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Planning Statement

Houghton Main Energy Centre

Peel Environmental Ltd

CRM.066.007.PL.R.002

'Experience and expertise working in union'

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Planning Statement

Project:	Houghton Main Energy Centre
For:	Peel Environmental Ltd
Status:	Final
Date:	October 2018
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1. Introduction

1.1 Introduction

1.1.1 This Planning Statement supports a S73 application seeking amendments to the planning consent (2015/0137) on land off Houghton Main Colliery Roundabout.

1.1.2 The consent (2015/0137) was for the development of a Renewable Energy Park comprising a Timber Resource Recovery Centre (TRRC) and associated infrastructure on land off Houghton Main Colliery Roundabout, Park Spring Road, Little Houghton, Barnsley.

1.1.3 The original consented application (2015/0137) has had all its pre-commencement conditions discharged. A form of implementation (substantive development start) was agreed with the council and this started prior to the expiry of the planning permission. Such commencement has been acknowledged by the planning authority.

1.1.4 The following amendments are sought in this S73 application:

- Broadening the type of feedstock being used for energy recovery to include Refused Derived Fuel (RDF);
- An increase to the consented tonnage limit to a maximum of 260,000 tonnes per annum;
- An increase in consented daily waste delivery/ export traffic movements to allow for such increased tonnage;
- An increase to delivery hours at the site;
- An extension of the hours of construction to 16.00 on Saturday and to allow after-hours work provided this is not audible at the monitoring locations M01 to M07 detailed in the noise report supporting Application No. 2015/0137;
- Amendment to conditions on lorry routing to reflect proposals submitted with this application; and
- Removal of conditions already discharged where not affected by the S73 proposals.

1.1.5 Given the proposal is to define the feedstock composition as wider than timber resource, it is more appropriate to refer to the TRRC simply as the Energy Centre in this planning statement. The proposed amendments will not otherwise change the way the Energy Centre will operate and will not result in any additional infrastructure to that previously consented.

1.1.6 Following grant of planning permission for the S73 amendments sought a series of steps will be followed to achieve financial close on the project. A main contractor will be appointed to undertake the detailed design required to determine the Energy Centre's technical configuration. Detailed design will confirm feedstock storage arrangements, secondary shredding system, feedstock handling system, type of firing system, boiler island, emissions abatement measures, generating turbines, condensers and ancillary equipment. These will conform to the limits set by the planning permission granted pursuant to the present planning application and conditions therein.

1.1.7 This will not materially change the character and appearance of the approved development or have other environmental impacts which have not been considered in the consented planning application (2015/0137), the new S73 consent and conditions placed upon it. Following the detailed design of the Energy Centre, the operational and environmental management systems will be finalised to manage the day to day aspect of the plant's operation and maintenance along with any potential impacts, such as odour. These will be fully considered as part of the

application process for the plant's environmental permit and controlled by the permit thereafter.

1.1.8 Following financial close of the project, the main contractor will undertake the construction of the Energy Centre which will take approximately 30 months and which will be followed by a period of commissioning before the plant is fully operational.

1.2 The Site

1.2.1 The site is located off the Houghton Main Colliery Roundabout, Park Spring Road, Little Houghton, Barnsley, S72 7GX. The Grid Reference of the site is SE 41710 06484.

1.2.2 The proposed amendments contained within this S73 application will remain entirely within the consented redline boundary and the consented layout is not subject to any changes.

1.2.3 The pre-commencement conditions associated with the above scheme have been discharged, and the consent has been implemented.

1.3 The Applicant

1.3.1 The applicant for this S73 application is Peel Environmental Ltd (Peel).

1.3.2 Peel are a development company who own, manage and develop infrastructure in the waste, minerals and environmental technology sectors across the UK. The company identifies sites suitable for development and is at the forefront of developing new infrastructure by working with investors, operators and partners to address the energy challenges faced. Peel are seeking to develop a network of energy generation facilities, utilising a range of materials, throughout the UK.

2. The Consented Development

2.1 The Consented Development

2.1.1 Planning application (2015/0137) was consented on 29th June 2015, for the erection of a Renewable Energy Park comprising a Timber Resource Recovery Centre and associated infrastructure.

2.1.2 This chapter reviews the conditions which were attached to the original planning consent (2015/0137). This section outlines the amendments sought through this S73 application, including proposed revisions to the wording of the conditions attached to the original planning consent.

2.1.3 As stated above, recognising that if this application is approved, the Energy Centre will not be exclusively dedicated as a Timber Resource Recovery Centre, it is considered that the general description of the development may need to be amended to avoid confusion (to the 'Energy Centre').

2.2 Consented Conditions

2.2.1 Conditions attached to planning consent (2015/0137) are outlined and reviewed below. Details regarding the documents submitted to discharge a number of these conditions has been provided below.

2.2.2 **Condition 1** – The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

This condition has been noted. The pre-commencement conditions associated with the above scheme have been discharged and the consent has been implemented.

2.2.3 **Condition 2** – The development hereby approved shall be carried out strictly in accordance with the following plans and specifications as approved unless required by other conditions in this permission: -

- PL 001 Site Analysis 1302_PL001
- PL 002 Site Location Plan 1302_PL002
- PL 003 Proposed Site Layout 1302_PL003
- PL 004 Proposed Roof Plan 1302_PL004
- PL 005 Proposed Site Elevations 1302_PL005
- PL 006 Proposed TRRC Process Building Elevations 1 1302_PL006
- PL 007 Proposed TRRC Process Building Elevations 2 1302_PL007
- PL 008 Proposed TRRC Process Building Elevations 3 1302_PL008
- PL 009 Proposed AD Process Building Elevations 1302_PL009
- PL 010 Proposed ACC Elevations 1 1302_PL010
- PL 011 Proposed ACC Elevations 2 1302_PL011
- PL 012 Proposed AD Weighbridge Kiosk Elevations 1302_PL012
- PL 013 Site Sections 1302_PL013

These plans will remain unaltered as part of this S73 application.

2.2.4 **Condition 3** – The development hereby approved shall be carried out strictly in accordance with the recommendations of the following reports in the Environmental Statement and Planning Application as approved unless required by any other conditions in this permission:

- Flood Risk Assessment;
- Surface Water Drainage Scheme;
- ES Chapter 10: Noise and Vibration plus appendices;
- Phase 1 Environmental and Mining Report;

This condition has been noted as part of this S73 application. Where necessary an addendum note will be provided confirming the limited changes required in order to conform such reports to this Planning Application and that there is no further requirement to change the substance of these reports.

2.2.5 **Condition 4** – The approved Timber Resource Recovery Centre (TRRC) plant shall only be used for the reception, handling, recycling, treatment and transfer of waste up to a maximum of 150,000 tonnes per annum.

This condition is proposed to be amended as part of this S73 application, see section 2.3 below.

2.2.6 **Condition 5** – Prior to the commencement of development plans to show the following levels shall be submitted to and approved by the Local Planning Authority; finished floor levels of all buildings and structures; road levels; existing and finished ground levels. Thereafter the development shall proceed in accordance with the approved details.

Plans showing the finished floor Levels in application 2017/1726 were submitted to discharge condition 5 and have been approved. The approved details will not alter as a result of this S73 application.

2.2.7 **Condition 6** – No development shall take place until full sample details of the proposed external materials have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

A schedule of the samples of facing materials was submitted as part of the discharge of conditions application 2017/1726 and was approved. The approved details will not alter as a result of this S73 application.

2.2.8 **Condition 7** – Prior to the commencement of development, details shall be submitted to and approved in writing by the Local Planning Authority of arrangements which secure the following highway improvements works:

a) Creation of site access;
b) Provision of/ any necessary alterations to street lighting;
c) Provision of/ any necessary alterations to highway drainage;
d) Measures to control parking at the access to the site;
e) Any necessary signing/lining

The works shall be completed in accordance with the approved details and a timetable to be submitted to and approved in writing by the Local Planning Authority.

Four plans were submitted through discharge of conditions application 2017/1726 which provide details of the highway design in order to discharge condition 7 of the original planning consent. The plans submitted are:

- *Drainage and Kerbing Layout (CRM.066.006.T.D.001.B);*
- *Surface Finishes (CRM.066.006.T.D.002.B);*
- *Signing and Lining Areas (CRM.066.006.T.D.003.B);*
- *Specification and Cross Section Details (CRM.066.006.T.D.004).*

The details were approved and will not alter as a result of this S73 application

2.2.9 **Condition 8** – The parking/manoeuvring facilities, indicated on the submitted plan, shall be surfaced in a solid bound material (i.e. not loose chippings) and made available for the manoeuvring and parking of motor vehicles prior to the development being brought into use, and shall be retained for that sole purpose at all times.

This condition will remain unchanged as part of this S73 application.

2.2.10 **Condition 9** – No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- The parking of vehicles of the site operatives and visitors;
- Means of access for construction traffic;
- Loading and unloading of plant and materials;
- Storage of plant and materials used in constructing the development;
- The erection and maintenance of security hording including decorative displays and facilities for public viewing, where appropriate;
- Wheel washing facilities;
- Measures to control the emission of dust and dirt during construction;
- Measures to control noise levels during construction.

A Construction Method Statement (CRM.66.006.GE.R.001 and CRM.066.006.R.TR.002) was submitted as part of application 2017/1726 to discharge Condition 9. The approved details will not alter as a result of this S73 application.

2.2.11 **Condition 10** – Prior to any works commencing on-site, a condition survey (including structural integrity) of the highways to be used by construction traffic shall be carried out in association with the Local Planning Authority. The methodology of the survey shall be approved in writing by the Local Planning Authority and shall assess the existing state of the highway. On completion of the development a second condition survey shall be carried out and shall be submitted for the written approval of the Local Planning Authority, which shall identify defects attributable to the traffic ensuing from the development. Any necessary remedial works shall be completed at the developer's expense in accordance with a scheme to be agreed in writing by the Local Planning Authority.

A Highways Condition Survey was submitted as part of application 2017/1726 to discharge Condition 10. The condition was part-discharged following acceptance that ongoing Barnsley Council highways works prevented full compliance with the full terms of the condition and that the matter did not go to the heart of the planning permission.

2.2.12 **Condition 11** – Prior to the occupation of the development a draft Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall indicate measures that will be put in place to encourage travel by modes other than the private car and allow for regular reporting and monitoring to be undertaken. subsequently, within six months of the site becoming operational, a detailed travel plan shall be submitted to the Local Planning Authority and once approved, it shall be fully implemented and retained as such thereafter.

This condition has been noted, prior to occupation of the development a draft travel plan will be submitted to the Local Planning Authority for approval. This condition will remain unchanged as part of this S73 application. A revised Framework Travel Plan has been prepared to support updated proposals set out in this S73 Application.

2.2.13 **Condition 12** – Prior to commencement of development, full foul and surface water drainage details shall be submitted to and approved in writing by the Local Planning Authority. This will include a scheme to reduce surface water run-off by at least 30% and a programme of works for implementation. Thereafter no part of the development shall be occupied or brought into use until the approved scheme has been fully implemented and the scheme shall be retained throughout the life of the development.

A full foul and surface water design strategy including plans was submitted in application 2017/1726 to address condition 12. The details were approved and will not alter as a result of this S73 Application.

