



Planning Statement

Bio-Substitute Renewable Fuels Facility

Progressive Energy Ltd

CRM.0112.001.PL.R.002.A



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Planning Statement for the development of the Bio-Substitute Renewable Fuels Facility

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1 INTRODUCTION

1.1 Introduction

1.1.1 This Planning Statement supports a planning application made by Progressive Energy Ltd to develop a Commercial Bio-Substitute Natural Gas Generation Facility on Protos, Plot 4, Marsh Lane, Chester, CH2 4LB. The proposed facility will process up to a maximum of 175,000 tonnes per annum (tpa) of waste material, and generate approximately 320GWh of fuel to power 500-1000 HGVs. The primary product created at the facility is Bio-Substitute Natural Gas (BioSNG), which would be injected into the gas grid for offtake elsewhere at a facility which would produce LNG and CNG for use in HGVs by haulage contractors and bus companies.

1.1.2 The application site is Plot 4, Protos, Ince. The flagship Protos energy hub is a consented site, which seeks to bring together a cluster of business to create a transformative industrial hub. The application site has been previously consented for a Bottom Ash Aggregate facility through planning permission 11/04081/WAS.

1.1.3 The application site is located approximately 11 Kilometres north east of Chester and approximately 6 Kilometres east of Ellesmere Port. The site is shown on drawings CRM.0112.001.PL.D.001 (site location plan) and CRM.0112.001.PL.D.002 (red line boundary plan).

1.1.4 This planning statement sets out the following:

- Details of the background and application site;
- Details of the proposed development;
- Consideration of national, regional and local planning policy relevant to the application;
- Environmental considerations, highlighting the outcome of the technical assessments which accompany the application.

2 SITE DESCRIPTION

2.1 Site Location

2.1.1 The application site is located within the administrative boundary of Cheshire West and Chester, approximately 11km north-east of Chester, 6km East of Ellesmere Port and 1.3km north east of Elton. The site is centred at Grid Reference SJ 46452 76727 (nearest postal code CH2 4LB). The application plot (Plot 4) occupies 4.3 hectare (4.7 hectares including the access road).

2.1.2 The application site lies within Protos, a 54-hectare development site which seeks to bring a cluster of complementary businesses encompassing energy generation and energy intensive industry supporting innovation to create a strategic industrial hub at the hearth of the North West. Protos benefits from outline and detailed planning consent for industrial uses including Energy from Waste, biomass and environmental technologies, and B1, B2 and B8 uses. Further details regarding the current planning consent for the site is detailed within the following section, and a full review of the site's planning history is within Chapter 4.

2.1.3 The application site is currently vacant and comprises improved pasture field and unmanaged grassland and tall-herb vegetation. Figure 1 shows the application site, with landscaping that has been planted around the site boundary. This landscaping would be unaffected by the plot development.



Figure 1. Application site

2.1.4 Within this chapter a detailed review of the application site is provided, including site access, planning allocations, and environmental and technical designations.

2.2 Site History

2.2.1 Protos (previously referred to as the Ince Resource Recovery Park (RRP)) was granted planning consent by the Secretary of State in August 2009 (ref APP/Z0645/A/07/2059609). A significant number of planning applications have been made to discharge and amend planning conditions associated with planning permissions, detailed in full in Chapter 4.

2.2.2 Plot 4 was indicated as a plot for a timber and wood recycling plant under the original application, detailed above. A new planning application for an Incinerator Bottom Ash Aggregate (IBAA) facility was consented in 2011 (ref 11/04081/WAS). This consent has now lapsed.

2.3 Site Access

2.3.1 The application site benefits from existing access from Grinsome Road via a new roundabout that has been constructed as part of the Phase 1 Infrastructure associated with the overarching consent. All Phase 1 infrastructure has now been constructed, including the upgrading works to Pool Lane Roundabout, widening of Grinsome Road, Grinsome Road roundabout, and construction of internal road infrastructure.

2.3.2 Figure 2 below shows the location of the Phase 1 infrastructure, marked by a green line. Once at the roundabout to the east of the Phase 1 infrastructure, vehicles would turn left and travel northwards to the site. Site access is detailed further within the Transport Assessment supporting this application. Figure 3 shows the access road that provides access to the application site.

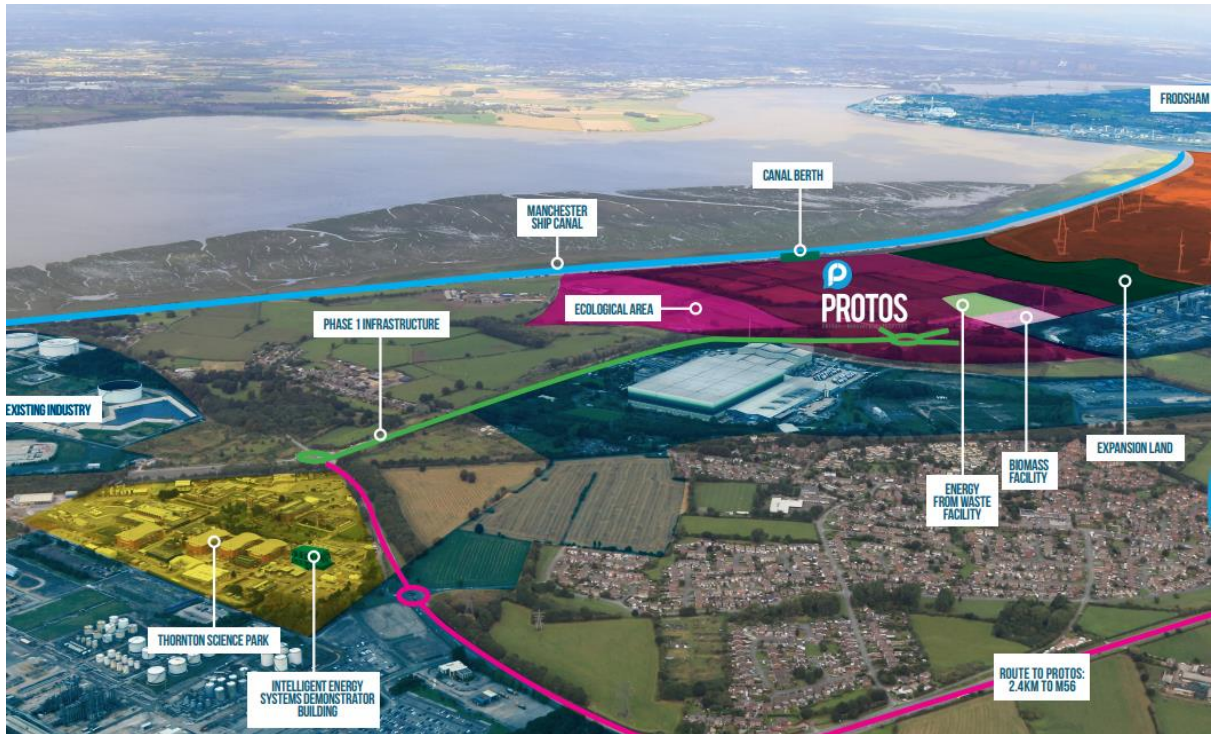


Figure 2. Plan showing Phase 1 Infrastructure



Figure 3. Access road serving the site

2.3.3 Marsh Lane Bridleway previously ran through the application site. This has now been diverted, and there is now no public pedestrian access to the application site.

2.4 Sensitive receptors in the vicinity of the site

2.4.1 The application site (and wider Protos) is identified within local planning policy as an allocated waste management site.

2.4.2 Protos is relatively isolated from residential receptors, with the nearest properties being Holme Farm (circa. 750m northwest of the plot); Ince village (circa. 1km west of the plot); Elton (circa. 1.2km from the plot); and Spring Farm (circa. 2km south-east of the plot). Representative residential receptors will be considered within technical assessment, where relevant.

2.4.3 Other nearby receptors include other users of the Protos site, including those on nearby plots. Where relevant, these will be considered within technical assessments.

2.4.4 A review of the Multi Agency Geographical Information for the Countryside (MAGIC) database demonstrates that the following receptors are within the vicinity of the application site (table 1). Relevant designations will be considered within technical reports, where necessary.

Table 1. Statutory and non-statutory national designations

Location	Site of interest
Designations within the site	<ul style="list-style-type: none"> The site lies within Community Forest (The Mersey Forest)
Designations within 1km	<ul style="list-style-type: none"> Ramsar Site, SSSI, Special Protection Area Inc. marine components (Mersey Estuary), 800m north of site Listed building (Holme Farm), 840m north-west of site Green Belt, 520m south-east of site
Designations within 3km	Designation above plus the following: <ul style="list-style-type: none"> Local Nature Reserve Scheduled Monuments (numerous) Listed buildings (numerous)

2.5 Flood risk

2.5.1 The GOV.UK flood risk tool identifies that the application site is at low risk of flooding from rivers or the sea (figure 4). The site also has small areas within it at risk from surface water flooding.

