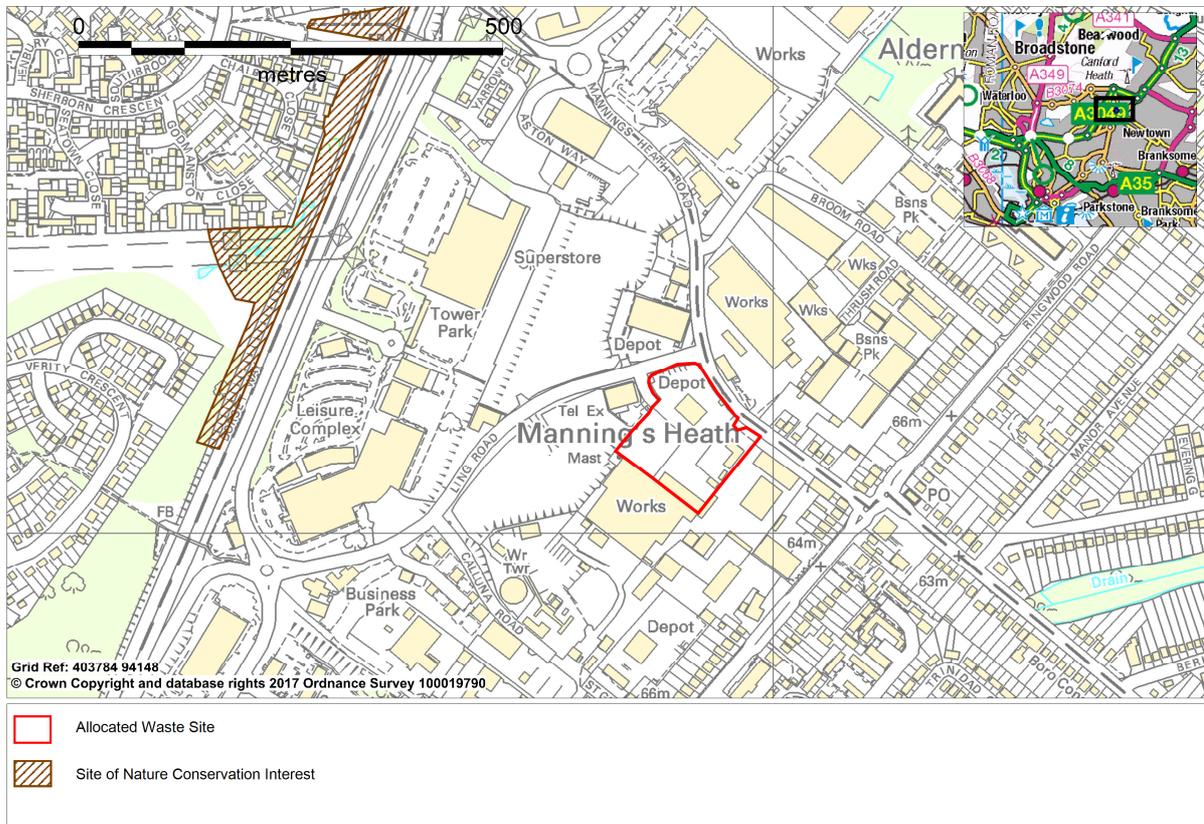


Bournemouth, Dorset and Poole Waste Plan Site Allocation – December 2017

Reference: Inset 9

Site Name: Mannings Heath Industrial Estate, Poole



Site Information

Site Location Inc. administrative area	Mannings Heath Transfer Station, Mannings Heath Road The Borough of Poole
Parish/Town Council (Relevant Residents Association)	Newton Ward, borders Alderney Ward to the east
Landowner/Agent	SUEZ own the site and operate the existing facility
Description of Site	Site situated on Mannings Heath Industrial Estate one of the largest and strategically important employment areas in Poole The site comprises an existing waste transfer station dealing with the receipt, bulking and transfer of commercial and industrial waste. The site consists of a group of waste processing, workshop, maintenance and office buildings surrounded by open parking and storage.
Site area	1.60 ha
Range of facilities being considered	2 separate proposals are being considered for development on this site. Only one proposal would be developed.
Proposal 1	60,000tpa – 100,000tpa Solid Recovered Fuel (SRF) facility.

This proposal would involve either the existing Waste Transfer Station (WTS) being converted internally into a 60ktpa SRF production facility, or demolish the existing WTS and site portacabin offices and develop a new stand-alone building.

Either option would be using primarily dry non-hazardous residual C&I wastes to feed into thermal recovery facilities elsewhere inside or outside the County.