2.2.14 **Condition 13** – No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority, full details of both hard and soft landscaping works, including details of species, positions and planted heights of proposed trees and shrubs; together with details of the position and condition of any existing trees and hedgerows to be retained. The approved hard landscaping details shall be implemented prior to the occupation of buildings.

A landscape management plan including landscape design proposals was submitted as part of the discharge of conditions application (2017/1726). The details were approved and will not alter as a result of this S73 Application.

2.2.15 **Condition 14** – All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner; and any trees or plants which die within a period of 5 years from the completion of the development, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

This condition has been noted and is not required to be amended as part of this S73 application.

2.2.16 **Condition 15** – A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas for a minimum of 5 years, shall be submitted to and approved by the Local Planning Authority prior to the occupation of the development or any part thereof, whichever is the sooner, for its permitted use. The landscape management plan shall be carried out in accordance with the approved plan.

This condition has been noted and will not be amended as part of this S73 application. A Landscape Management Plan will be prepared and submitted as required by Condition 15 prior to occupation of the development.

2.2.17 **Condition 16** – Prior to the commencement of development or other operations being undertaken on site in connection with the development, the following documents shall be submitted to and approved in writing by the Local Planning Authority:

- Tree Protection Plan (TPP)
- Arboricultural Implication Assessment (AIA)
- Tree Protective Barrier Details

No development or other operations shall take place except in complete accordance with the approved methodologies.

An AIA and tree protection plan (CRM.066.006.AR.R.001.A) were submitted in order to discharge condition 16 of the original application. The details were approved and will not alter as a result of this S73 Application.

2.2.18 **Condition 17** – Construction or remediation work comprising the use of plant, machinery or equipment, or deliveries of materials shall only take place between the hours of 0800 to 1800 Monday to Friday and 0800 to 1300 on Saturdays and at no time on Sundays or Bank Holidays.

This condition is proposed to be amended as part of this S73 application, see section 2.3 below.

2.2.19 **Condition 18** – The level of noise emitted from the site shall not exceed the existing background noise levels (LA0 +0db) as measured at the monitoring locations M01 to M07 **detailed** in the noise report supporting this application. Once the plant is fully commissioned and operational the applicant shall submit a report demonstrating that the site facility is operational within the limits defined within this condition. In the event that the noise level from the development is above the stated levels then the applicant shall submit a mitigation scheme for the written approval of the Local Planning Authority in order to identify measures to reduce the noise of the development to within acceptable levels. The approved scheme shall then be implemented. In the event that the noise level from the development cannot be brought to within acceptable levels, as defined above, the development shall not continue to operate.

This condition will be amended as part of this S73 application as a consequence of the changes sought to allow construction to continue provided noise is not audible at receptor locations. The noise assessment is not subject to change as part of this S73 application. The addendum Environment Statement confirms there is no requirement to update the noise assessment as part of this S73 application.

2.2.20 **Condition 19** – Deliveries with the transfer of waste to and from the site shall only take place between the hours of 07:00 to 19:00 Monday to Friday and at no time on Saturdays, Sundays or Bank Holidays. Prior to the occupation of the development, a plan for the management of vehicles transporting waste to and from the site (including a routing plan and cap on HGV movements ensuring peak hours) shall be submitted to and improved in writing by the Local Planning Authority. The approved traffic management plan shall be implemented on commencement of the use and at all times thereafter.

This condition will be amended as part of this S73 application, details regarding the proposed amendments to this condition are set out in section 2.3 below.

2.2.21 **Condition 20** – Delivery movements associated with the transfer of waste to and from the site shall not exceed 60 per day (30 in and 30 out).

This condition will be amended as part of this S73 application, details regarding the proposed amendments are set out in section 2.3 below.

2.2.22 **Condition 21** – There shall be no outdoor storage of waste

This condition will remain in place, there will remain no outdoor storage of waste at the site as a result of this S73 application. Materials will be delivered in enclosed vehicles and discharged within the feedstock reception building, no feedstock will be stored or handled outside.

2.2.23 **Condition 22** – All waste transported to and from the site shall be transported to the site in vehicles that are fully enclosed.

This condition will remain in place, the materials will be delivered to the site in fully enclosed vehicles.

2.2.24 **Condition 23** – Prior to commencement of development full details of the mitigation measures identified in the Phase 2 Habitat Survey, including a timetable for their implementation, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.

A Construction Environmental Management Plan (CRM.066.006.EC.R.001) was submitted to discharge condition 23. The CEMP was written in December 2017 and remain valid for two years. The details were approved and will not alter as a result of this S73 Application.

2.2.25 **Condition 24** – Prior to the commencement of development, a scheme showing the final lighting details shall be submitted to and approved in writing by the Local Planning Authority. The scheme will indicate that all lights will be correctly adjusted so that they only illuminate the surface intended, main beam angles of all lights should be below 70 degrees, any up lighting shall install shields or baffles above the lamp and no lighting should be installed which spreads light above the horizontal. The development shall then be carried out in accordance with the approved details.

A lighting scheme was submitted to discharge condition 24 under application 2017/1726. The details were approved and will not alter as a result of this S73 Application.

2.3 Proposed Amendments to Conditions

2.3.1 This S73 application seeks to make amendments to a limited number of conditions attached to the original consent (2015/0137). The proposed amendments to the wording of the conditions are set out below.

2.3.2 **Condition 4** – This S73 application seeks to amend this condition to the following wording: '*the approved Houghton Main Energy Centre shall only be used for the reception, handling and preparation of RDF and waste wood and energy recovery therefrom up to a maximum of 260,000 tonnes per annum'.*

2.3.3 **Why is this being sought**? This S73 application seeks to utilise Refuse Derived Fuel (RDF), with the option retained to utilise waste wood. RDF is a category of feedstock recognised by DEFRA which is produced from residual mixed waste which is left over once recyclates have been removed. Commercial factors relating to the availability and performance of waste wood have necessitated this change.

2.3.4 RDF has a lower and more variable calorific value than waste wood and so there is a need to run more feedstock through the facility in order to generate a broadly equivalent amount of power to that consented in the original application (2015/0137).

2.3.5 The wording proposed above reflects the need to increase import of feedstock to the site from the consented 150,000tpa to 260,000tpa. Where necessary, the relevant assessments have been updated to account for the increased throughput of feedstock and different feedstock characteristics, as part of this S73 application. Critically, however, the Energy Centre will continue to meet all the same regulatory requirements as the TRRC would have in its environmental permit, once granted, and in this regard is unchanged.

2.3.6 **Condition 17 -** This S73 application seeks to amend this condition to the following wording: *Construction or remediation work comprising the use of plant, machinery or equipment, or deliveries of materials which audible at the monitoring locations M01 to M07 detailed in the noise report supporting Application No. 2015/0137 shall only take place between the hours of 0800 to 1800 Monday to Friday and 0800 to 1600 on Saturdays and at no time on Sundays or Bank Holidays.*

2.3.7 **Why is this being sought**? Construction management practices generally allow for construction weekend working on Saturdays and for this to continue during the afternoon. The proposed change brings this condition into line with such practice. The amendment also allows for after-hours construction work provided this is not audible at the stated receptors. This recognises that certain categories of work, for example cable-pulling, can only carried out when the site is

cleared of other construction workers. However, such activities should not by their nature be audible, being internal to the facility buildings.

2.3.8 **Condition 18** – This S73 application seeks to amend this condition to the following wording: **Once operational**, t*he level of noise emitted from the site shall not exceed the existing background noise levels (LA0 +0db) as measured at the monitoring locations M01 to M07 detailed in the noise report supporting this application. Once the plant is fully commissioned and operational the applicant shall submit a report demonstrating that the site facility is operational within the limits defined within this condition. In the event that the noise level from the development is above the stated levels then the applicant shall submit a mitigation scheme for the written approval of the Local Planning Authority in order to identify measures to reduce the noise of the development to within acceptable levels. The approved scheme shall then be implemented.*

2.3.9 **Why is this being sought?** The proposed amendments are sought in order to confirm the treatment of noise levels during operations with the treatment during construction as a consequence of amendments sought to Condition 17, and to provide reassurance that the operations can recommence following approval of details of a mitigation scheme to address noise impacts, should these arise.

2.3.10 **Condition 19** – This S73 application seeks amendments to the delivery hours of the development. As a result of this, the wording of condition 19 is required to be amended to: '*deliveries with the transfer of waste to and from the site shall only take place between the hours of 07:00 to 19:00 Monday to Friday, and between 08:00 to 18:00 on Saturday and Sunday. All deliveries are to take place in accordance with the details of the submitted lorry routing and management plan*'

2.3.11 **Why is this being sought?** The proposed amendment to condition 19 will enable HGV movements associated with the delivery of materials and export of residual materials to be spread across additional delivery days, which will minimise the impact of HGV movements on the road network at busier times. As stated in the consented application, the clear intention is to import and export materials via main routes on the strategic route network only and not run vehicles through local residential areas. A lorry routing and management plan is provided as part of this S73 application to demonstrate this and will therefore remove the current requirement to submit this prior to commencement of operations. In view of the commitments made and the strategy presented to adherence to them, there should be no amenity impacts created on residents through an extension of deliveries to include weekends.

2.3.12 **Condition 20** – This S73 application also seeks to amend delivery movements, the following changes to the wording of this condition are required: '*Delivery movements associated with the transfer of waste to and from the site shall not exceed 78 per day (39 in and 39 out) between Monday to Friday and shall not exceed 66 per day (33 in and 33 out) on Saturday and Sunday'.*

2.3.13 **Why is this being sought?** The proposed amendment to condition 20 will allow an increase in daily HGV deliveries to be accepted at the site, which is required to broaden and increase feedstock inputs as sought. A Transport Assessment is provided with the planning application which demonstrates that an increase in vehicle movements can be accommodated at the site without causing significant or severe traffic impacts on the local highway network. Weekend deliveries will further spread delivery traffic away from peak weekday hours and, in combination with proposed management practices and lorry routes in this application, will provide effective mechanisms to avoid amenity impacts.

3. Planning History

3.1.1 A review of Barnsley Metropolitan Borough Council's Planning Explorer was undertaken on 05/06/18 for the application site. The below table demonstrates any new planning applications which have been submitted since the original application was consented.

Table 3.1.1. Planning History of the site and surrounding land. Orange highlighting indicates permissions covering the subject site.