2.5.2 A Flood Risk Assessment has been prepared and submitted as part of this planning application. This is summarised within Chapter 6 of this Statement.

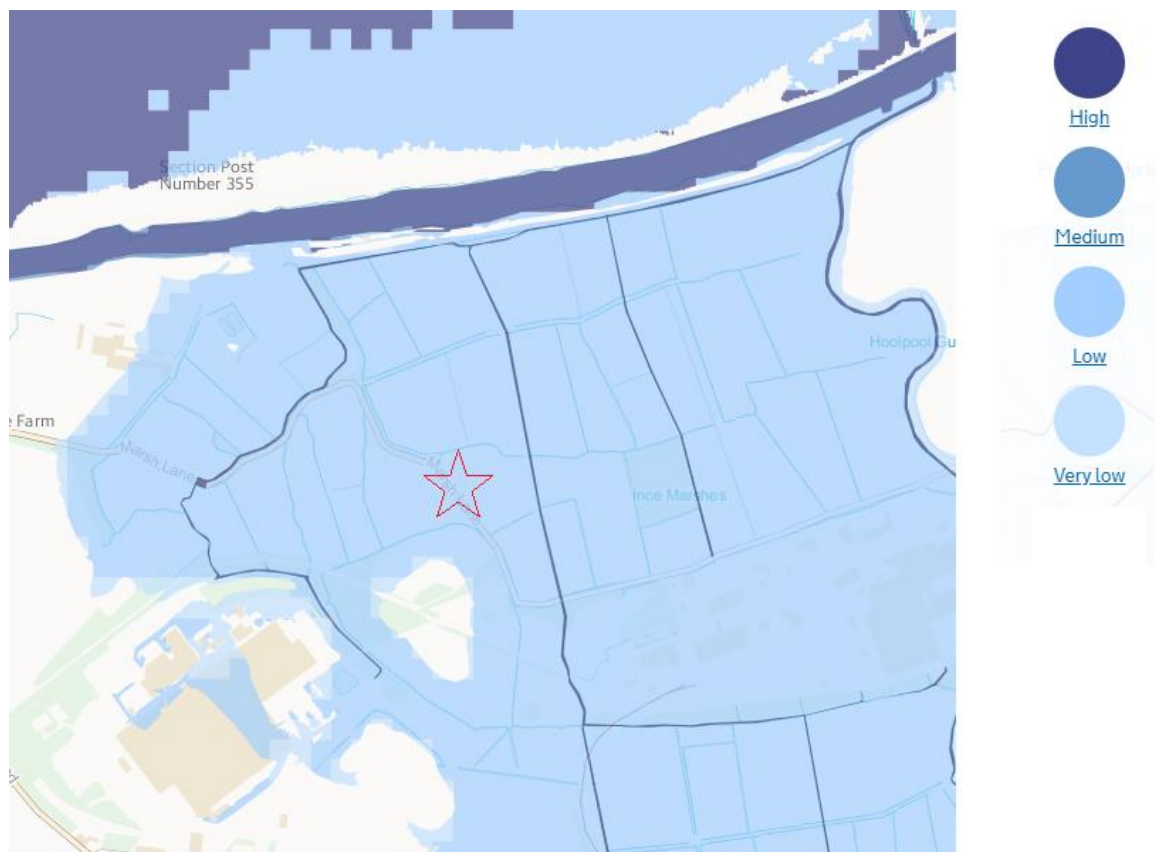


Figure 4. Flood risk

2.6 Planning allocations/ designations

2.6.1 Within the adopted Local Plan, Ince Park is identified as an extant planning commitment at Ince Marshes. The Plan identifies that the site was initially consented for a 95MW energy from waste facility and multi-modal resource recovery park. These consents have since been amended (detailed within the planning history chapter). The site is identified within policy ECON1 as a key employment location for economic growth, and within ENV8 as a site safeguarded for managing waste. The development is consistent with these allocations. A full review of relevant planning policy is provided within Chapter 5 of this Planning Statement.

2.7 HSE Consultation Zone

2.7.1 The application site lies within the CF Fertilisers HSE Consultation Zone. This site is within the 'Inner Zone' (figure 5). The proposed development is 'level 1' in terms of sensitivity. Based on the PADHI guidance, the HSE should not advise against development.

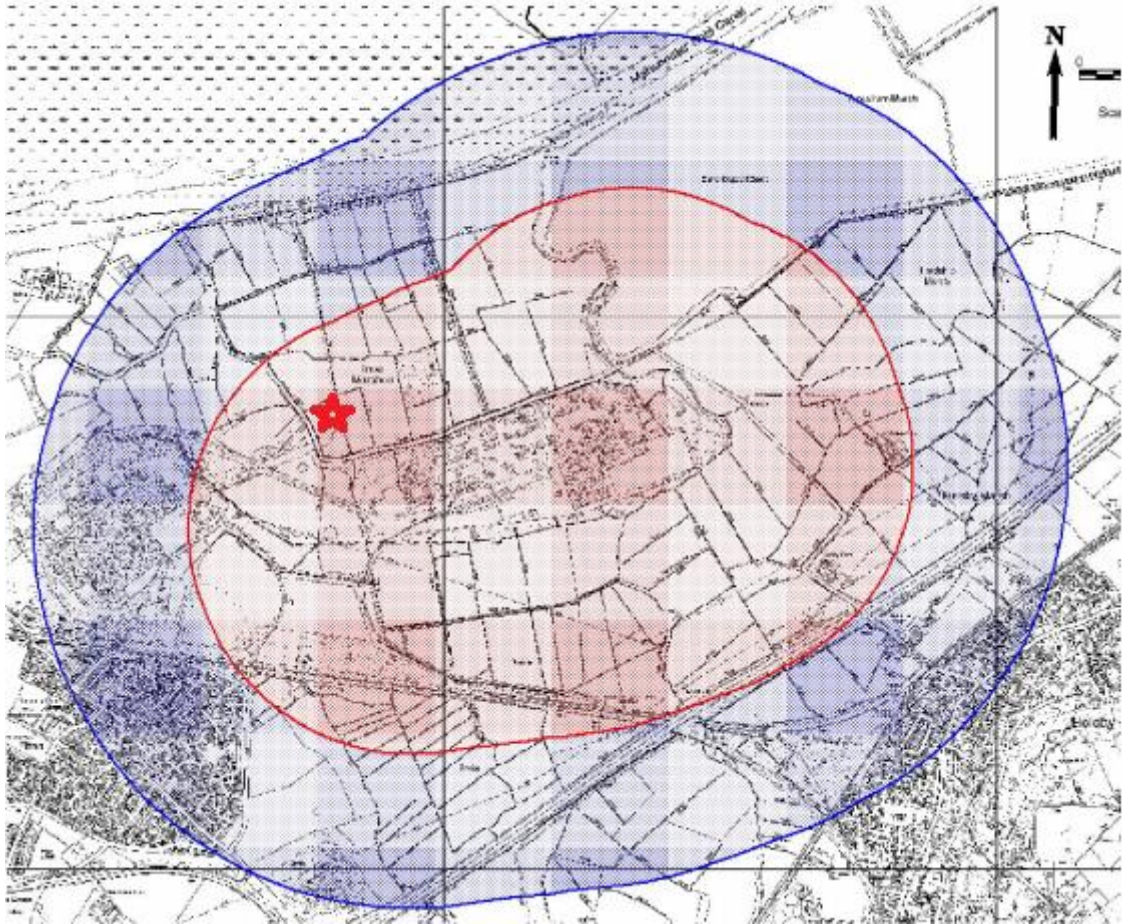


Figure 5. HSE Consultation zone

3 PROPOSED DEVELOPMENT

3.1 Introduction

3.1.1 This chapter provides a detailed review of the proposed development, including the technology and built development proposed, and operational aspects of the development.

3.2 Proposed development

3.2.1 The proposed development is for a Bio-Substitute Natural Gas Facility which would accept up to a maximum of 175,000 tonnes per annum (tpa) of fuel, comprising either grade B and C wood waste and/or refuse derived fuel (RDF). The facility would use an innovative gasification technology and further onsite processing to produce a gas capable of being used as Liquified or Compressed Natural Gas for use in HGV vehicle fleets and bus fleets. In this case, the proposal would be to insert the gas into the gas grid (it would therefore be clean enough to become part of the main gas supply) and take it out at a new facility off-site for final processing into LNG/CNG and onward supply to hauliers and bus companies. The proposal is therefore to turn residual waste materials into renewable fuels certificated fuels for transport fleets.