Outputs from the process

The principle output would be SRF product for use as a fuel elsewhere.

Of the input, approximately 5% of materials would be removed from the process as recyclable / non-combustible materials. Therefore;

- 100 ktpa input = 95,000tpa SRF fuel & 5,000tpa recycle
- 60 ktpa input = 57,000tpa SRF fuel & 3,000tpa recycle

Destination of SRF/RDF Recovery facilities either within or outside of Dorset / Poole / Bournemouth, depending on capacity and availability.

Description of Potential Development

For a 60 ktpa within the existing WTS building (with 3 external storage of wrapped SRF bales) which measures;

- 35m by 25m with a maximum roof height of 20m
- This being 875 m² or 9,500 sqft

There is space and scope on site to develop a 100,000tpa facility on site, within a building which would measure;

- 90m by 55m with a maximum roof height of 20m
- This being 4,950 m² or 53,000 sqft

All processing operations would be fully enclosed within the building, this being waste receipt and waste processing by shredding and tromeling / separation, baling and wrapping

Subject to Environment Agency controls, baled and wrapped SRF could be stored externally, ready for transfer off-site.

Traffic Generation

Assuming 50% direct delivered and 50% bulked in from Waste transfer stations and 260 waste delivery days per annum (Mon-Fri 52 weeks per annum), 10 hour delivery day;

	<p><u>100 ktpa SRF</u> = 53 HGV's per day (106 movements in & out), or 5.3 trucks per hour</p> <p>Waste in = 38 per day Baled SRF out = 14 per day Recyclables / non combustibles out = 1 per day</p> <p><u>60 ktpa SRF</u> = 32 HGV's per day (64 movements in & out) or 3 trucks per hour</p> <p>Waste in = 23 per day Baled SRF out = 8.4 per day Recyclables / non combustibles out = 1 per day</p> <p>Staff cars</p> <p>A total of 10 staff and therefore a maximum of 10 cars – 20 movements.</p> <p>Baled SRF arising from the proposal would be destined for;</p> <ul style="list-style-type: none"> • New recovery facility(s) within Dorset, Poole and Bournemouth, • Thermal recovery facilities out of County, depending on availability, capacity and economics. • By the time of development, SRF produced is unlikely to be shipped overseas.
<p><u>Proposal 2</u></p>	<p>60,000tpa – 100,000tpa Refuse Derived Fuel (RDF) facility.</p> <p>This proposal would involve either the existing Waste Transfer Station (WTS) being converted internally into a 60 ktpa RDF production facility, or demolish the existing WTS and site porta cabin offices and develop a new standalone building.</p> <p>Either option would be using primarily dry non-hazardous residual MSW with some residual C&I wastes to feed into thermal recovery facilities elsewhere inside or outside the County.</p> <p><u>Outputs from the process</u></p> <p>The principle output would be RDF product for use as a fuel elsewhere.</p> <p>Of the input, approximately 10% of materials would be removed from the process as recyclable / non-combustible materials. Therefore;</p> <ul style="list-style-type: none"> • 100 ktpa input = 90,000tpa RDF fuel & 10,000tpa recycle • 60 ktpa input = 55,000tpa RDF fuel & 5,000tpa recycle <p>Destination of SRF/RDF Recovery facilities either within or outside of Dorset / Poole / Bournemouth, depending on capacity and availability.</p> <p><u>Description of Potential Development</u></p>

For a 60 ktpa within the existing WTS building (with external storage of baled RDF) which measures;

- 35m by 25m with a maximum roof height of 20m
- This being 875 m² or 9,500 sqft

There is space and scope on site to develop a 100,000tpa facility on site within a building which would measure;

- 90m by 55m with a maximum roof height of 20m
- This being 4,950 m² or 53,000 sqft

All processing operations would be fully enclosed within the building, this being waste receipt and waste processing by shredding and tromeling / separation, baling and wrapping

Subject to Environment Agency controls, baled and wrapped RDF could be stored externally, ready for transfer off-site.

Baled paper and baled cardboard are already stored externally on this site but are not wrapped.

Traffic Generation

Assuming 50% direct delivered and 50% bulked in from Waste transfer stations and 260 waste delivery days per annum (Mon-Fri 52 weeks per annum), 10 hour delivery day;

100 ktpa RDF = 53 HGV`s per day (106 movements in & out), or 5.3 trucks per hour

Waste in = 38 per day

Baled RDF out = 14 per day

Recyclables / non combustibles out = 1 per day

60 ktpa RDF = 32 HGV`s per day (64 movements in & out) or 3 trucks per hour

Waste in = 23 per day

Baled RDF out = 8.4 per day

Recyclables / non combustibles out = 1 per day

Staff cars

A total of 10 staff and therefore a maximum of 10 cars – 20 movements.