Application Number	Site Address	Development Description	Status	Date Registered	Decision
2017/1726	Land off Park Spring Road, Houghton Main, Little Houghton, Barnsley	Discharge of conditions 5, 6, 7 9, 10, 12, 13, 16, 23 and 24 of application 2015/0137 for erection of renewable energy park comprising of timber recovery centre and infrastructure	Final Decision	17/01/18	
2017/0782	Land off Park Spring Road (opposite ASOS), Little Houghton, Barnsley, S72 7GX	Formation of a Car Park	Final Decision	11/09/17	Approved subject to Legal Agreement
2016/1106	ASOS, Park Spring Road, Barnsley, S72 7GX	Erection of 3 storey extension to existing building	Final Decision	01/09/16	Approve with Conditions
2015/0137	Land off Park Spring Road, Houghton Main, Little Houghton, Barnsley	Erection of a Renewable Energy Park comprising of a Timber Resource Recovery Centre and associated infrastructure	Final Decision	17/02/15	Approved Subject to Legal Agreement

2014/0559	Land off Houghton Main Colliery Roundabout, Park Springs Road, Barnsley	Development of Renewable Energy Park comprising Timber Resource Recovery Centre and Anaerobic Digestion Facility and associated infrastructure.	Final Decision	30/05/14	Refused
2013/0860	Park Spring Road, Little Houghton, Barnsley	Erection of 3 no. turbines wind farm with a height of 80m to hub and 126.5m to blade tip, including substation building and ancillary infrastructure. (Environmental Impact Assessment)	Final Decision	09/09/13	Approved with conditions
2012/1018	ASOS, Park Spring Road, Little Houghton, Barnsley, S72 7GX	Erection of extensions to southern and western elevations of existing distribution warehouse and extension to existing surface car parking area.	Final Decision	13/09/12	Approved with conditions
2011/1443	Land off Park Spring Road, Houghton Main, Little Houghton, Barnsley	Erection of 19 industrial units with associated external works and landscaping (Extension to time limit of the application 2008/1426)	Final Decision	20/12/11	Approved with Conditions
2011/0951	Land off Park Spring Road, Little Houghton, Barnsley	Installation of a 70m high meteorological data gathering mast (Temporary for 2 years).	Final Decision	08/08/11	Approve for a Temporary Period

2008/1426	Land off Park Spring Road, Houghton Main, Grimethorpe, Barnsley	Erection of 19 industrial units with associated external works and landscaping.	Final Decision	11/09/08	Approved
2005/1441	Park Springs, off Park Spring Road, Little Houghton, Barnsley	Erection of a distribution warehouse and associated offices, car parking, service areas and landscaping (Reserved Matters).	Final Decision	22/08/05	Approved with Conditions
B/03/0762/HR	S/O Houghton Main Colliery, Middlecliffe Lane, Little Houghton	Outline for modification of Condition No. 1 of planning consent B/99/1064/HR for use of land for industrial/employment uses.	Final Decision	14/05/03	

3.1.2 This table demonstrates that the site is consented for a Renewable Energy Park comprising a Timber Resource Recovery Centre, and the pre-commencement conditions have been addressed through a discharge of conditions application (2017/1726).

3.1.3 Planning Application 2017/0782 has been granted for the formation of a car park at the ASOS site which is located in close proximity to the east of the application site. The car park is now operational. The Transport Assessment baseline has been updated as part of this S73 application to account for this approved car park development at the ASOS site and any potential changes to the highway since the original application (2015/0137) was granted consent in 2015.

3.1.4 Overall, it is considered that there are no significant new constraints as a result of any new planning consents which have been approved since the original application. Where changes may have occurred, these have been taken into account and where necessary the relevant technical assessments have been updated.

4. Environmental Impact Assessment Scope

4.1.1 This S73 application will follow the following structure:

- Part one will provide the planning application documents
- Part two will be the Addendum to the submitted Environmental Statement

4.1.2 **Part one** will contain the following updated or replaced documents to address details of the amended development proposals within this S73 application:

- New Forms, Notices and Certificates
- New Planning Statement

4.1.3 **Part two** will provide an addendum to the Environmental Statement (ES) for the consented application to consider the amended proposals. The existing ES chapters have been reviewed, and where necessary they will be replaced with new chapters and updated to reflect the updated proposals and any other relevant updates.

4.1.4 The Environmental Statement addendum has been prepared in full accordance with the requirements of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017.

4.1.5 The following Technical Assessments and ES Chapters are those which were submitted in support of the consented application. For each chapter, it is indicated if and how they have been amended to support the S73 application in order to address any potential impacts of the amended development proposals. Where no change is indicated, within the ES, consideration of the factors which have led to this conclusion are set out, in including the proposed changes to development, changes in sensitive receptors, changes as a result of other developments and cumulative impacts, and changes in policy, guidance and legislation:

- **Background, introduction and context** (replaced with new sections)
- **Site description** (replaced to reflect recent developments and potential impact on technical assessments and updated proposed development)
- **Proposed development** (replaced to reflect amended proposals)
- **Planning history and policy context** (replaced to reflect new planning applications and planning policy)
- **Need and alternatives** (updated to reflect the proposed change in feedstock source)
- **Traffic and highways** (replaced with new Transport Assessment and ES Chapter)
- **Flood risk** (no change, supported by statement to confirm no requirement)
- **Air Quality, Odour and Human Health** (replaced with new Air Quality Assessment and added Human Health Impacts Assessment)
- **Landscape and Visual Amenity** (no change, supported by statement to confirm no requirement)
- **Noise and Vibration** (no change, supported by statement to confirm no requirement)
- **Ecology and Nature Conservation** (updated to consider new proposals)
- **Hydrology and Ground Conditions** (no change, supported by statement to confirm no requirement)

- **Archaeology and cultural heritage** (no change, supported by statement to confirm no requirement)
- **Socio-economic impacts** (replaced to provide updated information and support with new socio-economic impacts report)
- **Climate Change impacts** (supported by a new Carbon Assessment)
- **Amenity impacts** (updated)
- **Cumulative impacts** (updated)
- **Summary and conclusions** (updated)

5. Planning Policies

5.1 Introduction and context

5.1.1 Planning permission 2015/0137 consented the development of a Renewable Energy Park comprising a Timber Resource Recovery Centre. The consented facility is for an energy recovery facility utilising up to 150,000 tonnes per annum of waste to generate approximately 20MW (net) of power for export to the national grid. It is consented for 30 HGVs in and 30 HGVs out per day associated with the delivery of waste and export of residual materials. Relevant pre-commencement conditions have been discharged and the consent has been started.

5.1.2 It was intended to utilise grades A-C waste wood chip in the consented facility. The energy generation market has changed since the original approval and commercial factors affecting the availability of waste wood (and biomass) means that a wider range of feedstocks are now required for the facility. This S73 application seeks to amend the type of feedstock being utilised at the site to include RDF, which will become the primary feedstock – all assumptions in this application are based on its use alone, though flexibility to utilise waste wood as originally intended will be retained.

5.1.3 Under the terms of the 2015/0137 planning consent, there is no restriction on the type of feedstock used, the approval simply specifying "waste"; however, it is recognised that the application was proposed and assessed on the basis of the use of waste wood alone. For that reason, and to avoid future doubt, explicit consent is sought for the inclusion of RDF as the primary feedstock now sought to be utilised.

5.1.4 RDF materials are non-hazardous residual waste materials. In recent years, much of this material has been aggregated at strategic waste recycling and transfer stations and then bulked for distribution and export to Europe for use in energy plants. Significantly, this practice is declining, which produces an urgent requirement for new energy recovery facilities to utilise these materials in the UK, to create positive benefits in terms of meeting national energy requirements from a range of sources and also in minimising the need to landfill waste which could be utilised more productively in terms of the waste hierarchy.

5.1.5 The Barnsley Doncaster Rotherham Joint Waste Strategy notes that landfill is becoming increasingly expensive and scarce and states that there is an urgent need to develop new technologies and alternative solutions to manage waste in a way that reduces emissions, conserves or produces new resources and protects or enhances the quality of the environment. The Barnsley Doncaster Rotherham authorities have developed a Mechanical and Biological Treatment Plant at Manvers Road to assist in the delivery of these objectives for household waste delivered direct from the kerbside. This process is very different to and has a different environmental impact or operational profile to the consented development Houghton Main. The consented scheme to be amended as the Energy Centre at Houghton Main would rely on the use of residual RDF materials supplied on a just in time basis in large enclosed vehicles akin to distribution lorries. The thermal treatment process would work with odour control measures to ensure that odours are contained and destroyed. All waste handling activities will take place indoors.

5.1.6 The consented development of an energy centre at Houghton Main facilitates a move up the waste hierarchy by managing and recovering energy from a material which would otherwise be disposed of to landfill or exported. The proposed amended development will utilise RDF which will help to reduce reliance on landfill and export as a disposal option. The RDF feedstock is produced at strategic waste recycling facilities and transfer stations within the facility's catchment area and delivered on a just-in-time basis to maintain energy generation.

5.1.7 The Barnsley Joint Waste Strategy recognises that a wide range of proven waste technologies are available. These technologies have the potential to convert waste that cannot be re-used or recycled into renewable energy, such as electricity.

5.1.8 The Barnsley, Doncaster and Rotherham Joint Waste Strategy demonstrates that there will be a requirement for an additional 337,000 tonnes of municipal waste recycling, composting, treatment or recovery capacity by the end of the plan period. The authorities in the area have made contractual arrangements for the collection, management and disposal of this waste, which would not be affected by the switch of materials input to the Houghton Main Energy Centre.

5.1.9 At present, non-hazardous waste materials from South Yorkshire and the wider Yorkshire and Humber region are collected from a variety of sources for recycling and processing into RDF at large aggregator sites. Significant amounts of RDF have been sent abroad for use in European energy recovery facilities. This practice has reduced and will further decline after Brexit, meaning that there will be further requirements for waste management capacity in the UK, in order to ensure diversion from landfill is maintained and increased.

5.1.10 There is a significant amount of RDF material available throughout the region which could be utilised in the Houghton Main Energy Centre. Materials would be imported to the site from strategic waste transfer sites using recognised distributors operating modern vehicle fleets to create, as with the previous proposals, a highly efficient, managed, just in time delivery of materials which will be quickly utilised within the facility and will not be stored for more than a week before use and generally just a few days.

5.1.11 RDF has a lower and more variable calorific value than waste wood and so the change in feedstock source proposed requires more feedstock to be put through the facility in order to generate the same amount of power. Therefore, the amended proposals seek to increase throughput to the facility to enable it to process up to 260,000 tonnes of RDF per annum.

5.1.12 In order to demonstrate that the proposed changes are capable of being consented in planning terms, this application has updated the current Environment Statement to consider the effects of the changes on matters previously considered. This consideration covers impacts arising from the changes themselves, changes in the presence of sensitive receptors which might need to be assessed, changes resulting from other developments taking place (affecting amenity and affecting cumulative impacts) and changes in policies, guidance and standards which might affect assessment methodologies and conclusions.

5.1.13 The Barnsley Local Plan is nearing adoption and key matters relevant to the consideration of this proposal are largely settled. In this case, this planning statement gives full consideration to the policies contained in the emerging local plan which is likely to be adopted during the consideration of this application.

5.2 Planning and technical policies

5.2.1 This section reviews the relevant planning and technical policies which have been adopted nationally against the amended development proposals.

National Planning Policy Framework 2018 (NPPF)

5.2.2 The National Planning Policy Framework (NPPF) is the current national planning policy document in England.

5.2.3 At the heart of the NPPF is a *'Presumption in favour of sustainable development'*. The NPPF clarifies that where applications accord with up-to-date development plans should be approved without delay provided that the impacts do not significantly outweigh the benefits. This S73

application demonstrates that the site is sustainable in terms of renewable energy generation, waste management and transport and the proposed as built form for the plant also reflect sustainable development principles. A number of technical assessments have been updated as part of this S73 application to demonstrate that the potential impacts do not significantly outweigh the benefits.

5.2.4 Section fourteen of the NPPF outlines how the challenges of climate change, flooding and coastal change will be managed. The reuse of existing resources should be encouraged, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure. This S73 application supports renewable and low carbon energy generation along with the associated infrastructure. The proposed amended development will allow the Energy Centre to accept a broader range of feedstock types in response to commercial changes in the renewable energy generation market. The changes will allow the Energy Centre to recover value, treat more waste and generate low-cost, low carbon electricity and potentially heat.