3.2.2 Flexibility is required over the materials to be used in the facility, utilising either waste wood or RDF. In general terms, RDF is a less dense material and would require more vehicle movements if used. RDF also has potential to create amenity impacts (odour), so for the purposes of the planning application, RDF has been used as a worst-case scenario for the planning application and for technical assessments.

3.2.3 The application site is Plot 4 of the Protos. The site would be accessed via the existing access roads that have been put in place as part of the phase 1 infrastructure delivery process (detailed previously).

3.2.4 Access into the plot would be via the north-western corner. This access is the same as that consented through the Protos masterplan for the wider site.

3.2.5 As stated above, in order to allow assessment of a worst-case scenario in terms of traffic movements, the application is based on the importation of 175,000 tonnes of RDF materials by road.

3.2.6 Feedstock would be brought to the site in closed vehicles. Once within the site, delivery vehicles would circulate around the site in a clockwise direction, and access the waste reception

building, which lies to the north east of the site. Vehicles would reverse into the building and deposit the material.

3.2.7 Roller shutter doors would open to allow vehicles to enter the building and unload and be closed when no vehicle is present. Odour control measures would be incorporated into the facility to ensure effective minimisation of odour impacts if RDF materials are utilised. Storage of materials should be kept to an operational minimum through the utilisation of just in time delivery systems to ensure smooth flow of materials imported to the site with no more than a few days storage to mitigate delivery gaps on holiday weekends.

3.2.8 Once within the reception building, waste material would be dried to reduce moisture content. This process would be akin to a tumble dryer which would heat the materials to drive off the water in the form of steam. The steam would be released via the drier exhaust.

3.2.9 The dried material would then be transferred internally to the gasification hall which lies immediately to the east of the waste reception hall. Any material not suitable for gasification (i.e. metal) will be collected and removed from site for offsite recycling.

3.2.10 Gasification is a thermal process which converts biomass fuel into a combustible gas. This is achieved by reacting the material at high temperatures with a controlled amount of oxygen and steam. The high temperatures break down materials and through this process, gases are released. A second stage of the process cleans the gases and removes contaminants. The output of the gasification process is a clean gas comprising primarily carbon dioxide, carbon monoxide, steam and hydrogen.

3.2.11 The gasification process to be used on this site is designed to produce a very clean syngas, to allow it to be used in the subsequent methanation process, which uses sensitive catalysts. Gas produced by other facilities for combustion will not reach this standard and so cannot be utilised at the proposed facility.

3.2.12 Residual outputs from the gasification (other than the clean gas) are fly ash and plasmarok (a vitrified and mechanically strong and environmentally stable aggregate), both of which would be exported offsite. Material will be recycled where possible (i.e. plasmarok can be used in road fill).

3.2.13 The gases will be cleaned further within the gas cleaning equipment and will then be compressed within the gas compressor building. This gas will then undergo methanation within the building towards the south of the site. Methanation is the reaction by which carbon oxides

and hydrogen are converted into methane and water. The methane will be of gas Grid-quality and will then be injected directly into the Grid.

3.2.14 Another by-product of the process is carbon dioxide, which will be piped offsite to other facilities which would utilise this gas as part of their onsite activities.

3.3 Site layout

3.3.1 The development would include the following components, as shown within the site layout plan:

- Consented site access at the north-west of the application site;
- Internal access roads that allow circulation around the edge of the application plot, and also provide access to buildings within the application site;
- 40 car parking spaces towards the north-west of the plot, including sufficient blue-badge parking spaces;
- The waste reception building located to the north west of the plot. This will be 69.4m X 79.6m x 15m (h). Vehicles will reverse into the western side of the building to deposit material.
- The gasification building is located immediately east of the waste reception building. This is 25.7m X 44m X 30m (h). This building will house the gasification equipment.
- The gas that leaves the gasification building will then be cleaned within the equipment to the east of the gasification building.
- The gas will enter the gas compressor building where it will be compressed prior to undergoing methanation. The gas compressor building is located towards the east of the site.
- The water treatment building sites to the south-west of the gas compressor building.
- The methanation building lies to the south of the site, and this houses equipment associated with the methanation process. The building will be 40m X 81m X 15m (h)
- Water tanks will be located just south of the gasification buildings. These will contain sufficient water required through the permit process.

3.4 Choice of technology

3.4.1 The development would utilise gasification and methanation technology, both of which are established technologies. The gasification technology proposed is a scaled-up version of a facility in large-scale demonstration phase in Swindon. This project was developed as part of a government initiative to support the development of advanced bio-fuels to power vehicle fleets and contribute to the achievement of the UK's climate change commitments.

3.4.2 The proposed development is unique in that the product of the gasification and methanation process is of grid-Gas quality. This means it can be injected directly into the grid. The vast majority of gasification facilities involve the production of Syngas, which is then combusted onsite in either reciprocating gas engines or gas turbines, and thus generating electricity. The quality of gas produced as part of this application will mean that there is no need for the gas to then be combusted. Hence the facility will have no emissions to air, and there is no requirement for a large stack.

3.5 The importance of the facility

3.5.1 The proposed development has come forward in response to a Government initiative to support the development of bio-fuels to power vehicle fleets and contribute to the achievement of the UK's climate change commitments. Under the newly revised Renewable Transport Fuel Obligation, there is a requirement on sellers of fuel to ensure a proportion of their total sales have the requisite number of Development Renewable Transport Fuel Certificates (dRTFC), and from 2019- 0.1% of this should have a dRTFC, equating to 50 million litres. By 2032 it will be 2.2%.

3.5.2 This creates a major incentive and requirement for the establishment of facilities which can generate fuels which qualify for dRTFC. The contribution that could be made by liquified or compressed natural gas generated from gasification of waste materials is significant. Based on the construction of the pilot and demonstration plants in Swindon, Progressive Energy Ltd has been granted support by DfT to help develop the early stages of an at-scale project. This application has been made with the intention of achieving further support funding from DfT.

3.5.3 Utilising waste wood or RDF as an alternative to fossil fuels contributes to preserving natural resources and reducing emissions associated with burning fossil fuels. Furthermore, materials that would otherwise have been sent to landfill or exported, are put into good use as a

sustainable fuel. The environmental and economic benefits of using waste wood and/ or RDF as a fossil fuel replacement are significant, and include:

- Reducing reliance on expensive, finite fossil fuels to generate energy
- Reducing carbon footprint and increasing sustainability performance
- Reducing the amount of material sent to landfill

3.5.4 Chapter 5 of this Planning Statement considers how the proposed facility and the benefits described above are in line with European, national, regional and local policy. Within the Environmental Statement. In addition, an assessment of 'need' and 'alternatives' has been provided as part of the Environmental Statement.

3.6 Hours of construction and operation

3.6.1 The overall construction programme will be approximately 27 months, with construction restricted to 7.30 - 18.00 Monday to Friday; and 8.00 - 13.30 Saturday. No work will take place on Sunday or bank holidays.

3.6.2 During operation, working hours will be 24 hours, 7 days a week. The gasification process is required to run constantly, as the process cannot be stopped and started on a regular basis.

3.6.3 Some staff will work normal office hours, while plant operations staff will work within the site over three shifts, which are expected to be:

- 06.00-14.00
- 14.00-22.00
- 22.00-06.00

3.6.4 Vehicle deliveries and exports will only take place within a 12-hour period (07.00-19.00) Monday to Friday.

3.7 Employment

3.7.1 Construction will last for approximately 27 months, and during construction, and up to approximately 300 people will be employed within the site.

3.7.2 Once operational, the facility will employ up to 35 staff, within a wide range of job types. Jobs will be advertised locally, and the level of jobs generated is expected to have significant positive impacts at a local scale. In addition, the facility will result in indirect economic benefits and

associated jobs. A detailed socio-economic assessment has been undertaken as part of the Environmental Statement supporting this application.

3.8 Environmental Impact Assessment (EIA)

3.8.1 It is our view that the proposed development falls within Schedule 1, paragraph 10 of the 2017 EIA Regulations. This includes *‘Waste disposal installations for the incineration, chemical treatment (as defined in Annex I to Directive 2008/98/EC under heading D9) of non-hazardous waste with a capacity exceeding 100 tonnes per day’*. Therefore, an Environmental Statement has been submitted as part of this planning application.

3.9 Consultation

3.9.1 Due to external timescales set by DfT, a planning submission must be made before the end of November 2018. This has given limited scope for pre-submission consultation. However, formal pre-application advice was obtained from the Local Planning Authority, and stakeholders were informed of the application prior to submission.

3.9.2 A Statement of Community Involvement (SCI) has been prepared as part of this planning application, and this details in full the consultation process undertaken.

4 PLANNING HISTORY

4.1 Planning History

4.1.1 The application site lies within Protos, which was granted consented in 2009 by the Secretary of State for the development of a Resource Recovery Park (RRP) (ref APP/Z0645/A/07/2059609). The consented RRP comprised a waste reprocessing and renewable energy facility to be developed on a 'plot' basis, organised around principal infrastructure and landscaping and areas. As part of this application, plot 4 was consented for a wood and timber recycling facility.