Baled SRF arising from the proposal would be destined for;

- New recovery facility(s) within Dorset, Poole and Bournemouth,

	<ul style="list-style-type: none"> • Thermal recovery facilities out of County, depending on availability, capacity and economics. • By the time of development, SRF produced is unlikely to be shipped overseas.
Waste proposed to be managed	Non-hazardous, residual local authority collected waste (waste from the householder), and / or C&I wastes
Traffic Generation	See above traffic generation for individual proposals NB: The existing waste facility, operated by SUEZ, generates approximately 30 HGV movements per day (one-way)
Access Considerations	Access is gained from both Mannings Heath Road and an access shared with an adjacent aggregates site onto Ling Road.
Relevant Local Planning Policy	Part of the site is within allocated employment land, part is non-allocated employment land but is within the Mannings Heath Industrial area and benefits from planning permission for waste uses. Development would be subject to Core Strategy Policy PCS 2 'Existing Employment Areas'.

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	<p>The site is an existing waste management facility.</p> <p>The site is located in an area of general industrial activity with nearby sites including a foundry, a ready mix concrete plant and plant hire. There are also a number of waste management uses on the wider industrial estate.</p> <p>Since the Draft Waste Plan consultation the northern boundary of this site has been pulled back and the allocation excludes land that has received planning permission for the change of use of land from caravan storage to a MRF, to be used as an extension of the existing facility operating at 17-19 Mannings Heath Road, and the formation of an access ramp and material storage bays, on land to the rear of 17-19 Mannings Heath Road, Poole.</p>		
Impact on sensitive receptors	Within 250m there are 153 residential properties and 89 commercial businesses.		

	<p>The closest residential properties are approximately 25m away on the opposite side of Mannings Heath Road.</p> <p>There are office buildings neighbouring the site.</p> <p>Tower Park entertainment complex including restaurants and Tesco superstore are located to the west of site</p>		
Where is waste managed at this facility likely to derive?	<p>A strategic facility is being considered for this site, therefore waste could arise from throughout the plan area.</p> <p>Christchurch – 16 km Wimborne -6.7 km Blandford – 20.1km Dorchester – 35.2 km Bridport – 57.1 km</p>		
Energy from Waste Opportunities	<p>This site has potential for combined heat and power (CHP) as there are heat loads available locally including a leisure centre, superstore and housing. However, this site is not currently allocated for EFW.</p>		
Traffic/Access	<p><u>BofP Highway Authority initial comments (September 2014)</u></p> <p>This site is located in an area that already has concerns about lorry movements.</p> <p>There is a weight restriction on Ringwood Road to the East of the site. Additional enforcement measures would be needed.</p> <p>Access to be to/from Dorset Way only – Access Route Plan would be needed</p> <p>Improvements would be needed to ensure safe access and egress to the site. Design must provide capacity to ensure there is no potential to queue on the highway.</p> <p><u>Highway England Initial Comments (September 2014)</u></p> <p>We note that part of the site currently has planning consent for a Materials Recycling Facility but there is a possibility that another part of the site could be developed for either a residual waste management facility generating 20-40 HGV movements one way or a bulky waste transfer/treatment facility generating 10 HGV one way movements and 10 one way car movements per day. The Agency considers</p>		

	<p>that given that there are several routes that can be taken onto/off the SRN depending on sources or destinations of vehicles there is unlikely to be a big impact on the SRN from development at this site. However a robust transport evidence base will be required for applications so the Agency can accurately assess any impacts.</p> <p><u>Additional Comments received by Highways England (April 2016)</u></p> <p>Comments remain the same</p>		
<p>Public Rights of Way</p>	<p>No public rights of way cross the site</p>		
<p>Protection of Water Resources (Hydrology/groundwater/ surface water and flooding)</p>	<p>No Flood Zone 2 or FZ3 within vicinity, no water resources on site.</p> <p><u>Environment Agency Initial Response</u></p> <p>Flood Risk</p> <p>If there is an Ordinary watercourse on site – Land Drainage Consent from the Lead Local Flood Authority (LLFA) may be required. LLFA should be consulted on the proposed waste site.</p> <p>Water quality</p> <p>Drains to Poole Harbour SAC.</p> <p>Groundwater</p> <p>This site is on a minor aquifer of Secondary or Unproductive designation. We would have no objection subject to standard conditions for the protection of land and groundwater from contamination and oil storage. Any existing contaminated land will require Site Investigation, Risk Assessment and Remedial Options appraisal in accordance with CLR11.</p> <p>Waste/ Environmental permitting</p> <p>The requirement for MRF regulation registration should be considered.</p> <p>Impacts upon amenity should be considered bearing in mind the locations of residents and nearby business and control measures put in place to reduce effects from odour, dust etc. The waste hierarchy should be considered for outputs and processes.</p>		