5.2.5 The NPPF provides '*an economic objective to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure'.* This S73 application promotes a stable source of energy supply, this is of increasing importance to business and therefore this S73 application will bring wider economic benefits to the area as a result of its presence and renewable energy generation.

5.2.6 This S73 application demonstrates that the proposed amended scheme represents sustainable development and the amended development remains consistent with the NPPF.

Government Review of Waste policy in England 2011

5.2.7 In 2011 the Government published its review of waste policy in England. This document contains actions and commitments, not only of government but of other key actors, which together set a clear direction toward a zero-waste economy.

5.2.8 This document notes the key commitments are:

- Prioritise efforts to manage waste in line with the waste hierarchy and reduce the carbon impact of waste;
- Develop a range of measures to encourage waste prevention and reuse, supporting greater resource efficiency;
- Support energy from waste where appropriate, and for waste which cannot be recycled;
- Consult on restricting wood waste from landfill and review the case for restrictions on sending other materials to landfill.

5.2.9 This S73 application seeks to utilise RDF as the feedstock source at this site. The proposed amended application facilitates a move up the waste hierarchy by managing and recovering energy from a material which would otherwise be disposed of to landfill or exported. The proposed amended development will utilise RDF which will help reduce reliance on landfill and export of RDF. The changes will allow the Energy Centre to recover and treat waste sourced from within the region and generate low-cost, low carbon electricity and heat.

Waste Management Plan for England

5.2.10 The original consented application was considered to be consistent with the policies set out in the Waste Management Plan for England.

5.2.11 The Waste Management Plan for England notes that the Government supports efficient energy recovery from residual waste (of materials which cannot be reused or recycled), to deliver environmental benefits, reduce carbon impact and provide economic opportunities. There is clear support for the development of recovery facilities to secure energy recovery from residual waste.

5.2.12 The Waste Management Plan for England outlines that 884,000 tonnes of RDF was exported from the UK in 2012. Exports of RDF have risen from close to zero in 2009 to 3,200,000 tonnes per year in 2017 since when it has plateaued. Industry expectation is that exports will contract following Brexit.

5.2.13 These documents note that Waste Planning Authorities should concern themselves with the planning aspects of proposals and should not with the control of processes which are a matter for pollution control authorities. Waste Planning Authorities should work on the assumption that the relevant pollution control regime will be properly applied and enforced.

5.2.14 The proposals in this S73 application are both considered to be consistent with the policies and strategies outlined in this document. The feedstock source proposed in this S73 application is RDF, this is produced from waste once any recyclates have been removed. This application supports efficient energy recovery from waste and would utilise some of the RDF which is currently exported from the UK. There is clear support for this type of development as the Government supports energy recovery from residual waste.

National Planning Policy for Waste (2014)

5.2.15 The NPPW provides national policy on the development of Local Plans which identify the need for waste management facilities, identify suitable sites and areas, and on determining planning applications. The NPPW also sets out policy in relation to the determination of planning applications.

5.2.16 The NPPW paragraph 7 sets out policy to assist waste planning authorities in the determination of planning applications. There are six key parts to the policy:

5.2.17 Applicants only need to demonstrate market need for a proposed facility if it conflicts with the Local Plan of the area. In such a case, the waste planning authority should consider the extent to which operational facilities (i.e. not merely 'planned') can satisfy any identified need. The consented and implemented planning permission at Houghton Main was determined not to conflict the Barnsley Doncaster Rotherham Joint Waste Plan in that the plan sets out plan requirements for waste facilities to deal with commercial and municipal waste requirements of Barnsley and the wider region. It sets out strategic sites for waste management use and also criteria-based policies which are used to indicate how proposals for waste management facilities on other employment sites will be approached. The proposed S73 amendments to the consented scheme at Houghton Main remain consistent with these policies in being an allocated employment site.

5.2.18 Proposals for waste management facilities should demonstrate that they do not 'cut across' and undermine local plan objectives with regard to the movement of waste up the waste hierarchy. The proposed amendments at Houghton Main do not cut across or undermine the objectives of the Barnsley Doncaster Rotherham Joint Waste Plan in that the amended proposals will enable the consented facility to provide waste treatment technologies in the local area to manage local and regional RDF (whilst retaining the ability to manage waste wood) that would otherwise go to landfill or export abroad.

5.2.19 The technologies proposed are supported by Government as the best available technologies for the treatment of the materials concerned. The proposed facility will generate up to 20MW

electrical power for export to the national grid and potentially upto a further 2MW for delivery to local users (by direct wire). The facilities will continue to be CHP enabled, ready to connect to local heat users subject to agreement with them. The proposed facility therefore makes an important local contribution to the Government's WMPE policy to recover energy from residual waste treatment.

5.2.20 Waste planning authorities are asked to consider the likely impact on the local environment and on amenity against the criteria set out in Appendix B of the NPPW:

5.2.21 **Protection of water quality and resources and flood risk management** – the planning permission for the consented scheme has been implemented and this has addressed all pre-commencement conditions. The S73 proposals require no new physical development or infrastructure provision, and no changes to consented proposals.

5.2.22 **Land stability** – Information was submitted to Barnsley Council to enable all pre-commencement planning conditions on the consented scheme to be discharged and the development to be started.

5.2.23 **Landscape and visual impacts** – The S73 proposals will not change the appearance of the consented scheme.

5.2.24 **Nature Conservation** –The site sits within the Dearne Valley Nature Improvement Area. The S73 proposals retain the commitment to implement a programme of ecological works to relocate species to a set-aside area for pond development. The applicants have already contributed £50,000 to Barnsley Council for improvements to the Nature Improvement Area prior to starting the development. The proposals will not create additional impacts on nature conservation areas as demonstrated in the Air Quality Assessment and the update to the Environmental Statement.

5.2.25 **Conserving the Historic Environment** – The proposed amendments will not result in any additional impacts on designated or undesignated cultural assets.

5.2.26 **Traffic and Access** – A new Transport Assessment has been provided to demonstrate that the additional traffic associated with the S73 proposals will be insignificant (and 'not severe' in NPPF terms) in terms of capacity on existing roads, roundabouts and junctions, at all times of the day. It remains the case that the consented scheme and proposed amendments will generate significantly less traffic than would have been generated by the consented industrial estate of 19 business units on the same site. This would have been of the order of an additional 768 movements per day including up to 80 movements on the roundabout in the AM peak hour. The development of the ASOS overflow car park means that this scheme cannot now be implemented, but it demonstrates the inherent capacity of Park Springs Road to accommodate significant traffic generation from new development in this location. As stated above however, additional traffic generation from the proposals in this S73 application are of the order of 18 HGV movements per day (78 in total) on weekdays, and 66 movements per day at the weekend when traffic levels on local highways are significantly lower.

5.2.27 **Air emissions, including dust** – The applicant has submitted an Air Quality Assessment, Odour Assessment and Human Health Impact Assessment to address the potential for impacts arising from the S73 proposals. The potential for impacts arising from the proposals are addressed in the updated Environment Statement. The consented scheme and the proposed revisions will be fully regulated and controlled via an Environmental Permit which would be issued and enforced by the Environment Agency.

5.2.28 Waste Planning Authorities should concern themselves with the planning aspects of proposals and should not with the control of processes which are a matter for pollution control

authorities. Waste Planning Authorities should work on the assumption that the relevant pollution control regime will be properly applied and enforced.

5.2.29 **Odours** – An odour assessment is submitted alongside the Air Quality Assessment. This demonstrates that, in planning terms, the S73 proposals should be considered acceptable in terms of odour impacts. The operating conditions of the revised scheme and the control regimes to be adopted will be considered carefully and set out in full in separate environmental permit processes to be regulated by the Environment Agency.

5.2.30 **Vermin and birds** – As with the consented scheme, this is not relevant to the S73 proposal at Houghton Main, for two reasons. All waste will be brought to the site in covered or sealed vehicles and there will be no long-term storage of waste at the site, either outdoors or indoors. Materials will be unloaded inside the reception hall of the facility and rotated through the facility, normally in the order delivered.

5.2.31 **Noise, light and vibration** – A noise and vibration assessment was submitted in support of the consented scheme. The S73 proposals would not alter any of the proposed development and operation of plant and equipment set out in the consented scheme.

5.2.32 **Litter** – the methods outlined (sealed HGVs), combined with the non-storage of significant waste at the site should mean that litter should not be a problem.

5.2.33 **Potential land use conflict** – The consented scheme is located on an allocated employment site with a current and implemented planning permission for the development of a Renewable Energy Park comprising a Timber Resource Recovery Facility. The site also benefits from a planning permission (also implemented) for an industrial estate would give rise to the daily movement of 768 vehicles to and from the site. With this in mind, the potential for the site to accommodate significant employment development whilst sitting alongside other existing significant development is accepted by Barnsley Council.

5.2.34 The S73 proposals would generate only 18 additional HGV movements per day. Notwithstanding, the applicants have provided a draft HGV Management Plan to ensure that any impacts arising from the development are avoided and have proposed to spread out vehicle movements across seven days per week rather than five.

Barnsley Doncaster Rotherham Joint Waste Plan

5.2.35 Policy WCS1 (D1) of the Barnsley Doncaster Rotherham Joint Waste Plan says that strategic waste management developments will be directed towards the three identified strategic waste sites (plus one reserve site) in Policy WCS3, where possible. The policy does not require strategic waste developments to take place only on those sites. Other policies (WCS4) and paragraphs in the Joint Waste Plan provide flexibility to allow for proposals on other sites to be considered positively.

5.2.36 Part D2 of policy WCS1 says that innovative waste treatment technologies will be allowed where they support the vision and aims of the Joint Waste Plan.

5.2.37 Aim A seeks to move municipal waste management up the waste hierarchy. The proposed scheme will utilise RDF from waste aggregators, which is waste currently landfilled or is bulked and exported to European countries, but which is likely to decline significantly post-Brexit.

5.2.38 Aim B seeks to promote the timely provision of facilities to meet identified need in Barnsley, Doncaster and Rotherham, which, given the requirement to provide significant amounts of capacity in each time period to 2026, the consented scheme does and the proposed S73 will also facilitate given identified needs.

5.2.39 Aim C seeks to promote facilities which enable waste to be managed locally, and to use rail and water facilities. The proposed S73 amendments will continue to facilitate the management of local waste sources in the facility.

5.2.40 Aim D seeks to maximise economic benefits from waste management and to provide resources for industry. The proposed amendments will retain the ability of the consented scheme to provide secure local carbon electricity to the national grid or to local off-takers. There is potential for the supply of heat from the development to local users who want it.

5.2.41 Aim E seeks to maximise the potential to co-located facilities which utilise different waste streams and to create renewable energy. The proposed amended scheme retains the ability of the consented scheme to export electrical power to the national grid.

5.2.42 Aim F seeks to locate waste management facilities on vacant and underused brownfield land in existing employment areas. The Houghton Main site is a former colliery, opencast mine, and railway land which was developed over a 150-year period. The allocated employment site is located on a strategic road with good access and has had its existing planning consent implemented.

