment Agency's (EA) previous input, and confirm that DCC, as LLFA, are the lead agency in terms of surface water management and Land Drainage Consent (LDC) for works impacting upon any OW channels within or adjoining the site. Water quality / contamination issues fall to the EA, as regulator for Water Resources. <u>Additional comments received based on EfW facility (June 2016)</u> No further comments		
Land Instability	No issues identified		
Visual Intrusion	Site is 9.8kms east of Cranborne Chase and West Wiltshire AONB, 12.4kms north of Dorset AONB and 4.3kms west of New Forest National Park. <u>DCC Landscape Officer</u> **Context** Within the Moors River Terrace landscape character area just north of the Bournemouth airport complex. **Key Characteristics** o Infrastructure associated with the existing development on the site dominates. o Some open areas of land to the east are being managed for nature conservation reasons.		

	○ Large area to the north being developed as a solar farm. ○ One public right of way runs up the western boundary of the existing site. ○ There are no other publicly accessible view points or sensitive visual receptors. **Landscape Value** The landscape for the existing operation has little landscape value but the far eastern land bordered by the red line has a very high landscape value in that has been managed for nature conservation reasons. **Landscape Susceptibility to Waste Management Facility Development and Opportunities for Mitigation and/or Enhancement** The existing site is not susceptible to the development in question, partly due to its limited public access and the number of visual receptors. However, the far eastern fields are very susceptible and should not be pursued with any built development. There are significant mitigation enhancement opportunities, for example, for the eastern site, to produce a comprehensive landscape scheme for the site and also to reinforce the long term landscape and ecological management objectives for the whole area, including the eastern part of the site. This would include heathland and other habitat restoration and creation measures to help link up areas of heathland to the east (Merritown Heath) and to the west (Parley Common). **Conclusion** Subject to agreement of the landscape and ecological plans for the site there are no significant landscape and visual issues on this site apart from those mentioned for the eastern allocation. <u>Additional comments received February 2016 relating to stack heights</u> The detailed location of any stack needs to be carefully considered to minimise visual impacts and for example to ensure existing trees and other vegetation, and any additional landscape treatment such as planting and association with existing infrastructure, is used to help mitigate adverse visual impact. Detailed design considerations such as colour, texture and finish and		

	its location as far from public receptors are also key aspects to consider. The site is visually susceptible to a stack of up to 100m in this flat and open landscape and it therefore creates a much wider zone of visual influence than the previous landscape assessment criteria which was based on different infrastructure height/mass. <u>Additional comments received based on EfW facility</u> No additional comments (May 2016)		
Green Belt	This is an existing waste management facility in the green belt. Green Belts have special protection in respect to development. In preparing Local Plans, waste planning Authorities should first look for suitable sites and areas outside the Green Belt for waste management facilities that, if located in the Green Belt, would be inappropriate development. Local planning authorities should recognise the particular locational needs of some types of waste management facilities when preparing their Local Plan.		
Nature Conservation	<u>DCC County Ecologist (March 2016)</u> The far south eastern areas adjacent to the new boundary are designated for ecological enhancement and restoration in line with the wider ecological management objectives for the area. Consideration must be given to the conclusions of the Habs Regs Assessment for the recently granted planning permission for the SFR. This mentions possible impacts from gaseous emissions on the adjacent heathlands (which would be greater if the size of the SFR increased), and also designates an area to be managed for conservation to mitigate any possible impacts on the Dorset Heaths SAC. This new proposal should not be allowed to affect the conservation management of the mitigation area. The new proposal will need to be assessed under the Conservation of Habitats and Species Regs, 2010. SPA, DT/A007, Dorset Heathlands, SAC, DT/A012, Dorset Heaths, SSSI, SU10/002, Hurn Common adjacent to eastern boundary and to the south. As above plus Ramsar, Dorset Heathlands and SSSI,		

	SZ09/005, Parley Common adjacent to western boundary. SSSI, SZ19/002, Moors River System, 600m to north west of site. SNCI 'Hurn Airport – NE Industrial Area' 280m to the east of the site. <u>Additional comments received based on EfW facility (May 2016)</u> Glad to note the drawing back of the site boundary to exclude the south eastern area which forms part of the conservation management area under the existing planning permission. The new proposals may still have impacts on the adjacent heathland from gaseous emissions from the WtE stack. However these will be subject to a Habs Regs Assessment at the planning application stage as well as being subject to all the usual constraints such as Environmental Permitting. At this stage any residual uncertainty can be covered by a policy addition in the Waste Combined Plan, specific to this site.		
Historic Environment	<u>Historic Environment Team Initial Response</u> Bowl Barrow on Parley Common, 400m north of the site. Particularly as an existing site, there is considered to be no archaeological reason for concern. However, I note the presence of a grade II listed building, the church of St Barnabas which is of Victorian date, a couple of plots to the south. <u>Additional Comments received by the Historic Environment Team April 2016</u> Previous comments still apply.		
Airport Safety	Adjacent to Bournemouth airport		
Air Quality Inc. Dust	No AQMA's within vicinity		

Sustainability Appraisal Summary	
This is proposed additional capacity at an existing waste site.	**AMBER**

Although other sites may be better located this is an existing waste management facility which provides benefits from co-location. The site is in the green belt. There are also potential conflicts between the need to protect ecological interests and stack height in close proximity to the airport.	

Part 2 - Deliverability/Viability

Assessment	Constraint	Opportunity
This site is being actively promoted by the landowner/operator therefore there should be no issues with deliverability in this sense. There is the potential for abnormal costs associated with ensuring aerodrome safeguarding issues are adequacy addressed whilst ensuring no Likely Significant Effects on European sites. This is being investigated by the site promoter, the WPA are not aware that these issues are a significant constraint to viability.		

Deliverability/Viability Conclusion	
No significant issues of deliverability have been identified, subject to mitigation measures to protect European sites and aerodrome safeguarding being addressed and deliverable.	**YELLOW**

Development Considerations

The Development Considerations for each site comprise specific requirements, issues and opportunities that should be addressed through a planning application. They are set out in the Waste Plan and re-produced within this site assessment for completeness. It should be noted that the Development Considerations do not comprise an exhaustive list of matters to be considered.

- Appropriate assessment in accordance with the Conservation of Habitats & Species Regulations (2010).
- Long-term restoration of surrounding heathland given the site's proximity to ecological designations.
- Given the sites location, next to Aviation Park West, Bournemouth Airport and other large developments, opportunities for combined heat and power should be explored and provided if practicable.
- The issues of appropriate stack height, colour and lighting must be addressed with regards to aerodrome safeguarding and minimising landscape impacts.
- Any increased traffic would rely upon the improved Chapel Lane access and internal site infrastructure included within the 2015 Planning permission. Mitigation to address congestion in the area likely to be in the form of a contribution towards B3073 corridor improvements.
- There should be no net loss of capacity for waste streams that would affect the Waste Plan's spatial strategy. Latest figures should be drawn from published monitoring reports, other relevant information and discussions with the Waste Planning Authority.

- Suitable controls to minimise odour from the site to acceptable levels will be required.
- Development of a comprehensive landscape and ecological scheme for the site, with particular attention to mitigation enhancement opportunities for the eastern fields, that are very susceptible to development, and detailed design considerations to minimise visual impacts from any associated stack.
- Development should demonstrate that there would be no further harm to the openness and purpose of the Green Belt. High standards of design and landscaping will be expected for development within the Green Belt.
- Application of the sequential test required as small parts of the site are situated within FZ2&3