	<p>Flood Risk</p> <p>Other flood risks may be present and should be assessed. Detailed Flood Risk Assessment (FRA) required at planning application stage. This should also include surface water management. There may be restrictions on use of soakaways, depending on the nature of the site (e.g. contaminated/ high groundwater levels).</p> <p>Groundwater and Contaminated land</p> <p>May require Site Investigation, Risk Assessment and Remedial Options Appraisal at planning application stage.</p>		
Surface water management	<p><u>Lead Local Flood Authority (LLFA) (February 2016)</u></p> <p>This site fall within the boundary of the Borough of Poole (BoP) which operates as a Unitary Authority. As such BoP act as the relevant LLFA for this area and these specific sites. Both sites appear to be within Flood Zone 1, but are thought to be at some risk of surface water flooding. As both sites are in excess of 1 ha they would be regarded as major development requiring LLFA input in terms of surface water management.</p>		
Land Instability	No issues identified		
Visual Intrusion	<p><u>DCC Landscape Officer</u></p> <p>Context</p> <p>Urban Context: set within an existing industrial/commercial area of Poole.</p> <p>Key Characteristics</p> <ul style="list-style-type: none"> • Two vacant/partially used sites surrounded by existing industrial/commercial uses in a built up area. • Existing bank of vegetation along either sites, south and north sides. • No existing or site features of any landscape or visual interest or use. • Separated by Ling Road. • Previously used for industrial/commercial reasons. 		

	<p>Landscape Value</p> <p>Little landscape value at present due to previous and current use and lack of any existing on site features of any real landscape merit.</p> <p>Landscape Susceptibility to Waste Management Facility Development and Opportunities for Mitigation and/or Enhancement</p> <p>Low landscape susceptibility as previously used brown field land and surrounded by existing industrial/commercial development. If the site was brought forward and developed there would be significant opportunities to enhance the setting and context, for example, with substantial blocks of structural planting. The banks of vegetation on the site boundaries along Ling Road could be retained and/or enhanced as part of an overall landscape plan for the site.</p> <p>Conclusion</p> <p>There are no landscape and/or visual reasons why this site should not be brought forward as an option provided a comprehensive landscape design and management plan can be agreed.</p> <p><u>Additional comments received February 2016 relating to stack heights</u></p> <p>The detailed location of any stack needs to be carefully considered to minimise visual impacts and for example to ensure existing site features and any additional landscape treatment such as screening/planting, 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.</p>		
<p>Nature Conservation</p>	<p><u>DCC and BofP Nature Conservation Officer (September 2014)</u></p> <p>Common protected reptiles may be present and possibly sand lizards. Not a major constraint to the development in question.</p> <p>Site is down wind of Canford Heath and Bourne Valley SSSI may require further investigation on</p>		

	level of dust produced from this site and how far it may be carried in case of effect on these two SSSIs. Main prevailing wind being SW, so would be more of an issue to Bourne than Canford.		
Historic Environment	DCC Historic Env. Team (July 2014) No Conservation Areas or Scheduled Ancient Monuments within vicinity. No archaeological reasons for concern.		
Airport Safety	Site is 8.2 km from Bournemouth Airport		
Air Quality Inc. Dust	Poole area No.2, Ashley Road, Air Quality Management Areas is 1.9km to south		

Sustainability Appraisal Summary	
The site is strategically well located; no significant sustainability issues have been identified.	Yellow

Part 2 – Deliverability/Viability

Assessment	Constraint	Opportunity
<p>The proposals are being promoted by SUEZ, therefore we have no reason to believe that the site could be deliverable in theory. Consideration will need to be given to the cumulative impacts of expanding the site as proposed.</p> <p>This site is situated in the vicinity of European nature conservation sites. Addressing this issue may be costly and may impact on the range of uses suitable on site.</p>		

Deliverability/Viability Conclusion	
No significant issues of deliverability have been identified, subject to mitigation measures to protect European sites 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.

- Proposals should incorporate improvements to ensure safe access and egress to and from the site. Site layout and design should provide capacity to ensure there is no potential queueing on the highway.
- Careful consideration should be paid to the amenity of local residents and nearby businesses and mitigation built into proposals to reduce effects from odour, dust etc.
- Preparation of a comprehensive landscape design and management plan.