5.2.43 Aim G seeks to protect the amenity of local residents and environments. One of advantages of the site at Houghton Main is its distance from sensitive residential receptors. The closest houses are 0.6 km in Edderthorpe and 0.9km Darfield and Little Houghton. The potential for additional impacts has been fully assessed in supporting assessments and updates to the Environmental Statement. The proposed amendments to the consented scheme will not result in any additional impacts on sensitive residential receptors.

5.2.44 Aim H seeks to reduce greenhouse gas emissions from waste management processes through energy efficient waste technologies and innovative transport solutions. The proposed amendments to the consented scheme will continue to rely on efficient and innovative waste treatment technologies, which will be determined during the detailed design phase for the facility. The material imported to the facility will be pre-prepared and import of materials will be arranged in accordance with modern just in time delivery distribution arrangements utilising large, sealed vehicles.

5.2.45 Part D3 of WCS1 supports proposals for waste management facilities which enable the management of waste locally, but also allow for the import and export of materials from the area where this is a sustainable option. The applicants have provided information to demonstrate that the proposed changes to the consented scheme will continue to draw in materials from a local and regional catchment which is consistent with this element of the policy.

5.2.46 Part D4 indicates a priority for the development of waste management facilities on vacant, underused, brownfield sites in areas earmarked for regeneration. The Houghton main site meets the criteria and is located in an area of Barnsley identified for significant economic development.

5.2.47 Part D5 seeks the location of new facilities in areas with good transport links in and around urban areas. The consented scheme and site is located on the A6195 Park Springs Road, which the Transport Assessment demonstrates has capacity to accommodate the proposed amendments to the development with insignificant impacts. Indeed, the location of the facilities on this route enables the impacts of HGV movements through local communities to be avoided completely. This is demonstrated through the submitted Traffic management plan.

5.2.48 Part D6 says that waste developments should ensure that there are no impacts on sensitive aquifers. The site of the consented scheme is not located in such an area and the proposed amendments do not alter this.

5.2.49 Part D7 says that waste proposals should not have unacceptable impacts on designated nature conservation sites. The consented scheme is located in the Dearne Valley NIA (which covers the eastern half of Barnsley Borough). The Preliminary Ecological Appraisal and follow on surveys undertaken in support of the planning application and Environmental Statement demonstrated that there were no unacceptable impacts on either the ecology of the site or on neighbouring areas. The applicants contributed £50,000 to Barnsley Council to support wider improvements to the Dearne Valley NIA, so that, as a significant development, the consented facility has made a contribution to the NIA.

5.2.50 Information was submitted in support of the discharge of condition application to enable the development to commence in June 2018. The proposed amendments to the consented development do not create additional built development. Potential impacts from emissions from transport and from the technology process have been assessed and are presented in this application. The different waste composition in the process results in a higher moisture content and so a higher velocity of flow from the stack which increase dispersion and reduces air quality impacts from the proposed scheme on sensitive receptors compared to the consented scheme.

5.2.51 Para 4.17 of the Joint Waste Plan says that policy WCS4 makes policy provision for waste management proposals which may come forward on sites that are not allocated. Para 4.18 says that 'where waste processing activities take place within a sealed building and there is no external treatment or waste storage, they are similar in character to an industrial process. These proposals will be acceptable in principle within employment or industrial areas subject to meeting other policy requirements.'

5.2.52 Policy WCS4 says that waste management proposals on non-allocated sites will be permitted provided that:

5.2.53 Para A1 says that they do not significantly affect the character or amenity of the site or surrounding area. The consented scheme is located adjacent to a major distribution facility and within a wider area characterised by the development of significant industrial and distribution facilities along strategic highway routes. The proposed amendments will not alter its essential characteristics.

5.2.54 Para A2 says that proposals should contribute towards the aim of sustainable waste management, which the proposed amendments will continue to do.

5.2.55 Para A3 says that proposals should not undermine the provision of waste development on strategic sites set out under policy WCS3. The plan indicates the need for significant development of new waste facilities through the plan period. The proposed amendments will enable the consented facility to be commercially viable and move towards that aim.

5.2.56 Para A4 prioritises the reuse of vacant or underused brownfield land for proposals, which the consented scheme does and which the proposed amendments will ensure can be delivered.

5.2.57 Para A5 seeks to facilitate better quality reclamation of the site. The proposed amendments will enable the consented scheme to be fully developed as consented and in so doing will improve the quality of what is a former colliery site restored only to a low level.

5.2.58 Policy WCS6 of the Joint Waste Plan sets out the general considerations for all waste management proposals. Part A of the policy lists 17 criteria against which proposals for waste management facilities must demonstrate their acceptability. The consented scheme successfully addressed each of these. Part B of the policy says that proposals must include

sufficient information to demonstrate how they will comply with Part A through adequate description of processes, waste types, waste sources, life of the operation, access and storage. The proposed amendments to the consented scheme affect the use of materials and number of vehicle movements only. Impacts relating to the impacts arising from these are fully assessed in this S73 Application.

5.3 Consented Development

5.3.1 Planning permission 2015/0137 was granted by Barnsley Council on 29 June 2015 following its positive consideration of the application against relevant national and local planning policies. There is continued support for the consented development in both locally adopted and emerging policies as well as national planning policy.

The Barnsley Draft Local Plan 2016 Publication

5.3.2 The consented application was assessed against the Barnsley Draft Local Plan (published for consultation in November 2014). The original assessment considered that the proposed development was compliant with the Barnsley Draft Local Plan (November 2014 Publication).

5.3.3 Since the original application further publications of the Barnsley Draft Local Plan have been produced. This section reviews the Barnsley Draft Local Plan (2016 Publication) to demonstrate that the consented development remains consistent with the new Barnsley Draft Local Plan 2016 Publication. The relevant policies from the 2016 publication of the Barnsley Draft Local Plan are set out below, the consented development is assessed against these policies.

5.3.4 **Policy GD1** relates to General Development. This policy recognises that proposals for development will be approved if there will be no significant adverse effect on the living conditions and residential amenity of existing and future residents. The proposals should ensure any potential adverse impact on the environment, natural resources, waste and pollution is minimised and mitigated. The potential impacts from the original consented application were assessed through a number of technical assessments. It is considered that the original consented development is consistent with policy GD1 of the Barnsley Draft Local Plan 2016 Publication.

5.3.5 **Section 8** considers the economy and highlights the serious levels of worklessness in the area. This policy outlines the requirement for ensuring the provision of a wide range of employment locations, land and premises. Existing and new sectors should be supported and developed to enable growth. The low carbon sector has been identified as a priority sector to facilitate growth. **Policy E1** relates to providing strategic employment locations. This policy states that around 300 ha of land will be designated towards meeting the needs of existing and future industry and business up to 2033. The site 'N2' is allocated for employment land. The consented development remains consistent with policy E1 and section 8, as the Energy Centre will provide employment opportunities through the construction and operation of the consented development.

5.3.6 **Policy CC1** relates to climate change and sustainable construction. Plans for sustainable decentralised zero or low carbon energy generation will be encouraged. **Policy RE1** relates to low carbon and renewable energy. This policy notes that development which produces renewable energy will be allowed as long as there are no significant harmful effects. In assessing effect, we will consider the extent to which appropriate mitigation could reduce the effect to a less than significantly harmful effect. The consented development is a source of low carbon energy development and is therefore considered to be consistent with policy CC1 and policy RE1. A number of technical assessments were submitted in the consented application to

demonstrate there are no significant harmful effects and where necessary mitigation measures have been outlined.

5.3.7 The above review confirms that the original consented development remains consistent with the Barnsley Draft Local Plan 2016 Publication.

The Barnsley, Doncaster and Rotherham Joint Waste Plan (Adopted March 2012)

5.3.8 The Barnsley, Doncaster and Rotherham Joint Waste Plan forms part of the Borough's Development Plan, known as the Local Development Framework. This document provides detailed planning strategy for providing waste management facilities across Barnsley, Doncaster and Rotherham over the period to 2026. **Policy WCS4** of the Joint Waste Plan makes provision for waste management proposals on sites which are not allocated. Waste management proposals on non-allocated sites will need to demonstrate how they:

- Do not significantly adversely affect the character or amenity of the site or surrounding area;
- Contribute towards the aim of sustainable waste management in line with the waste hierarchy;
- Do not undermine the provision of waste development on strategic sites set out under policy WCS3;
- Prioritise the reuse of vacant or underused brownfield land, where possible; and
- Facilitate quicker and better-quality reclamation, and do not prevent the timely reclamation of the site (where applicable).

5.3.9 This policy also recognises that subject to meeting the above criteria, the types of location where waste proposals may be acceptable in principle include:

- Existing waste transfer recycling, composting, treatment and recovery sites;
- Designated employment and industrial areas/sites;
- Agricultural buildings;
- Waste water treatment and sewage works;
- Active mineral workings (including collieries); and
- Landfill sites.

5.3.10 The consented development was approved against the policies set out in the Joint Waste Plan. The consented development is still considered consistent with the policies and strategies outlined within the Barnsley, Doncaster and Rotherham Joint Waste Plan.

The Barnsley Core Strategy (adopted September 2011)

5.3.11 The following policies were assessed within the original planning application. The original application is considered to remain consistent with these policies.

- **Policy CSP 6**: Development that Produces Renewable Energy;
- **Policy CSP25**: New Development and Sustainable Travel;
- **Policy CSP26**: New Development and Highway Improvement;
- **Policy CSP28**: Reducing the Impact of Road Travel;
- **Policy CSP29**: Design Principles;

- **Policy CSP30**: The Historic Environment;
- **Policy CSP34**: Protection of Green Belt;
- **Policy CSP37**: Landscape Character;
- **Policy CSP39**: Contaminated and Unstable Land;
- **Policy CSP40**: Pollution Control and Protection;
- **Policy CSP41**: Development in Air Quality Management Areas.

The remaining Saved Policies of the Barnsley Unitary Development Plan (adopted December 2000)

5.3.12 **Policy ED7** relates to employment areas, the consented development is an employment generating use on identified employment land and therefore the consented scheme is consistent with this policy.

5.3.13 **Policy T3** relates to the strategic highway network for the borough. The consented development and potential impacts on the highway network were assessed as part of original application through a transport assessment. The consented application is located in close proximity to the highway network and this will reduce the impact of traffic through residential areas. The consented development is considered to remain consistent with this policy.

5.3.14 **Policy DA4** notes that the site of the former Houghton Main Colliery is designated as an area of investigation for potential employment development. The consented development is an employment generating use and therefore is consistent with policy DA4.

5.3.15 This section has confirmed that the consented development remains consistent with the Development Plan, which includes both the adopted and the emerging local policies.

5.4 Proposed Amendments

5.4.1 This section assesses the proposed amendments sought in this S73 application against the relevant adopted local planning policies and the emerging local planning policies.

5.4.2 The amendments which are sought in this S73 application and are assessed against relevant local planning policies in this below section are:

- Changes to widen the type of feedstock being utilised to include RDF;
- An increase to the consented tonnage limits to 260,000 tpa;
- An increase in consented daily waste delivery/ export traffic movements; and
- An increase to delivery hours at the site.
- Allow more construction hours subject to noise limits
- Confirm application of noise conditions on operation of the scheme.

Adopted Policies

5.4.3 Barnsley's current Statutory Development Plan consists of several documents. These documents are the Core Strategy, the Joint Waste Plan and the remaining saved policies of the Unitary Development Plan.