4.1.2 Since the original grant of planning permission there have been a number of planning permissions granted and amendments approved to alter the originally approved development. Relevant consents include the following:

- Section 73 Permission - the planning permission (ref. 10/01488/FUL) granted by Cheshire West and Chester Council under Section 73 of the Town and Country Planning Act 1990 for the variation of conditions of the RRP Outline Permission. This has been implemented through undertaking a material operation following the discharge of all pre-commencement conditions - namely the implementation of the consented acoustic timber fence along a length of Grinsome Road.
- 27 April 2012 - Section 96A approval (12/01435/NMA) granted to amend the wording of the acoustic fence Condition 33 of the Section 73 Permission to make it clear that construction of the fence is part of the consented development and as such its construction will implement the Section 73 Permission;
- Amendment under Section 73 of the 1990 Act which deferred the implementation of the first phase of the dry canal berth works, first phase rail works, and deferred the need for the implementation of the Ecological Mitigation Areas B, C and E to a later stage in the RRP (reference 14/02277/S73), approved on 26th March 2015. The permission (ref: 14/02277/S73) has been implemented via undertaking the works to widen Grinsome Road, constructing the Grinsome Road Roundabout, and diverting Marsh Lane Bridleway.
- Other planning permissions substitute the consented developments on certain Plots of the RRP. These include permission for a Biomass Renewable Energy Plant (BREP) as alternative use for Plot 9 (14/02278/S73); for a Timber Recycling Plant (TRP) as an alternative use for Plot 3 (14/02271/S73); and for an Incinerator Bottom Ash Aggregate (IBM) facility on Plot 4

(ref: 11/04081/WAS). A substation has been developed at Protos, and temporary internal access routes have also been consented.

- The development of a Timber Recycling Plant (TRP) on Plot 3 was consented on 14th October 2013 (planning permission ref. 11/04083/OUT). This is essentially the same as the timber reprocessing facility that secured outline planning permission on Plot 4 as part of the RRP Outline Permission, RRP Section 73 Permission, and RRP Section 73 Permission 2015.
- Planning Permission (ref. 11 /04081 /WAS) was granted for the development of an Incinerator Bottom Ash Aggregate (IBA) facility on Plot 4 of Protos, including external stockpile areas, site access and car parking provision, surface water management systems, site boundary fencing and other ancillary development, landscaping and associated highways infrastructure (including noise attenuation fence). This is as an alternative use to the TRP consented on the plot under the RRP Outline Permission, RRP Section 73 Permission, and RRP Section 73 Permission 2015. Both the IBA Permission and permission for a TRP on Plot 4 have expired. There is therefore currently no alternative development for Plot 4.

5 PLANNING POLICY

5.1 Introduction

5.1.1 This chapter considers the proposed development against relevant European, National, Regional and Local planning policy, and confirms that the proposal is compliant with relevant policies.

5.1.2 **European policy** sets out requirements that member states must comply with in terms of waste management. The following Directive is relevant to the proposed application:

- The Waste Framework Directive (2008/98/EC)
- The Renewable Energy Directive (2009/28/EC)

5.1.3 **National and Regional Planning Policy.** Under European Law, all EU Member States are required to draw up a Waste Management Plan. For England, the following national documents are relevant to the proposed application:

- National Planning Policy Framework (NPPF)
- National Planning Policy for Waste
- Climate Change Act 2008
- Department for Transport Single Departmental Plan (May 2018)
- Renewable Transport Fuel Obligation

5.1.4 **Local Planning Policy** identifies where new developments will go and provides a framework for local decision-making. The following documents are relevant to this application:

- Local Plan (Part One) Strategic Policies (adopted on 29th January 2015);
- Local Plan (Part Two) Land Allocations and Detailed Policies (submitted for examination March 2018);
- Cheshire Replacement Waste Local Plan (policies retained after 29th January 2015);
- Ellesmere Port and Neston Borough Local Plan (policies retained after 29th January 2015).

5.1.5 The following section considers how the proposed development complies with the European, national and local policies outlined above.

European Policy

- 5.1.6 **The Waste Framework Directive (2008/98/EC)** marks a shift in how we see waste and identifies that it should be regarded as a valuable resource rather than an unwanted burden. The Directive places emphasis on preventing waste from arising and preparing waste for reuse. The Directive also sets ambitious recycling goals.
- 5.1.7 Article 16 requires member states to establish an integrated and adequate network for the disposal of wastes. This should include all necessary supporting waste management facilities such as waste transfer stations and processing facilities.
- 5.1.8 Article 28 requires all EU Member States to draw up a waste management plan. This should cover the entire geographical territory of the Member State, and be in line with the provisions of:
- Article 1 WFD (protection of environment and human health by preventing or reducing the adverse impacts of the generation and management of waste and by reducing overall impacts of resource use and improving the efficiency of such use);
 - Article 4 WFD (the waste management hierarchy);
 - Article 13 WFD (protection of human health and environment); and
 - Article 16 WFD (principles of self-sufficiency and proximity).
- 5.1.9 The proposed development is in line with this Directive as it would contribute to reducing the amount of waste going to landfill and would contribute to the reuse of waste to provide a valuable resource. The proposed development has been assessed against both national and local policy, and as demonstrated below, is consistent with these policies.
- 5.1.10 **The Renewable Energy Directive (2009/28/EC)** recognises that in particular, increasing, technological improvements, incentives for the use and expansion of public transport, the use of energy efficiency technologies and the use of energy from renewable sources in transport are some of the most effective tools by which the Community can reduce its dependence on imported oil in the transport sector, in which the security of energy supply problem is most acute, and influence the fuel market for transport.
- 5.1.11 The Commission communication of 10 January 2007 entitled 'Renewable Energy Roadmap – Renewable energies in the 21st century: building a more sustainable future' demonstrated that a 20% target for the overall share of energy from renewable sources and a 10% target for energy from renewable sources in transport would be appropriate and achievable objectives.

- 5.1.12 The specific structure of the renewable energy sector should be taken into account when national, regional and local authorities review their administrative procedures for giving permission to construct and operate plants and associated transmission and distribution network infrastructures for the production of electricity, heating and cooling or transport fuels from renewable energy sources.
- 5.1.13 The proposed development is in line with this Directive as it would contribute to increasing the use of energy from renewable sources in transport. The proposed scheme would also reduce the dependence on imported oil in the transport sector.

National Planning Policy

- 5.1.14 The NPPF sets out the National Planning Policy for England and introduces a presumption in favour of sustainable development. Sustainable development must take into account the environmental, economic, and social aspects of development.
- 5.1.15 The proposed development would provide a number of environmental, economic and social benefits:
- 5.1.16 In terms of environmental benefits, the facility would provide a facility where waste wood and/or RDF would undergo gasification to generate fuel to power busses and HGV's. This provides two key environmental benefits: Firstly, the material used would otherwise potentially be sent to landfill. Therefore, the development will reduce environmental impacts associated with landfilling waste. Secondly, the facility will provide a source of renewable natural gas to be used as an alternative fuel. This will contribute to reducing reliance on fossil fuels, and thus the environmental impacts associated with burning fossil fuels.
- 5.1.17 In terms of economic benefits, the development will create a £150 Million investment and through this create a significant number of jobs and new skills during both construction and operations in the local area. It will also create indirect jobs, associated with the workforce (i.e. at local cafes, shops etc). The creation of direct and indirect jobs results in economic benefits.
- 5.1.18 In terms of social benefits, the creation of new jobs contributes to wider social benefits. The location of the site is away from sensitive receptors reduces the social impacts associated with such sites. Additionally, the site is located in the Protos site which has previously been consented.

5.1.19 Chapter 12 of the NPPF considers requiring good design. The proposed development has been designed to be consistent with the wider area, thus reducing visual impacts associated with the development.

5.1.20 Chapters 13-16 of the NPPF considers environmental aspects of development, including protecting Green Belt land, meeting the challenges of climate change and flooding; conserving and enhancing the natural environment; and conserving and enhancing the historic environment.

5.1.21 The proposed development is located within a site previously consented for a Bottom Ash Aggregate facility. A wide range of technical assessments have been undertaken to assess environmental impacts associated with the proposed development, and these are summarised within Chapter 6 of this Planning Statement. These demonstrate that the development will not result in significant environmental impacts which cannot be mitigated to an acceptable level.

National Planning Policy for Waste

5.1.22 The Waste Management Plan for England sets out the Government's ambitions to work towards a more sustainable and efficient approach to resource use and management. This includes ensuring the delivery of sustainable development and resource efficiency; and allowing the provision of modern infrastructure. The guidance is mainly provided for Local Authorities when allocating sites for waste management and considering relevant planning applications.

