

### DORSET LEP BOARD MEETING COVER SHEET

<b>Meeting Date</b>	27 September 2016
<b>Paper Title</b>	Bournemouth, Dorset and Poole Waste Plan – Emerging Preferred Site WP05 Eco-Sustainable Solutions, Parley
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<b>Purpose and Summary</b>	<p>Under the provisions of the Localism Act 2011 the Minerals and Waste Planning Authority (MWPA) has a statutory duty to cooperate with the Dorset Local Enterprise Partnership (LEP) on relevant strategic matters.</p> <p>The purpose of this paper is to respond to a representation made by the LEP to the Bournemouth, Dorset and Poole Draft Waste Plan (May 2016). The LEP responded to the consultation to raise concerns about a proposed allocation for development of a waste treatment facility at a current operational waste facility (Eco Sustainable Solutions) on land adjacent to the Aviation Park and Bournemouth Airport</p>
<b>Decision Required</b>	<p>To consider the MWPA’s response to the representation made by the LEP.</p> <p>The MWPA would welcome any further comments that the LEP may wish to make on the proposal. A view from the LEP Board is sought as to whether or not the concerns raised have been satisfactorily addressed to an extent that overcomes the LEP’s objection to the principle of energy from waste development in this location.</p>
<b>Strategic Links</b>	<p>The provision of a network of sustainable waste management infrastructure will assist in the achievement of at least three of the LEP priorities:</p> <ul style="list-style-type: none"> <li>• advancing integrated spatial and infrastructure planning across the whole conurbation</li> <li>• planning positively for sustainable economic growth, emphasising the need to be “open for business”</li> <li>• creating a culture of enterprise and improving employability skills, working with schools, colleges and employers to</li> </ul>

	develop an enterprise friendly curriculum
<b>Implications, impacts or risks</b>	The MWPA has a responsibility to engage with the LEP during the preparation of planning policy documents. Failure to do so could result in the Plans being found 'unsound' at examination.
<b>Confidentiality</b>	The attached paper is not confidential.

## **Bournemouth, Dorset and Poole Waste Plan – Emerging Preferred Site WP05 Eco-Sustainable Solutions, Parley**

### **Introduction**

- 1.1. Consultation on the Draft Waste Plan took place between 26 May and 21 July 2016. The Draft Waste Plan Update – Additional and Emerging Preferred Waste Site Allocations - contained six additional waste sites and, following further assessment work, a series of preferred sites proposed for allocation in the final Waste Plan to address the key waste management needs that have been identified.
- 1.2. The MWPA prepared a paper to update the LEP on the progress of the Waste Plan and Minerals Sites Document. This paper was considered by the LEP Board on 28 July 2016. Given the timing of this meeting the MWPA informed the LEP that any comments received after the consultation up to the end of August would be welcomed. A representation from the LEP board to the Draft Waste Plan consultation was received on 8 August 2016.
- 1.3. In their response to the Waste Plan consultation the LEP expressed concerns about potential adverse impacts from the proposed waste site known as Eco-Sustainable Solutions located at Parley, Christchurch, upon planned growth at Aviation Park. The LEP has a responsibility to ensure that the attractiveness of the Aviation Park and the LEP's commitment with government to deliver 42,000sq m of commercial floor space and 10,000 jobs at Bournemouth Airport is not compromised by the development of a waste facility in this location.
- 1.4. On 7 September 2016 the MWPA met with the Partnership Director and deputy Chair of the Dorset LEP to discuss their representation. This report has been prepared following this meeting to address the issues discussed.

### **The need for waste treatment facilities**

- 2.1 The site is being promoted by Eco-Sustainable Solutions for the development of an Energy from Waste recovery plant to receive and process residual (black bag) waste.
- 2.2 The Draft Waste Plan 2015 (updated in 2016) established the need for facilities to manage residual waste. A comparison between the tonnage of residual waste arising in Bournemouth, Dorset and Poole and the capacity available for managing this waste stream suggests that there will be a significant shortfall in capacity by 2021. This is shown in the table below.