The Barnsley Core Strategy (adopted September 2011)

5.4.4 The Barnsley Core Strategy provides a spatial strategy for the future development of Barnsley up to the year 2026.

5.4.5 **Policy CSP6** relates to development that produces renewable energy. Policy CSP6 states that support will be given to development proposals that produce renewable energy if proposals don't significantly harm the character of the landscape, biodiversity, highway safety and infrastructure. This S73 application seeks to utilise RDF as the feedstock source, therefore, the proposed amended development is considered to be a source of low carbon energy development. Increasing the amount of feedstock that can be used at the Energy Centre will generate more low carbon energy. The proposed amendments are considered to be consistent with policy CSP6. Where necessary the relevant technical assessments have been updated as part of this S73 application, to demonstrate that any potential impacts from the proposed amendments can be reduced or mitigated.

5.4.6 **Policy CSP25** relates to new development and sustainable travel. This S73 application seeks to increase the traffic movements into the site, due to an increase in throughput of feedstock at the site. An updated transport assessment has been submitted as part of this S73 application, potential traffic generation arising from the construction and operation of the proposed Renewable Energy Centre (REC) has been assessed within this S73 application. Potential changes to the traffic assessment baseline have also been accounted for in the updated transport assessment which has been prepared as part of this S73 application.

5.4.7 **Policy CSP26** relates to new development and highway improvement. This policy notes that new development will be expected to be designed and built to provide safe, secure and convenient access for all road users. The transport assessment has been updated to demonstrate that the road network is suitable to accommodate the volumes of traffic sought within this proposed amended development.

5.4.8 **Policy CSP28** relates to reducing the impact of road travel. The traffic generation associated with this S73 application has been considered within the updated application documents, adverse environmental impacts have been reduced and mitigated where necessary.

5.4.9 **Policy CSP34** relates to protection of the green belt. The proposed S73 development is surrounded on all sides by land within Barnsley's Green Belt.

5.4.10 **Policy CSP37** relates to landscape character, this policy requires development to sustain, conserve and, where possible, enhance the character, local diversity and quality of the landscape and natural and built environment of the area. The area is characterised by the combination of agricultural and industrial land uses. The proposed amendments in this S73 application are consistent with this policy, existing and updated technical assessments demonstrate the proposed amendments will not have an unacceptable impact on the environment.

5.4.11 **Policy CSP40** relates to pollution control and protection, this policy states that development will be expected to demonstrate that it is not likely to result, directly or indirectly in an increase in air, surface water and groundwater, noise, small, dust or vibration which would unacceptably affect or cause a nuisance to the natural and built environment. The effects of the amended development proposals sought through this S73 application are set out in the Environmental Statement and accompanying updated technical assessments and will be separately regulated through the environmental permit.

5.4.12 **Policy CSP41** notes that support will be given to the monitoring of air quality. This policy seeks to protect and enhance air quality, including the reduction of air pollution and the emission of greenhouse gases. The consented application and the S73 application proposals will meet the emission standards that will be required by the Environment Agency. Dust will be contained

within the main building. A new air quality and odour assessment and a human health impact assessment has been undertaken to support this S73 application.

Barnsley, Doncaster and Rotherham Joint Waste Plan (adopted March 2012)

5.4.13 The Barnsley, Doncaster and Rotherham Joint Waste Plan forms part of each borough's development plan, known as the Local Development Framework. The Joint Waste Plan is the detailed planning strategy for providing waste management facilities across Barnsley, Doncaster and Rotherham over the period to 2026.

5.4.14 **Policy WCS1** outlines Barnsley, Doncaster and Rotherham's overall strategy for achieving sustainable waste management. Policy WCS1 notes that innovative waste treatment technologies will be allowed where they support the vision and aims of the Joint Waste Plan. the following aims are outlined within policy WCS1:

- **Aim A** seeks to move municipal waste management up the waste hierarchy. The proposed amendments will draw on materials which are currently available outside of established municipal waste contract arrangements and which are currently aggregated for export outside the region or landfilled.
- **Aim B** seeks to promote the timely provision of facilities to meet identified need in Barnsley, Doncaster and Rotherham. The proposed Energy Centre as amended will provide a strategic investment in new waste management capacity to be utilised to generate low carbon energy in the form of electrical power and potentially CHP for local businesses.
- **Aim C** seeks to promote facilities which enable waste to be managed locally, and to use rail and water facilities. This objective was assessed and addressed fully in the consideration of the consented scheme, through the consideration of alternative sites.
- **Aim D** seeks to maximise economic benefits from waste management and to provide resources for industry. The provision of stable, secure and cost effective supplies of energy, as will be provided by the proposed Energy Centre, is an increasingly important plus factor in attracting inward investment to the Sheffield City Region and to the Dearne Valley in particular.
- **Aim E** seeks to maximise the potential to co-locate facilities which utilise different waste streams and to create renewable energy. The proposed amendments will retain the ability of the site to utilise both RDF and waste wood as required.
- **Aim F** seeks to locate waste management facilities on vacant and underused brownfield land in existing employment areas. The consented site is an allocated employment site consented for the use which it is now sought to amend.
- **Aim G** seeks to protect the amenity of local residents and environment. The applicant has updated parts of the Environment Statement to provide full technical assessment of the potential impacts arising from the proposed amendments.
- **Aim H** seeks to reduce greenhouse gas emissions from waste management processes through energy efficient waste technologies and innovative transport solutions. Transport of materials will be undertaken efficiently in systems akin to modern just-in-time distribution methods. Emissions associated with the long-distance transfer of waste by lorry and ship to European and other destinations will be reduced through the creation of a facility able to recover energy from RDF in the region. Transport emissions will be reduced through the bulk transfer of materials in larger vehicles than would be the case if residual waste materials were transferred to landfill sites. Additionally, the

technology will deliver up to 22MW of low carbon electrical power from the processing of up to 260,000 tonnes per annum of RDF from the local and wider region that might otherwise be exported abroad, or disposed of to landfill.

5.4.15 **Policy WCS4** relates to waste management proposals on non-allocated sites. This policy includes criteria against which waste management proposals on non-allocated sites are to be assessed. This policy notes that '*where waste processing activities take place within a sealed building and there is no external treatment or waste storage, they are similar in character to an industrial process. These proposals will be acceptable in principle within employment or industrial areas subject to meeting other policy requirements.'*

5.4.16 In these terms the consented scheme was considered compliant with this policy and the proposed amendments do nothing to alter this.

5.4.17 **Policy WCS6** sets out the general considerations for all waste management proposals. A number of criteria are listed within this policy which all waste development proposals will be assessed against. The onus will be on the applicant or developer to demonstrate that the site is in a suitable location to deal with waste close to its source.

5.4.18 The proposed amended development proposals are supported by policies set out in the Joint Waste Plan. The amendment seeks to widen feedstock sources and through this will continue to contribute to the management and reduction of waste in accordance with the aims of sustainable waste management and the waste hierarchy. Although the proposed site is not an allocated waste site in the Joint Waste Plan, the consented scheme was considered acceptable and its location was considered acceptable. The amended proposals put forward now should retain clear policy support and be considered positively under Policy WCS4. It is considered that the proposed amended development is compliant with the Joint Waste Plan.

The remaining Saved Policies of the Barnsley Unitary Development Plan (adopted December 2000)

5.4.19 The adopted Core Strategy supersedes a number of Unitary Development Plan Policies. However, until all the Local Development Framework documents are in place some parts of the Unitary Development Plan (UDP) are being 'saved' to ensure comprehensive planning policy coverage remains in place. Saved parts of the UDP remain in force and will be used in determining planning applications until replaced. The following policies are considered relevant to this S73 application.

5.4.20 **Policy T3** – the existing strategic highway network for the borough, as set out in diagram 11 of the UDP, has been designated and will be reviewed as appropriate in order to concentrate heavy flows of traffic, particularly HGV's on the currently most appropriate routes. This S73 application seeks to increase in consented daily waste delivery/ export traffic movements and increase delivery hours at the site. Due to the proposed amendments an updated Transport Assessment has been undertaken to reflect the amended proposals and the current traffic conditions surrounding the site. The proposed development is located in close proximity to the highway network and this will reduce the impact of traffic through residential areas. It is therefore considered that the proposed development is consistent with policy T3.

5.4.21 **Policy DA4** - the site of the former Houghton Main Colliery is designated as an area of investigation for potential employment development. **Policy ED7** also relates to employment policy areas. The proposed development is consistent with these policies as the development is an employment generating use. The proposed facility will create up to 200 jobs on-site during the peak construction period and support an additional 40 off-site jobs during the 30-month construction phase. Once operational the proposed development will create 20 full-time jobs, ranging from entry-level to highly skilled positions. The facility will generate annual salaries of approximately £875,000 once operational.

Emerging Policies

The Barnsley Draft Local Plan 2016 Publication

5.4.22 This section reviews the Barnsley Draft Local Plan (2016 Publication) to demonstrate that the amended scheme is consistent with the updated policies within the draft local plan. The draft local plan is currently being examined and it is anticipated the new local plan will be adopted in late 2018.

5.4.23 The Draft Local Plan outlines local planning policy for the future development of Barnsley up to 2033. The plan sets out the key elements of the planning framework for Barnsley, and the approach to its long-term physical development to achieve the Council's vision of what sort of place Barnsley wants to become. The Local Plan objectives seek to improve the economic prosperity and quality of life for all its residents and those who work here.

5.4.24 **Policy GD1** relates to General Development. This policy recognises that proposals for development will be approved if there will be no significant adverse effect on the living conditions and residential amenity of existing future residents. The proposals should ensure any potential adverse impact on the environment, natural resources, waste and pollution is minimised and mitigated. The proposed site is considered to be a suitable site for this development as the site has an industrial history and is close to a large warehouse development. The proposed amendments are not considered to negatively affect existing or future residents. Landscaping has been incorporated into the design and the impacts on the environment have been considered and mitigated through the updated technical assessments which accompany this S73 application.

5.4.25 **Section 8** considers the economy and highlights the serious levels of worklessness in the area. This policy notes the requirement for ensuring a provision of a wide range of employment locations, land and premises. Existing and new sectors should be supported and developed to enable growth. The low carbon sector has been identified as a priority sector to facilitate growth. The proposed amended development is for a low carbon energy from waste site. Section 8 of the emerging Local Plan identifies that a number of sectors could facilitate growth within the area, one of these being the Low Carbon sector, therefore the proposed amendments fit in with Barnsley's Draft Local Plan objectives relating to the economy and growth.

5.4.26 **Policy E1** relates to providing strategic employment locations. This policy states that around 300 ha of land will be designated towards meeting the needs of existing and future industry and business up to 2033. The site 'N2' is allocated for employment land. The proposed scheme will provide employment opportunities during the construction and operation, it is considered that the amended scheme which forms this S73 application will also be in line with the Barnsley Draft Local Plan.

5.4.27 **Policy CC1** relates to Climate Change and Sustainable Construction. This policy notes that development will be expected, subject to viability, to:

- Reduce and mitigate the impact of growth on the environment and carbon emissions;
- Ensure existing and new communities are resilient to climate change;
- Harness the opportunities that growth, and its associated energy demands, brings to increase the efficient use of resources through sustainable construction techniques and the use of renewable energy.