5.1.23 The policy document identifies the importance of identifying suitable sites and areas for waste management facilities. This requires local authorities to identify suitable sites within their Local Plan and sets out guidance which Local Authorities should follow when identifying sites.

5.1.24 The proposed development is located on land at Protos which is safeguarded as a multi-modal resource recovery park and energy from waste facility for use in connection with the recycling, recovery and reprocessing of waste materials (as detailed within the Local Planning Policy section of this Planning Statement). As such, the choice of site location is appropriate for the proposed development.

The Climate Change Act 2008

5.1.25 The Act sets up a framework for the UK to achieve its long-term goals of reducing greenhouse gas emissions and to ensure steps are taken forwards adapting to the impacts of climate change.

5.1.26 It is the duty of the Secretary of State to ensure that the net UK carbon account for the year 2050 is at least 80% lower than the 1990 baseline.

5.1.27 The Act aims to enable the UK to become a low-carbon economy and gives ministers powers to introduce the measures necessary to achieve a range of greenhouse gas reduction targets.

5.1.28 The proposed development would support the development of advanced bio-fuels to power vehicle fleets and contribute to the achievement of the UK's climate change commitments.

Department for Transport Single Departmental Plan (May 2018)

5.1.29 The Department for Transport has set out six objectives as follows;

- 'Support the creation of a stronger, cleaner, more productive economy
- Help to connect people and places, balancing investment across the country
- Make journeys easier, modern and reliable
- Make sure transport is safe, secure and sustainable
- Prepare the transport system for technological progress and prosperous future outside the EU
- Promote a culture of efficient and productivity in everything we do.'

5.1.30 Section 4.2 of the single departmental plan states the requirement to ensure sustainability underpins future transport investment including promoting new technologies to reduce emissions.

5.1.31 The proposed development will contribute to the DfT's objectives and the UK's climate change commitments. The proposed development will utilise waste wood or RDF as an alternative to fossil fuels contributes to preserving natural resources and reducing emissions associated with burning fossil fuels.

Renewable Transport Fuel Obligation

5.1.32 The Renewable Transport Fuel Obligation supports the government's policy on reducing greenhouse gas emissions from vehicles by encouraging the production of biofuels that don't damage the environment. The proposed development has come forward in response to a Government initiative to support the development of bio-fuels to power vehicle fleets and contribute to the achievement of the UK's climate change commitments. There is a requirement on sellers of fuel to ensure a proportion of their total sales have the requisite number of Development Renewable Transport Fuel Certificates (dRTFC), and from 2019- 0.1% of this should have a dRTFC, equating to 50 million litres. By 2032 it will be 2.2%.

5.1.33 This creates a major incentive and requirement for the establishment of facilities which can generate fuels which qualify for dRTFC. The contribution that could be made by liquified or compressed natural gas generated from gasification of waste materials is significant.

5.1.34 **Local Policy**

Cheshire West and Chester Local Plan (Part One) Strategic Policies (adopted 29th January 2015)

5.1.35 The purpose of this plan is to provide the overall vision, strategic objectives, spatial strategy and strategic planning policies for the borough to 2030. This document will be the starting point when considering planning applications.

5.1.36 The Local Plan (Part One) notes at paragraph 5.38, that Ince Park is an extant planning commitment at Ince Marshes to the east of Ellesmere Port. The site has a consent for a 95MW energy from waste facility together with the development of a multi-modal resource recovery park, comprising an integrated waste management facility and environmental complex. It is a regionally significant proposal for the development of the UK's largest multi-modal Resource Recovery Park and Energy from Waste facility.

5.1.37 A review of the proposed site within the Local Plan Map has been undertaken and a number of policies within the Cheshire West and Chester Local Plan are relevant to the application site.

5.1.38 Policy STRAT 4 relates to the application site, this policy recognises that development in Ellesmere Port has the potential to deliver substantial economic growth through the availability of significant sites for industrial, manufacturing and distribution purposes. The land at Ince Park is safeguarded as a multi-modal resource recovery park and energy from waste facility for use in connection with the recycling, recovery and reprocessing of waste materials in line with Policy 'ENV 8 Managing Waste'. The proposed development is consistent with STRAT 4 as the proposed development would provide a waste management facility where RDF or waste wood would undergo gasification to generate fuel to power HGVs.

5.1.39 Policy ENV 8 relates to Managing Waste, this policy recognises that '*waste management in the borough will be met by managing waste as a resource...this will be achieved by...recovery/energy generation*'.

5.1.40 Paragraph 8.75-8.77 of Policy ENV 8 sets out the following approach to waste management:

- Alternative development of these sites may be considered acceptable provided equivalent capacity is provided elsewhere within Ince Park;

- Any alternative development on these sites should be in conformity with the concept of a multi-modal resource recovery park, energy from waste facility and environmental technologies complex as consented;
- Policy ENV 8 safeguards these permissions from alternative uses and supports these sites being brought forwards as permitted to meet waste management needs and Planning Policy Statement 10;
- However, to ensure that the policy approach is not overly restrictive the policy allows for other waste proposals to come forward subject to the criteria set out in policy over and above the consented capacity.

5.1.41 The application site is listed as a site which should be safeguarded for waste uses against alternative development. The proposed development supports the management and recovery of waste wood and RDF. The application site is safeguarded for waste uses and therefore the proposed development is considered to be consistent with this part of policy ENV 8.

5.1.42 Policy ECON 1 relates to Economic Growth, Employment and Enterprise. Ince Park is identified as a key employment location which is safeguarded for providing development which will facilitate future economic growth in the area. The Council will promote sustainable economic growth in the borough and wider sub-region, supporting existing businesses, encouraging indigenous business growth and attracting new inward investment. The creation of new job opportunities across a range of sectors will be supported. The proposed development will create a significant number of jobs during both construction and operations. It will also create indirect jobs, associated with the workforce (i.e. at local cafes, shops etc). The creation of both direct and indirect jobs will result in economic benefits for the area. Additional details regarding the employment opportunities and economic growth associated with the proposed development are contained within the socio-economic report accompanying this planning application.

5.1.43 Policy ENV 1 relates to Flood Risk and Water Management, the Local Plan will seek to reduce flood risk, promote water efficiency measures, and protect and enhance water quality. This policy states that developers will be required to demonstrate, where necessary, through an appropriate Flood Risk Assessment (FRA) at the planning application stage, that development proposals will not increase flood risk on site or elsewhere, and should seek to reduce the risk of flooding. A Flood Risk Assessment has been prepared to accompany this planning application. Outline drainage options have been prepared to support this planning application.

5.1.44 Policy ENV 4 relates to Biodiversity and Geodiversity, the Local Plan will safeguard and enhance biodiversity through the identification and protection of sites and/or features of international, national and local importance. This policy recognises that development should not result in any net loss of natural assets and should seek to provide net gains. Where there is unavoidable loss or damage to habitats, sites or features because of exceptional overriding circumstances, mitigation and compensation will be required to ensure there is no net loss of environmental value. As part of the wider site masterplan, a site wide ecological mitigation plan is in place, this has provided mitigation for all of the plots in Protos. Chapter 11 of the Environmental Statement relates to ecology and nature conservation. A summary of the Preliminary Ecological Appraisal has been included within Chapter 6 of this Planning Statement.

5.1.45 Policy ENV 6 relates to high quality design and sustainable construction, the Local Plan promotes sustainable, high quality design and construction. Paragraph 8.51 states that; *'new development will be required to demonstrate that it is appropriate to the character and context of the local and surrounding environment. This will require consideration of the prevailing layout, urban grain, legibility, landscape, amenity, density and mix of uses, scale and height, massing, appearance, important views, historic routes and materials.'* The proposed development is located at Plot 4 of the Ince Park site at Ince Marshes, the application site is part of a wider consented site for resource recovery. A number of plots in close proximity to the application site include units consisting of large industrial units and industrial processes. It is considered that the design of the proposed application site is consistent with the surrounding character and land uses within the wider Protos site.

Cheshire West and Chester Local Plan (Part Two) Land Allocations and Detailed Policies (submitted for examination 2018)

5.1.46 The Local Plan (Part Two) Land Allocations and Detailed Policies Document will set out further allocations and detailed policies, following on from the strategic framework set out in the Local Plan (Part One) Strategic Policies.

5.1.47 The Local Plan (Part Two) Land Allocations and Detailed Policies was submitted for Examination on 12th March 2018 and examination hearings took place in September 2018. The main modifications will be submitted to the Inspector by 16th November 2018.

5.1.48 The Local Plan (Part Two) will consist of a written statement and accompanying policies maps. A review of the documents submitted for examination has been undertaken as part of this planning application.

5.1.49 Local Plan (Part Two) Map (change 139) highlights that the application site is in an area subject to policy EP 6 (Ince Park).