	2016	2021	2026	2032
<b>Projected arisings/Need</b>	288,000	320,000	334,000	357,000
<b>Capacity (tonnes)</b>	313,000	157,000	157,000	135,000
<b>Identified surplus/shortfall (tonnes)</b>	25,000	<b>-163,000</b>	<b>-177,000</b>	<b>-222,000</b>

- 2.3 The shortfall in capacity and need for new facilities is driven by a number of factors including the closure of Dorset’s existing landfill sites in the early part of the Waste Plan period. Projections for growth in residual waste arisings have taken into consideration economic growth and planned housing development in line with local plans/core strategies and the eastern Dorset strategic housing market assessment. Where possible increases in recycling through changes to collection regimes have been built into the projections to reflect the reduced need for residual waste capacity.
- 2.4 In order for Bournemouth, Dorset and Poole to aim for net self-sufficiency in the management of residual waste there is the need for additional waste management capacity in the Plan area.
- 2.5 It is not yet known how many facilities will be needed to address this need as it will depend on the scale of facilities coming forward. However, it is likely that at least one new residual waste facility will be required, supported by an increase in capacity at the existing treatment facility at Canford Magna, Poole.
- 2.6 The 2016 Draft Waste Plan included five sites that are emerging as preferred sites to address the need for residual waste management. It will not be necessary to allocate all these sites for waste treatment in the final Waste Plan. The MWPA is currently carrying out further work to determine which sites(s) are most appropriate and viable for allocation in the final plan.

- 2.7 The Eco-Sustainable Solutions site at Parley, Christchurch (WP05) has some key advantages over most other sites. This site is an existing waste management facility and is actively being promoted by the operator. This significantly increases the likelihood of the site being developed during the Plan period to address the identified need over a green field site. This is an important consideration because the MWPA will need to demonstrate to an inspector at an examination that the plan is capable of being delivered in order for it to be found sound.
- 2.8 The principle of waste development in this location is already established as this is an existing waste management facility incorporating a range of activities including inert recycling, composting and wood recycling. There are also a number of other waste management uses that benefit from planning permission but are yet to be developed. The company propose to replace the currently permitted anaerobic digestion unit and solid recovered fuel processing plant (both permitted but yet to be developed) with a Waste to Energy recovery plant. The new proposal could manage 125,000 to 160,000tpa of residual waste. This would make a significant contribution to meeting the identified shortfall explained above.
- 2.9 Eco have explained that due to the changing circumstances of Government policy, the aforementioned processes are now rendered less viable. They consider that such processes could be replaced by an Energy from Waste Facility, which would be both viable and more efficient.

#### **Key issues of concern**

- 3.1 The following section aims to address some of the key issues raised by the LEP in their representation and at our recent meeting. In order to respond fully to these concerns the MWPA has sought further clarification from the operator, Eco Sustainable Solutions.
- 3.2 **Odour Impacts** – At the recent meeting the LEP were concerned that there had been a history of odours from the waste facility affecting businesses on the Aviation Park. Historically, odour was an issue at the Eco site, which was mainly attributable to the operation of the In-Vessel Composting (IVC) process, which dealt with food waste. In order to address the odour impact, Eco now process the food waste through the existing Anaerobic Digestion Facility at Bourne Park near Piddlehinton.
- 3.3 Eco have explained that the prospective Energy from Waste Facility would be central to their modernisation of the existing waste and recovery site. An Energy from Waste Facility would represent a fully sealed process for dealing with residual waste. Odour-wise, the air intake for the constantly-running burners would be through a newly constructed tipping hall, thereby containing odour before it could leak out. In this regard, Eco have confirmed that odour would be fully managed within the building. Likewise the waste would not be an attractant to birds. Any development would be subject to strict environmental controls on air quality emissions, particularly given the site's proximity to ecological designations.