The policy then says:

We will take action to adapt to climate change by:

- Giving preference to development of previously developed land in sustainable locations;
- Locating and designing development to reduce the risk of flooding;
- Promoting the use of sustainable drainage systems; and
- Promoting investment in Green Infrastructure to promote and encourage biodiversity gain.

5.5 Conclusion

5.5.1 Section five of this Planning Statement has demonstrated that the consented original application remains consistent with the relevant emerging and adopted local planning policies. As well as the consented development, an assessment of the proposed amendments against the relevant local planning policy has demonstrated the amendments are also consistent with the relevant national and local planning policies.

6. Detailed consideration of waste needs

6.1 Introduction

6.1.1 This section identifies the need for new energy recovery (i.e. Energy from Waste – EfW) capacity in terms of both the current and forecast future national position; and in respect of the more geographically refined residual waste catchment area, which the consented scheme Houghton Main, amended as proposed in this application, is most likely to serve.

6.2 National Need

6.2.1 The national need that exists for new built waste management infrastructure is primarily derived from European legislation, most notably the Landfill Directive and the revised Waste Framework Directive and is evidenced by the fact that England continues to landfill very significant quantities of residual waste and also exports large quantities of such crudely processed waste, in the form of RDF

6.2.2 The Waste Management Plan for England (December 2013) identifies that the UK exports RDF to northern continental Europe for energy recovery. It states that exports have increased significantly in recent years in response to rising costs of landfill in the UK. This is supported by the Defra Digest of Waste Resource Statistics – 2018 Edition (May 2018), which is a compendium of statistics on a range of waste and resource areas, based on data published by Defra, WRAP, the Environment Agency, Office of National Statistics and Eurostat. It identifies that the export of RDF from England and Wales (the figure is greater for the UK as a whole) has increased very significantly from 2010 to 2017. In 2009, close to zero tonnes were exported to EfW facilities elsewhere in the EU. By 2017 this had increased to over 3.2 million tonnes, the majority of which was sent to The Netherlands, Germany and Sweden.

6.2.3 With regard to waste management data and particularly future waste management forecasting, it is widely recognised that this is not a precise science. Probably the most accurate, relevant, contemporary information is contained within two reports produced by Tolvik Consulting in 2017 (whose source information is ultimately derived from Environment Agency data and from their Scottish and Welsh counterparts – SEPA & NRW). Tolvik is a widely respected independent provider of commercial due diligence and market analysis services to the European waste and bioenergy sectors. The two relevant reports are:

- UK Energy from Waste Statistics – 2016 (June 2017); and
- UK Residual Waste: 2030 Market Review (November 2017).

6.2.4 The June 2017 report identifies (page 4), that in 2016 a total of 9.96 million tonnes (Mt.) of residual waste was processed in UK EfWs which represented 35.4% of the UK's residual waste. However, 13.65 million tonnes (48.5%) of residual waste (suitable for energy recovery) was still being sent to landfill.

6.2.5 On top of this, the November 2017 report shows (in Figures 10 and 11) that in 2016 the total RDF exports from the UK as a whole were around 3.6 million tonnes (Mt). This means that in 2016, the UK had an energy recovery (EfW) capacity gap of over 17 million tonnes (13.65 Mt. + 3.6 Mt. = 17.25 Mt).

6.2.6 Tolvik's November 2017 report (commissioned by the Environmental Services Association) comprised an independent review of 6 third party reports and analysis relating to the residual waste market in the UK, and then formed its own overall conclusions. The primary purpose of the report was to understand the potential / likely energy recovery / EfW capacity gap in 2030.

6.2.7 The report defines (page 10) and quantifies 'residual waste' suitable for energy recovery / EfW. This excludes a wide range of non-recyclable wastes which are not suitable for thermal treatment alongside household waste or similar wastes. These include, but are not limited to, sludges, various low calorific value wastes, automotive shredder residues, hazardous wastes etc. which are either subject to separate treatment and / or landfilled.

6.2.8 Figure 12 shows the estimated tonnages of residual waste (as defined above) to landfill in 2016. The tonnages vary in the various reports reviewed, but, when viewed on a common basis, average out at something over 13 million tonnes, noting that the tonnage of all waste sent to landfill in the UK was significantly higher, with 44.7 million tonnes being sent to landfill in England alone in 2016.

6.2.9 The future EfW capacity requirement forecast is subject to a number of variables, a key one of which is the assumed future recycling rate. In England, the 2020 Government recycling rate target for household waste is 50%. The general industry consensus is that this will not be achieved, as local authorities have generally rolled out their recycling strategies and infrastructure (and have largely had these in place for the past 5 or so years), and the English household waste recycling level has effectively bottomed out at around 44%.

6.2.10 DEFRA statistics published on 5th December 2017 indicate that the English household waste recycling rates for the past 5 years are:

- 2012: 44.1%
- 2013: 44.2%
- 2014: 44.8%
- 2015: 43.9%
- 2016: 44.2%

6.2.11 Tolvik's November 2017 report goes on to estimate (page 13), based solely upon those EfWs which (as at December 2016) were either operational or in construction, the EfW 'Operational Capacity' in 2020 will be 14.70 million tonnes.

6.2.12 In terms of the 2030 EfW capacity gap forecast, Figure 32 of the report shows that 5.7 million tonnes of residual waste will continue to be landfilled in 2030. This is based upon:

- All of the EfWs that were operational or in construction as of December 2016 being operational (in the view of the Applicant, this is a fairly bold assumption);
- An additional, new EfW capacity of 2 million tonnes being on line;
- A further 2.1 million tonnes of capacity being attributable to co-incineration schemes, certain biomass plants and Mechanical and Biological Treatment (MBT) facilities;
- RDF exports continuing at a level of 2.5 million tonnes per annum;
- The 50% household waste recycling target being met (giving an overall recycling rate of 57%).

6.2.13 It is demonstrably the case that the UK needs significantly more residual waste treatment capacity.

6.2.14 In terms of how this residual waste treatment capacity is delivered, it remains the case that Government Policy, in the form of the Waste Management Plan for England, continues to support energy recovery from residual waste through a range of technologies and believes there is potential for the sector to grow significantly to reduce waste sent to landfill.

6.2.15 Furthermore, the Government explicitly recognises that by exporting RDF, the UK is depriving itself of a valuable renewable feedstock which could help meet the UK's carbon reduction targets.

6.2.16 Recently, the frailty of the RDF export market has become more exposed, primarily because:

- The fall in sterling against the Euro has significantly increased EfW gate fees in the Euro Zone;
- A number of established European EfW plants are reaching the end of their operational life;
- Some European countries, such as Germany, are experiencing population and waste growth and looking to harness more of their domestic EfW capacity;
- There is market uncertainty due to the Brexit position (and whether the EU would continue to accept exported waste from the UK); and
- Other concerns such as the decisions by China not to allow import of waste containing some plastics.

6.2.17 In this context of needing to move away from RDF export, if the proposed amendments to the consented facility at Houghton Main are approved, the delivery of the facility will be viewed as a contribution to the management of RDF arising from the local and wider region. Moreover, and of direct relevance to the Houghton Main facility and its location, of the total circa 3.5 million tonnes of RDF that the UK exported to energy recovery facilities in mainland Europe in 2017, circa 1 million tonnes is estimated to have passed through the Humber Ports. Given the Houghton Main location close to the A1(M) giving onward access to the Humber, it is well placed to receive RDF heading towards the Humber Ports.

6.2.18 As such, the consented facility at Houghton Main, as now proposed to be amended, offers an excellent opportunity to make a significant contribution towards addressing the acknowledged shortfall in waste recovery capacity within the UK (in a different way to that originally envisaged but retaining that potential). It would directly assist in the diversion of waste from landfill and the utilisation of indigenous RDF to generate low carbon energy within the UK, as opposed to in mainland Europe.

6.3 Regional Need

6.3.1 Assuming, conservatively, that 55% of household waste and 65% of similar commercial and industrial (C&I) wastes is recycled by 2035, then the approximately 3.13 million tonnes of residual Local Authority Collected Waste (LACW) in 2016 within the catchment area which would be expected to fall to about 2.61 million tonnes by 2035.

6.3.2 Slightly more waste is exported from this area to EFWs in other areas, resulting in a net export of around 0.21 million tonnes in 2020.

6.3.3 There are around 1.61 Million tonnes of residual C&I waste, which is also expected to fall modestly to 1.53 Milllion tonnes by 2035.

6.3.4 Currently, as set in Table 6.1 below, there are 9 existing, fully operational EfWs in the area defined above with a combined total capacity of 2.22 million tonnes, with Ferrybridge EfW and Allerton Park EfW both having reasonably significant capacity remaining after contracted residual LACW which will need to be filled by either C&I waste or further LACW imported from outside of the Catchment Area.

Table 6.1: Existing Operational EfW Facility Capacity

Name	Operator	Total Capacity ktpa	Projected 2020 'Market' / C&I Waste Available Capacity ktpa
Bolton EfW	Viridor	84	-
Kirklees EfW	Suez	127	-
Newlincs EfW	Newlincs	55	-
Eastcroft EfW	FCC	169	-
Sheffield EfW	Veolia	226	27
Leeds EfW	Veolia	171	-
Ferrybridge 1 EfW	MFE	542	325
Ferrybridge 2 EfW	MFE	542	
Allerton Park	Amey	304	91
Total		**2,219**	**443**

6.3.5 Based upon the identified residual waste tonnages the total residual waste in the area defined above, adjusting for net LACW exports and existing operational EfW capacity, the remaining net residual waste to 2035 is illustrated in Table 6.2 below.

Table 6.2: Calculation of Net Residual Waste in the Area defined

	2020	2025	2030	2035
Residual LACW	3.03	2.90	2.76	2.61
Less: Net Residual LACW Exports	(0.21)	(0.27)	(0.26)	(0.27)

C&I Waste	1.60	1.59	1.58	1.53
Total Residual Waste Supply	4.42	4.22	4.08	3.87
Existing Operational EfW Capacity	2.22			
Net Residual Waste	**2.20**	**2.00**	**1.86**	**1.65**

6.3.6 Table 6.2 illustrates that in 2020 there will be 2.2 million tonnes of available residual waste in the Area, dropping to 1.65 million tonnes in 2035.

6.3.7 Furthermore, even if Sinfin Lane Derby and Energy Works Hull are included as operational capacity (with a combined capacity of 387,000 tpa), there will be 1.26 million tonnes (in 2035) of residual waste in the Catchment Area which is suitable for energy recovery and will require treatment.

6.3.8 There is a significant need for new residual waste treatment capacity within the Area and the Houghton Main facility, as amended with its additional 110,000 tonnes per annum of capacity and a switch to RDF feedstock, would contribute towards meeting that need.

7. Energy needs, renewable and low carbon energy generation

7.1 Introduction

7.1.1 This Section of the Need Assessment focusses on energy need, including the need for low carbon energy generation.

7.1.2 It firstly sets out the relevant broad national policy and strategy context and then evaluates the current UK position in terms of renewable energy generation. It then describes the energy contribution that the amended Houghton Main proposal would make.

7.2 National Policy and Strategy Context

7.2.1 This sub-section briefly reviews key elements of national policy, strategy and guidance, related to energy matters, relevant to the Houghton Main scheme as now proposed to be amended.