Map change: 139



Local Plan: Cheshire West and Chester Local Plan (Part Two) Land Allocations and Detailed Policies
Policy number: EP 6
Description: Ince Park
Amendment: Add to Policies Map

EP 6 Ince Park

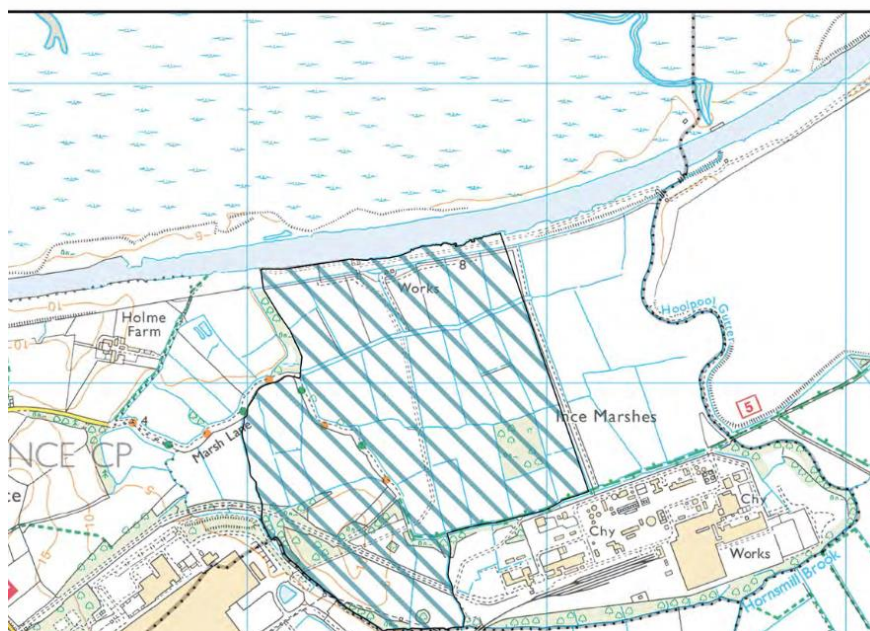


Figure 6 Local Plan (Part Two) Map Change 139

5.1.50 Policy EP 6 of the Cheshire West and Chester Local Plan (Part Two) Publication Draft states that; *'Land at Ince Park (Protos) is safeguarded for a multi-modal resource recovery park and energy from waste facility for use in connection with recycling, recovery and reprocessing of waste materials.'*

5.1.51 The proposed development will process 175,000tpa of waste material per annum to generate fuel to power 500-1000 HGVs. The primary product created at the facility is BioSNG, which, following methanation, can be injected into the gas grid and is suitable for offtake and processing into LNG/CNG by haulage contractors and bus companies. In short, the proposed development would take waste materials and turn them into a gas product capable of use as a certified renewable transport fuel. The nature of the proposed development at this site is therefore considered to be consistent with policy EP 6 of the Cheshire West and Chester Local Plan (Part Two).

5.1.52 Local Plan (Part Two) Map (Change 325) highlights that the application site is located within an area designated for protecting and enhancing the natural environment, the proposed site is recognised as a core area (Policy DM 44).

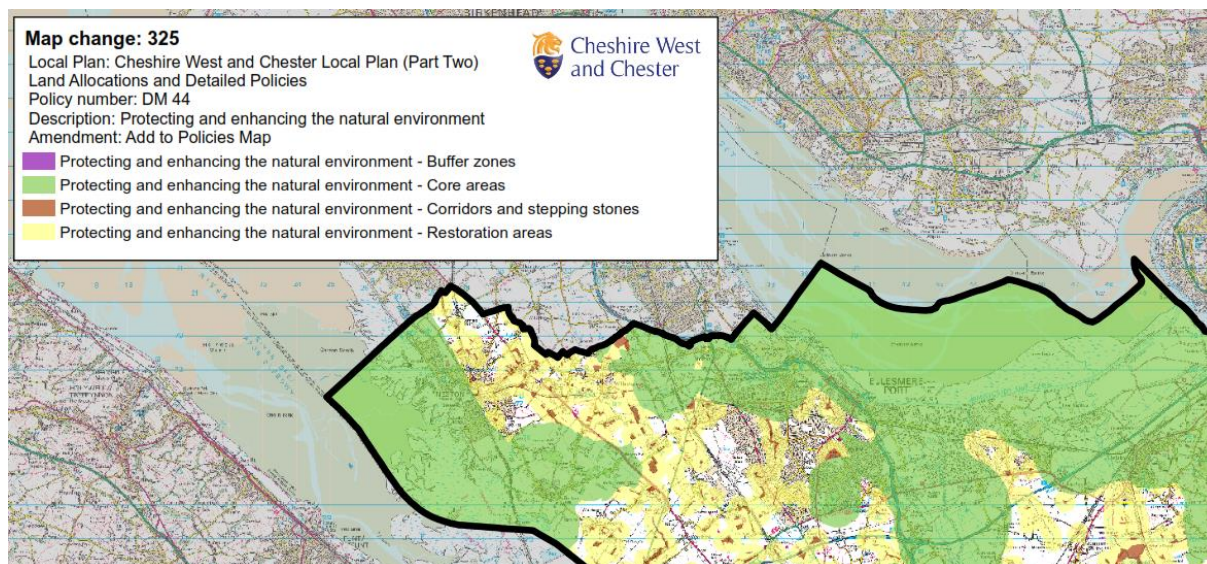


Figure 7 Local Plan (Part Two) Map Change 325

5.1.53 Policy DM 44 recognises that development will be supported where there is no net loss of natural assets and, wherever possible, it delivers net gains within the borough. Development likely to have an impact on protected sites (statutory and non-statutory), protected/priority species, priority habitats or geological sites must be accompanied by an Ecological Assessment. A Preliminary Ecological Appraisal (PEA) has been undertaken as part of this planning application. A summary of the PEA has been provided in chapter 6 of this Planning Statement.

5.1.54 Policy DM 3 relates to Design, Character and visual amenity, this policy recognises that development will be expected to achieve a high standard of design that respects the character and protects the visual amenity of the local area. This policy states that: *'Design solutions will be supported that...take account of the characteristics of the development site, its relationship with its surroundings and where appropriate views into, over and out of the site.'* The proposed development is located within a wider consented Protos site. Adjacent plots are consented and used for industrial processes such as a timber recycling plant and an energy from waste facility. A Landscape and Visual Impact Assessment (LVIA) has been prepared to accompany this planning application.

5.1.55 Policy DM 30 notes that in line with Local Plan (Part One) Policy SOC 5, development must not give rise to significant adverse impacts on health and quality of life, from noise. *'Industrial and commercial development, including oil and gas development and energy generation schemes,*

shall not result in an unacceptable rise in background noise levels as measured as an L90dB(A). Where development, likely to produce industrial or commercial noise, is proposed adjacent or near to noise sensitive receptors, noise levels from the development shall be determined as a rated sound level in accordance with British Standard BS4142:2014 and shall be 5dB(A) or more below the background level at the nearest façade of the residential use.' A Noise Assessment has been prepared to support this application, a summary of the assessment is provided within chapter 6 of this Planning Statement.

5.1.56 DM 31 relates to Air Quality, *'development must not give rise to significant adverse impact on health and quality of life, from air pollution.'* The proposed development will not produce harmful emissions. The vehicle movements associated with the proposed development and the deliveries of materials are within the vehicle numbers within the consented development.

5.1.57 DM 33 relates to new or extensions to hazardous installations. *'Hazardous substances consent or development proposals which either creates new hazardous installations or extends existing hazardous installations, including pipelines will be supported where:*

1. *The development does not create or increase risk to the general public or environmental sensitive areas and retains an appropriate distance from the hazard;*
2. *It does not significantly restrict the type of development on the surrounding land.'*

5.1.58 DM 34 relates to development in the vicinity of hazardous installations, *'development in the vicinity of hazardous installations, including proposed new installations for which planning permission or hazardous substances consent has been given, will be supported providing it would not result in a significant increase in the number of people being subjected to threshold levels of risk.'* This policy states that the Council is required to consult the Control of Major Accident Hazards (COMAH) Competent Authority and other statutory consultees on planning installations within a consultation zone surrounding a hazardous installation. The proposed application is located within the CF Fertilisers hazardous consultation zone. This has been addressed within Chapter 2 of this Planning Statement.