- 3.4 **Landscape Impacts** – Eco are proposing that the new facility could be located at the heart of the existing site to reduce as far as possible any perceived visual impacts from the buildings. It is considered that mass of the building would blend into the existing and permitted structures on the Eco sites, and would be in keeping with the wider setting which contains aircraft hangars and other buildings being developed on the Aviation Park. Eco have suggested that the buildings could be developed as low-key structures, matching the vernacular of surrounding buildings and minimising the potential for visual distractions to aircraft. It is worth noting also that design, scale, materials and colour can be matters for planning control via planning policies and conditions.
- 3.5 **Timescales for development** – Uncertainty during the planning and development phases was discussed. Eco-Sustainable Solutions have explained that it is in their interest to deliver the prospective Energy from Waste Facility within as short a timescale as possible.
- 3.6 Eco are currently in discussions with prospective partners with experience of energy from waste technologies. It is intended that a preferred partner will be selected before November 2016. Eco would then like to proceed with a planning application with an intended submission date of summer of 2017. As such, Eco suggest that funding for the project would already be in place and it is intended the planning application would run in parallel to the adoption of the new Waste Plan. Eco have estimated that planning permission could be secured in the first or second quarter of 2018 (i.e. a timescale of 8 to 12 months from submission of the application to determination).
- 3.7 Based on Eco’s discussions with the prospective partners, the consensus is that the construction of the facility would be completed within 2 – 3 years of obtaining planning permission. On this basis, Eco would expect the Energy from Waste Facility to be operational by early 2021 at the latest.
- 3.8 The MWPA suggests that if this site is allocated in the final Waste Plan, that a prospectus providing details of the scale, layout and process proposed by a waste treatment facility is prepared by the operator. This could include testimonies from business located near similar facilities and would provide prospective businesses with a clearer idea of what could be expected.
- 3.9 Eco has confirmed that, following commission of a partner in November 2016, Eco would then develop detailed plans of the proposed Energy from Waste Facility. The detailed plans would be informed by advice from Eco’s aviation safeguarding consultant, feedback from Manchester Airport Group, and other relevant stakeholders.
- 3.10 Eco would be happy to provide a design prospectus by the end of 2016, which would detail the scale, layout and process proposed by the operation. This would not only provide a prospectus for potential businesses seeking to occupy nearby units, but would also provide a set of design parameters that would be used as a framework for the preparation of the planning application.

- 3.11 Obtaining testimonials from businesses located beside similar facilities is a matter that Eco would also seek to address. In this regard, Eco would liaise with the appointed partner to obtain testimonials from businesses located nearby the partner's existing operational facilities.
- 3.12 **Future Expansion Opportunities** – The LEP has concerns over the future expansion of this facility over and above the current proposals. Firstly it should be noted that the current proposals are within the permitted site boundary and seek to replace existing permitted operations.
- 3.13 The potential for any further expansion of the site is constrained by the fact that the existing permitted facility is surrounded on three sides by a solar energy farm that has a lease period of 30 years, thereby meaning that it will be in place until the year 2043/44. The remaining area to the south is an area of heathland habitat that is currently subject to ecological enhancement and therefore unavailable for any form of development, whilst the area to the east comprises SSSI and Ramsar designations. Hence, the operation of the waste and recovery facility is limited to the existing permitted site and there is no scope for further physical expansion.
- 3.14 **Traffic generation** – the impacts of the additional HGV movements proposed from this development are being considered further in the context of the cumulative impacts of the aviation park development, housing development and general growth in through traffic.
- 3.15 As the proposed facility would be replacing other processes, the increase in throughput capacity of the overall site would be lower than if the Energy from Waste Facility were an additional process added to the existing permission. As such, the traffic increase for the site would be less than a purely additional Energy from Waste Facility would create. The access road along Chapel Lane is to undergo a significant upgrade as part of the most recent planning permission and this would benefit the Energy from Waste Facility proposals.
- 3.16 **Infrastructure improvements** – Eco have confirmed that the site would provide a shared contribution to road infrastructure development. Eco are open to discussions regarding improvements at Blackwater Junction and have also agreed to financially assist Hurn Parish Council. Similar financial assistance for a sum of £60,000 was provided to the Parish Council in respect of the recent solar farm development.
- 3.17 **Obstacle Limitation Surfaces, air Traffic control and air traffic engineering** – these issues will be explored further with Manchester Airport Group.
- 3.18 **Benefits from Energy and Heat Supply** – at the meeting on 7 September the MWPA raised the issue of potential benefits of the proposal for Aviation Park as a possible source of low carbon energy as a by-product of the waste treatment process.
- 3.19 From Eco's perspective, it makes sense to export electricity and heat to Bournemouth International Airport, rather than seeking to upgrade the grid connection to Redhill Substation, which is understood to be already at capacity, due to the operation of the solar farms. To take power from the Eco site to Redhill Substation would require either a new grid link direct to Redhill, or the upgrade of all the overhead conductors running just west of