5.1.59 Policy DM 44 relates to the Natural Environment and notes that *'development will be supported where there is no net loss of natural assets and, wherever possible, it delivers net gains within the borough.'* This policy states that *'development likely to have an impact on protected sites (statutory and non-statutory), protected/priority species priority habitats or geological sites must be accompanied by an Ecological Assessment that complies with industry best practice and guidance.'* Paragraph 3.58 notes that the Protos site is adjacent to the Mersey Estuary, a

wetland area designated as Ramsar and SPA of international importance and SSSI. It is important that effects of noise, visual impact and pollution on the Mersey Estuary SPA/ Ramsar sites are avoided or adequately mitigated. The natural environment has been considered within this application and a number of technical assessments have been prepared to assess any potential impacts. A Preliminary Ecological Appraisal has been undertaken as part of this application and the findings of the assessment are summarised in Chapter 6 of this Planning Statement.

5.1.60 Policy DM54 relates to Waste Management Facilities, this policy states that *'proposals for waste management development will be supported where they meet the principles for sustainable waste management set out in Local Plan (Part One) policy ENV 8.'* This policy notes that *'proposals for new large-scale waste management facilities must be located on the safeguarded sites of Ince Park (Protos), Lostock Works or Kinderton Lodge in accordance with Local Plan (Part One) policy ENV 8.'* This policy recognises that *'proposals must be accompanied by a thorough evaluation of potential direct and indirect impacts.'* The proposed development is located on the safeguarded site of Ince Park (Protos) and a full assessment of potential direct and indirect impacts have been undertaken through a number of technical assessments. A summary of the potential impacts of the proposed development and any proposed mitigation measures are summarised within Chapter 6 of this Planning Statement.

Ellesmere Port and Neston Borough Local Plan (Policies saved after 29th Jan 2015)

5.1.61 The Local Plan covers the whole of the Borough of Ellesmere Port and Neston and guides development up to the year 2011, the Local Plan was adopted on 15th January 2002. Whilst the policies within the Local Plan (Part One) will replace some of those contained in the currently adopted development plan for the borough, some extant policies will be retained until such a time as they are replaced by policies within the Local Plan (Part Two) Land Allocations and Detailed Policies Plan. The policies which have been assessed below have been saved after 29th January 2015 which was the date of the adoption of the Cheshire West and Chester Local Plan (Part One).

5.1.62 Policy EMP 4 of the Ellesmere Port and Neston Borough Local Plan has been retained, this policy relates to the Ince Marshes. The proposed site is located at Plot 4 of the Ince Park site at Ince Marshes. This policy identifies that land at Ince Marshes is allocated for oils, chemicals and related industries. A number of criteria have been set out within Policy EMP 4 which list the circumstances in which development will be acceptable at Ince Marshes, *'development will only be allowed if:*

- a) *It can be demonstrated that the development cannot be satisfactorily accommodated on land within the Stanlow complex;*
- b) *By water, it makes maximum use for the movement of freight of the deep-water facility of the adjoining Manchester Ship Canal;*
- c) *On land, it maximises freight movement through new links to and use of the rail network, particularly to minimise the impact of increased traffic generation on the local and national road network;*
- d) *Any adverse impacts from the development on the local environment and amenity of residents in the locality are minimised;*
- e) *any adverse impacts from the development on nature conservation, both within the site and adjoining the site, particularly on the Mersey Estuary SSSI/SPA/Ramsar site are minimised, and measures are taken to create new sites for nature conservation in mitigation and compensation for those damaged or destroyed;*
- f) *a scheme of landscaping is undertaken appropriate to the development, and in the context of the development of the Mersey Forest (Policy ENV10),*
- g) *provision is made for public access onto the site, where this would not be prejudicial to the industrial operations, rail and other commercial movements on the site and/or to public safety,*
- h) *measures are taken to minimise any flood risk arising from the development both on and off-site.*

5.1.63 A number of technical assessments have been prepared to accompany this application, to assess any potential adverse impacts from the proposed development. Where necessary mitigation measures have been proposed to avoid or reduce any potential impacts where possible. A summary of the technical assessments is provided within chapter 6 of this Planning Statement. A Need and Alternatives Assessment has been included as part of the Environmental Statement, this assessment includes consideration of appropriate alternative locations for the proposed development.

5.1.64 Policy ENV 10 relates to The Mersey Forest, this policy has not been replaced by the adoption of Local Plan (Part One). Within the area of the Mersey Forest, the Borough Council will negotiate with developers to secure a contribution to the development of the Mersey Forest. This contribution will:

- i. Be appropriate to the nature and scale of the proposed development, and
- ii. Provide for a high-quality tree planting scheme on site.

A landscaping strategy has been agreed for Protos which is being implemented by the landowner. A Landscape and Visual Impact Assessment (LVIA) has been prepared as part of this Planning Application, to assess and respond to potential landscape impacts that might arise from the proposed development.

Cheshire Replacement Waste Local Plan (Policies saved after 29/01/15)

- 5.1.65 The purpose of the Replacement Waste Local Plan is to provide guidance to the public and the waste industry about sites that may be suitable 'in principle' for waste management uses and to provide the policy framework against which planning applications for waste management development will be assessed.
- 5.1.66 *'Within Cheshire there is currently a very high dependence on the landfilling of waste with over one million tonnes of waste being landfilled in 2002. The amount of waste being generated must be reduced...there must also be a greater emphasis on the re-use and recycling of waste. This will require a network of waste management facilities for the re-processing of waste. The landfilling of waste must, in the future, only be considered as a last resort.'* The waste Local Plan also states that; *'Cheshire requires a significant number of new waste management facilities to recycle and recover value from our rubbish.'*
- 5.1.67 Policy 12 relates to the impact of development proposals, this policy states that *'an application to develop a waste management facility, or to alter or amend an existing facility, must be accompanied by an evaluation of the proposed development and its likely direct, indirect and cumulative impacts. Where unacceptable impacts are identified the measures proposed to avoid, reduce or remedy these should be provided at the application stage.'* A number of technical assessments have been prepared to support this planning application, the findings of these assessments are summarised within chapter 6 of this Planning Statement which assesses the potential environmental impacts from the proposed development.
- 5.1.68 The proposed development will provide a waste management facility utilising waste wood or RDF as an alternative to fossil fuels. Utilising waste wood or RDF contributes to preserving natural resources and reducing emissions associated with burning fossil fuels.

5.1.69 Furthermore, materials that would otherwise have been sent to landfill or exported, are put into good use as a sustainable fuel source. The environmental and economic benefits of using RDF as a fossil fuel replacement are significant and include:

- Reducing reliance on expensive, finite fossil fuels;
- Reducing carbon footprint and increasing sustainability performance; and
- Reducing the amount of material sent to landfill.

5.1.70 The proposed facility is located on land at Ince Park (Protos), this area is safeguarded for a multi-modal resource recovery park and energy from waste facility for use in connection with recycling, recovery and processing of waste materials as set out in Policy EP 6 of the Cheshire West and Chester Local Plan (Part Two) Publication Draft. It is considered that the nature of the proposed development is a suitable type of development at this site.

5.1.71 It has been demonstrated that the development proposal is consistent with the relevant local planning policies relevant to this site and represents sustainable development. It is therefore considered that the development as proposed is afforded high level of support by the NPPF.

6 ASSESSMENT OF ENVIRONMENTAL IMPACTS

6.1 Introduction

6.1.1 In this chapter the potential environmental impacts of the proposed development are set out and considered in the context of the nature of the development, the characteristics of the proposed site, and in the context of the earlier review of national and local planning policies.

6.2 Flood Risk Assessment and drainage assessment

6.2.1 A Flood Risk Assessment (FRA) has been undertaken, in accordance with national policy and guidance.

6.2.2 The FRA identifies that; the risk of fluvial flooding is low, the risk of tidal flooding is high, the risk of surface water flooding is low to high, the risk of ground water flooding and the risk of flooding from all other sources is assessed as negligible.

6.2.3 The Assessment has considered the potential impact of the development on surface water runoff rates, given the small difference in impermeable areas post-development. It has been demonstrated that surface water can be managed, such that flood risk on the Site following development will not increase.

6.2.4 The FRA demonstrated that the proposed development would be operated with minimal risk from flooding and would not increase flood risk elsewhere. The FRA confirms that the development should not be precluded on the grounds of flood risk.

6.3 Odour Assessment

6.3.1 An odour assessment has been carried out to consider the impact of the operation of the proposed development on the local environment. In terms of odour, the overall risk of odour release from all potential sources is considered to be 'small'. A number of odour abatement measures will be incorporated into the scheme including: the use of negative pressure within the main building and use of odour treatment for the extracted air; the use of fast-acting roller shutter doors on the main building; the delivery of feedstock in covered vehicles; and minimising the time feedstock is stored prior to processing. There are no highly sensitive receptors within 1km of the proposed development and any receptors within 1 km are of medium to low sensitivity to odours. The likely odour effects on all receptors are considered to be 'negligible'.

6.4 Noise Assessment

- 6.4.1 Chapter 10 of the ES considers the potential impact of the construction and operation of the proposed facility upon the prevailing noise environment at noise-sensitive receptors within the vicinity of the application site.
- 6.4.2 Environmental baseline noise surveys were undertaken at the nearest noise-sensitive receptors to the proposed development site to capture typical ambient and background noise levels. The locations were selected based on aerial imagery and reference locations within planning conditions for the Resource Recovery Park.
- 6.4.3 Noise levels during construction operations would remain below the level derived in accordance with the guidance contained in BS5228 and below the noise limits outlined in Condition 31 of the planning permission for the Resource Recovery Park.
- 6.4.4 Vibration levels during construction operations would remain well below the level at which vibration might just be perceptible in the most sensitive of situations.
- 6.4.5 Operational noise levels, including site operations and vehicle movements, would remain below the prevailing background noise levels and below the noise control objectives outlined in Condition 34 of the planning permission for the Resource Recovery Park.
- 6.4.6 The cumulative impact assessment within the noise ES chapter has shown that the proposed development would have no impact on the ambient noise levels at the receptors assessed.
- 6.4.7 Based on the results of the assessment and conclusions drawn, noise and/or vibration should not pose a material constraint for the proposed development.

6.5 Preliminary Ecological Appraisal

- 6.5.1 A Preliminary Ecological Appraisal was undertaken to determine the baseline ecological value of the site and identify ecological constraints which may require further evaluation.
- 6.5.2 A desk-based study was undertaken to identify ecological features associated with the site and its surrounding. This identified all relevant European, national and local designations, as well as TPOs, Conservation Areas and water bodies. In addition, field surveys (Phase 1 Habitat Survey and Bat Scoping/Secondary survey of trees) were undertaken.
- 6.5.3 Based on the above, the impacts of the proposed development on ecological receptors has been assessed. Further consultation is required, and avoidance/ mitigation/ compensation measures are required to demonstrate 'no net loss in biodiversity', including the following:

- At discretion of the Planning Officer, consultation with County Ecologist and Statutory Consultees to confirm existing surveys/statements, existing Ecology ES chapter, and existing Habitat Creation and Ecology Management Plan (HCEMP) (RSK, 2015) are still valid;
- Check of two mature trees during felling/surgery works for any evidence of roosting bats;
- Relocation of any Water vole in accordance with previously approved strategies; and
- Sensitive clearance of habitats under supervision of Ecological Clerk of Works (ECOW).

6.5.4 If consultation confirms the existing assessments/ HCEMP are valid, then the proposed works will not result in any significant residual impacts to protected sites/habitats and species. The proposed strategy will clearly demonstrate 'no net loss in biodiversity' in accordance with the NPPF and local planning policy.

6.5.5 The Ecological Impact Assessment states that, if consultation confirms that the existing HCEMP is valid, then this will clearly demonstrate 'biodiversity net gain' in accordance with NPPF and local planning policy.

6.6 Landscape proposals

6.6.1 Chapter 9 of the ES considers the landscape and visual amenity, this chapter considers the likely effects of the Proposed Development on the baseline situation and determine the residual impacts of the proposal on the landscape character and visual amenity.

6.6.2 Representative viewpoints have been used to assess the effects on the different range of views towards the site. The Council's Landscape Officer was consulted on and the following viewpoints were agreed to be reasonable and representative of views in the locality:

1. Grinsome Road adjacent to the Site. Currently private land but future access road/highway
2. PRoW FP 334 RB40/1
3. PRoW FP 334 RB40/1 / Marsh Lane
4. PRoW FP 335 FP44/1, east of Ince
5. PRoW No FP 334 FP41/1, near to Holme Farm
6. PRoW FP 127 RB106/1 Lordship Lane near Frodsham wind farm

7. PRoW No 152 RB23/1 adjacent to Spring Farm and M56
8. PRoW 152 FP24/3 northwest side of Helsby Hill.

- 6.6.3 There are typically few receptors and locations in this vicinity of the Site from where the Proposed Development would be seen.
- 6.6.4 No significant effects on views is predicted except for from PRoW close to the Site. At close proximity these views are predictably those affected by the Proposed Development. The perception and expectation of the viewer in these locations would be of travelling through an industrial landscape which will be further consolidated in the future by completion of the wider development, limiting sensitivity to change and overall effects.
- 6.6.5 The existing character of the Site and surrounding area is mixed it is defined by its industrial nature. The Site is located adjacent to existing large-scale industry which is proposed to be substantially extended in the future. The Site and immediate surroundings are of low sensitivity to change and effects on the Proposed Development on the landscape are predicted to be low.
- 6.6.6 The Site is largely screened from the locations in the surrounding area and it is judged to have capacity to accommodate the Proposed Development. The use of inherent mitigation and some secondary mitigation measures as part of the wider development area is appropriate.
- 6.6.7 Residual effects arising from the Proposed Development will be limited and at worst slight - moderate adverse in relation to visual effects in close proximity which will alter over time in the context of the expanding Ince Resource Recovery Park.
- 6.6.8 Chapter 9 of the ES concludes that the proposed development is situated in a suitable and sustainable location where significant adverse effects on townscape and visual amenity of the surrounding area can be minimised. The residual effects of the proposed development are judged to be low and to acceptable levels in line with National and local level planning policy which encourages locations where the development would avoid causing undue harm.

6.7 Transport Statement

- 6.7.1 A Transport Statement has been prepared to consider the impacts of the proposed development and the sustainability of the development at the proposed site from a highways perspective.
- 6.7.2 The proposed facility is conveniently located for access via a number of transport modes including road, rail, cycle and public transport. The local road network provides excellent local

connectivity predominantly via Marsh Lane (for pedestrians and cyclists only) and Grinsome Road, to the immediate south.

- 6.7.3 The site will be accessed off the northern arm of the roundabout on Grinsome Road. The internal roads will be designed to a sufficient width to accommodate all vehicular movements within the site and car and HGV movements will be segregated, where possible.
- 6.7.4 In terms of parking the site will provide a total of 40 staff parking bays that will be located in one main car park. Any surplus parking spaces will be utilised for cycle parking.
- 6.7.5 The predicted percentage impact of the facility traffic over the 2018 base traffic surveyed flows is minimal based on the assumption that all traffic will use Pool Lane and Grinsome Road.
- 6.7.6 The Transport Statement demonstrates that the proposed facility will be seen to operate with no detriment to the local highway network in terms of traffic impact or highway safety concerns. The predicted low level of operation traffic throughout the day are deemed to provide a negligible impact on the local highway network.

6.8 Phase one Preliminary Risk Assessment (PRA)

- 6.8.1 A PRA has been undertaken to assess the implications of any potential environmental risks, liabilities and development constraints associated with the proposed development.
- 6.8.2 Based on a site walkover, a review of historic data, and a review of British Geological Survey data, a detailed understanding of the site has been established.
- 6.8.3 Overall, the site is currently considered to be of moderate sensitivity due to the following: the site is currently fields; the site is underlain by a Secondary Undifferentiated Aquifer; There are no groundwater abstractions close by; and There are surface water courses adjacent to the site. The proposed end use of the site is considered to be low in terms of sensitivity.
- 6.8.4 A range of design enhancement measures have been incorporated into the site to reduce environmental risk. These are detailed within the PRA, but in summary include the following: no hazardous chemical storage at the site; spill response kits within the site; and hardstanding across the site.
- 6.8.5 The preliminary conceptual model considers risk to human health, groundwater, surface water, environmental receptors, and building services. In each case the location, exposure pathway, potential receptors, and probability of exposure are considered. In all cases the probability of exposure is dismissed.

- 6.8.6 The overall conclusion is that the proposed development will utilise hardstanding and be used for low sensitivity commercial use. Risk to end users is dismissed as there will be no viable pollutant linkage.
- 6.8.7 Risk to surface water and groundwater are also dismissed due to the absence of a viable significant source. In addition, the proposed development will use a concrete hardstanding with dedicated drainage. This will reduce infiltration at the site and so reduce potential mobilisation of any unforeseen contamination.
- 6.8.8 In the unlikely event that unforeseen contamination is encountered during construction works removal of the material will lead to environmental betterment.

7 CONCLUSION AND SUMMARY

7.1 Conclusion

- 7.1.1 This planning statement supports a planning application for the development of a BioSNG facility to convert waste wood or RDF into a bio-substitute natural gas for injection to the National Grid at Protos Plot 4, Ince, Cheshire.
- 7.1.2 The innovative £150 million facility would convert either waste wood or RDF into BioSNG and then, through methanation on site, would produce a clean gas suitable for injection into the gas Grid. The gas would be taken out from the grid at a facility offsite for processing into LNG/CNG certified renewable fuel for supply to haulage contractors and bus companies.
- 7.1.3 The application site is a consented waste management facility, and the development is in accordance with local and national planning policy.
- 7.1.4 A full set of environmental assessments have been undertaken, and these confirm that the development would not result in significant, adverse environmental impact.



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