Palmersford STW and through Parley Common SSSI. I understand that Eco are exploring the possibility of a direct line into the Airport to supply electricity, potentially at a significant discount to normal grid supply costs.

- 3.20 With regard to the supply of heat, Eco have stated they would install heat pipe infrastructure to facilitate the supply of low-cost heat to the Airport and Aviation Park. The heat pipe infrastructure would be installed at Eco's expense. Those businesses that are interested in the heat can connect into the main and I consider that it would make economic sense to do so. Similarly, if there is surplus heat available, it is envisaged that the planned housing development at Parley could also connect.
- 3.21 Aside from the economic benefits and sustainability of a local electricity and heat supply, there is also the broader priority concerning energy security. The National Grid continues to warn about the dangers of its reduced capacity margin (the difference between supply and demand) and how this is creating an increasing likelihood of blackouts. The uncertainty over energy security is likely to remain as a pressing issue at both a national and local level in the short to medium term, and may pose a constraint to the expansion and development of new businesses. In the case of the Aviation Park, I consider that this risk could be reduced by the presence of a secure local energy source.
- 3.22 The benefits of a local, secure and cost-efficient supply of energy may prove attractive for new businesses seeking to locate in this part of Dorset.
- 3.23 **Employment opportunities** – Eco envisage that the construction process would provide employment for approximately 75 construction workers. It is estimated that approximately 20 new full-time jobs would be created through the operation of the facility itself.
- 3.24 From the MWPA's perspective, however, the economic advantages of sustainable waste management need to be considered in a wider context than the direct jobs associated with the development. Dorset communities rely upon effective waste management infrastructure and any shortfall in capacity can impose financial and environmental costs upon residents and businesses. Such matters will be material considerations when the plan is considered at examination.

#### **Next steps - Consultation**

- 4.1 It is intended to include a series of 'development considerations' alongside all Waste Plan site allocations. The development considerations will seek to highlight any specific key issues associated with sites in order to ensure that these issues are addressed in greater detail in a planning application. If the Eco site is taken forward for allocation, many of these issues raised in this report are likely to form part of the development considerations.

- 4.2 The WPA intends to publish the pre-submission draft Waste Plan in early 2017 for a statutory six week consultation. At this stage consultation will be limited to matters of soundness and legal compliance. This will then form the version that is submitted to the Secretary of State for an independent examination.
- 4.3 The MWPA would welcome any further comments that the LEP have in response to the issues addressed in this report.

**Further Information**

- 5.1 The Draft Waste Plan can be viewed in full on our website

[www.dorsetforyou.com/waste-plan](http://www.dorsetforyou.com/waste-plan)

- 5.2 The MWPA is hoping to arrange a site visit to a comparable energy from waste facility in November 2016. Board members wishing to attend this site visit would be welcome and should contact the MWPA directly for further details if interested in attending such an event.
- 5.3 If you have any queries or would like any more information then please do not hesitate to contact the Minerals and Waste Policy Team

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