Government Review of Waste Policy 2011

7.2.2 Paragraph 208 of the Government Review of Waste Policy sets out the reasons for the Government's support for EfW, stating that:

7.2.3 *"The benefits of recovery include preventing some of the negative greenhouse gas impacts of waste in landfill. Preventing these emissions offers a considerable climate change benefit, with the energy generated from the biodegradable fraction of this waste also offsetting fossil feedstock power generation, and contributing towards our renewable energy targets providing comparative feedstock security, provided it can be recovered efficiently."*

Energy from Waste a Guide to the Debate

7.2.4 In February 2013, DEFRA published their document 'Energy from Waste – A Guide to the Debate' to aid discussion and general understanding of the role EfW has to play both in residual waste management and energy generation. The document was subsequently revised in 2014 to include an additional chapter (Chapter 5), which considers the future policy direction for energy from waste.

7.2.5 The Guide states:

- "The Government sees a long-term role for energy from waste both as a waste management tool and as a source of energy…" (page 9);
- "Energy from the biogenic part of mixed residual waste is seen as one of a number of technologies that either have the greatest potential to help the UK meet the 2020 target in a cost effective and sustainable way or offer great potential for the decades that follow." (paragraph 64 – extract);
- "Increased prevention, reuse and recycling, does not necessarily mean less waste feedstock for energy recovery. There is a large amount of potentially combustible residual waste still going to landfill that could be utilised in energy recovery. The Government considers there is potential room for growth in both recycling and energy recovery – at the expense of landfill." (paragraph 229).

7.3 Overarching National Policy Statement for Energy EN-1

7.3.1 The overarching National Policy Statement (NPS) for Energy (EN-1) was approved and designated by Government in July 2011, and whilst specific to Nationally Significant Infrastructure Projects (NSIPs) applications, it states that is likely to be a material consideration in decision making on planning applications that fall under the Town and County Planning Act 1990.

7.3.2 In light of concerns regarding energy security and the worsening global environmental situation, the NPS recognises that there is a pressing national need to move away from out-dated carbon technology and develop forms of renewable energy generation. It is for these reasons that the guidance (EN-1 paragraph 3.3.10) emphasises that: *"the Government is committed to increasing dramatically the amount of renewable generation capacity…"* It then goes on to confirm (paragraph 3.3.5) that: *"Government would like industry to bring forward many new low carbon developments (renewables, nuclear and fossil feedstock generation with CCS) within the next 10 to 15 years to meet the twin challenge of energy security and climate change…"*

7.3.3 With regard to the matter of energy security, Policy Statement EN-1 states (our emphasis in bold type) that: *"It is **critical** that the UK continues to have secure and reliable supplies of energy as we make the transition to a low carbon economy"* (paragraph 2.2.20) since: *"energy is **vital** to economic prosperity and social well-being"* (paragraph 2.2.1).

7.3.4 The NPS highlights the UK's commitment to sourcing 15% of its total energy from renewable sources by 2020 and acknowledges that it will be a major challenge in moving towards a low carbon economy, and that industry will need to develop significant amounts of new energy infrastructure in the coming years. Paragraph 3.3.10 identifies that as well as wind, wave and tidal power, new renewable energy capacity may increasingly include plant powered by the combustion of biomass and waste.

7.3.5 Paragraph 3.4.3 of the NPS identifies that future large-scale renewable energy generation in the UK includes energy from waste, where: *"the principal purpose of the combustion of waste, or similar processes (for example pyrolysis or gasification) is to reduce the amount of waste going to landfill in accordance with the Waste Hierarchy and to recover energy from that waste as electricity or heat. Only waste that cannot be re-used or recycled with less environmental impact and would otherwise go to landfill should be used for energy recovery. The energy produced from the biomass fraction of waste is renewable and is in some circumstances eligible for Renewables Obligation Certificates, although the arrangements vary from plant to plant."*

7.3.6 Repeated themes within the NPS are that the UK's energy supply system must react to a changing world and accordingly must be:

- **Diverse** – "a diverse mix of technologies and feedstocks, so that we do not rely on any one technology or feedstock" (paragraph 2.2.20) and "There are benefits of having a diverse mix of all types of power generation. It means we are not dependent on any one type of generation or one source of feedstock or power and so helps to ensure security of supply" (paragraph 3.3.4).

- **Reliable** – Paragraph 2.2.20 states: "It is critical that the UK continues to have secure and reliable supplies of electricity as we make the transition to a low carbon economy. To manage the risks to achieving security of supply we need…reliable associated supply chains (for example feedstock for power stations) to meet demand as it arises."

- **Dispatchable** – This means (as set out in the Glossary) sources of electricity that can be supplied (turned on or off) by operators at the request of power grid operators, in contrast to intermittent power sources that cannot be similarly controlled.

National Policy Statement for Renewable Energy Infrastructure (EN-3)

7.3.7 EN-3 is to be read in conjunction with EN-1 and can also represent a material consideration in decision making on planning applications for renewable energy facilities, the extent of which needs to be judged on a case by case basis.

7.3.8 It is identified in this NPS (paragraph 2.5.1) that the: *"recovery of energy from the combustion of waste, where in accordance with the waste hierarchy, will play an increasingly important role in meeting the UK's energy needs. Where the waste burned is deemed renewable, this can also contribute to meeting the UK's renewable energy targets. Further, the recovery of energy from the combustion of waste forms an important element of waste management strategies in both England and Wales."*

The Renewable Energy Strategy (July 2009)

7.3.9 In 2007 the UK Government agreed to a binding target that 15% of the UK's energy consumption will come from renewable sources by 2020. The UK Government views this as a very challenging target and set out the means by which it intends to achieve it in the UK Renewable Energy Strategy (July 2009). In summary, it states: *"The UK needs to radically increase its use of renewable energy. First, the impending threat of dangerous climate change means we urgently need to reduce our emissions of carbon dioxide and other greenhouse gases. A new focus on renewable energy will play a key role in this…"* (paragraph 1.1, Executive Summary). The case for a renewable energy supply is summarised as to:

7.3.10 *"…help us meet our goal of decarbonising energy production in the UK, while ensuring secure and safe energy supplies and exploiting the significant economic opportunities of the move to a low-carbon economy. It will also enable us to meet our EU renewable energy target to source 15% of our energy from renewables by 2020."*

7.3.11 The Strategy identifies (Chapter 4) those actions required to encourage greater deployment of renewable energy, including greater financial support to target a wider range of technologies, providing for delivery through the planning system, supply chain, grid connectivity and sustainable bioenergy, and a stronger push on new technologies and resources to reduce the costs of meeting the targets for 2020.

7.3.12 In support of the Strategy's delivery, Paragraph 4.29 identifies that each of the devolved administrations has undertaken to complete its own evidence gathering exercise to assess renewable electricity and heat potential / barriers, and propose a level of ambition for renewables deployment, based on the assessment for renewable energy delivery by 2020.

7.3.13 The Strategy considers all methods of renewable energy generation but also supports renewable energy generation from the biodegradable fraction of waste, as addressed under the sub-heading: 'Using more Sustainable Bioenergy' (see Chapter 4).

7.3.14 Under the sub-heading of addressing the impacts of renewables deployment, paragraph 4.61 identifies that: *"Tackling climate change is vital for protecting our natural environment. If unchecked the impacts will be severe. Actions to address climate change can bring other environmental benefits. For example, exploiting wave, wind and solar energy can reduce local levels of pollution. Generating renewable energy from biomass waste could also significantly reduce the amount of waste that is landfilled in the UK…"*

7.3.15 The Strategy defines the different types of biomass / waste that are considered to make a contribution to the generation of renewable heat and power, including: *"Biomass from biodegradable waste and other similar materials…"* (Box 4.4) Furthermore, it is noted (paragraph 4.121) that: *"Our analysis suggests that using biomass to generate heat and*

electricity is a cost-effective way to meet the 2020 renewable energy target...Our analysis indicates that around 30% of the UK renewable energy target could come from bioenergy for heat and power, rising to around 50% if biofeedstocks for transport are included. In addition, it can provide the feedstock for a wide range of sustainable low carbon renewable materials and products."

7.3.16 The Strategy identifies (paragraph 4.130) waste biomass as: *"…an under-used resource which could provide a significant contribution to our renewable energy targets and reduce the total amount of waste that is landfilled in the UK."* Whilst acknowledging the efforts expended in minimising this waste; the Strategy also recognises that the supply will exist for the foreseeable future. Furthermore, it is indicated (paragraph 4.131) that there is considerable potential to increase the amount of heat and power generated from the municipal solid waste biomass that is currently sent to landfill.

7.3.17 The Strategy also (paragraphs 4.179 to 4.184 and Box 4.9) actively encourages more energy infrastructure able to use biomass waste, citing the lack of combustion plants compliant with the Waste Incineration Directive (WID) as a barrier to fully exploiting biomass waste to energy.

7.3.18 The fundamental message from the Renewable Energy Strategy is that the supply of waste biomass to generate energy recovery will continue for the longer term despite great advancements having been made in waste reduction and recycling. It forms an invaluable reliable source of renewable energy which should only be disposed of when all alternatives have been fully explored. The planning system needs to be responsive and ensure that consent is granted for facilities which can help deliver the critical need.

UK Current Position on Renewable Energy

7.3.19 The UK's renewable energy target to produce 15% of energy consumption from renewable sources by 2020 encompasses the 3 principal sources of energy consumption: electricity; heat and transport feedstocks. For these sources, the overall UK obligation includes three sub-targets: 30% in electricity; 12% in heat; and 10% in transport.

7.3.20 In terms of overall progress towards the target, the UK has made good headway over recent years and in 2017 renewable energy provisionally accounted for 10.2% of final energy consumption, as measured using the 2009 Renewable Energy Directive (RED) methodology, an increase of 0.9 percentage points on 2016. However, the UK is now challenged to increase its share of renewable energy by a further 4.8% in order to meet its 2020 target.

7.3.21 In terms of the breakdown of consumption, the proportion of renewable electricity was, calculated on a RED basis, 27.9% for 2017, 3.5 percentage points higher than in 2016. Renewable heat also increased though to a lesser extent; from 7.2% in 2016 to 7.7% in 2017. The share of renewable energy in transport fell slightly, by 0.2% to 4.6%.

7.3.22 Thus, whilst the UK has made good and steady process on its renewables obligations, it continues to be heavily reliant on new renewable electricity generation to offset the poor performance achieved in respect of renewable heat and transport feedstocks, where with 2 years to go, the UK has only achieved 64% and 46% of the 2020 target respectively.

7.3.23 In summary, the UK's challenge to achieve the 2020 target remains considerable and many commentators doubt it will be achieved. Accordingly, there remains a very significant requirement for new renewable energy generation capacity to be deployed.

Renewable Energy Need and Benefits

7.3.24 The consented scheme at Houghton Main as amended would comprise new energy generation infrastructure that would add to UK energy security through the production of reliable and predictable electricity derived from an indigenous feedstock source.

7.3.25 The Houghton Main scheme would have an electrical export capacity of up to 22MW for export to the national grid and/or local users via by direct wire, which would be sufficient to meet the annual domestic electricity needs of 51,000 homes.

7.3.26 Of the energy generated by the facility, at least 50% would be deemed to be renewable (under regulations which seek to define the fossil fuel content of waste). Furthermore, it would be dispatchable renewable energy, unlike that derived from intermittent wind and solar sources, where, if the wind is not blowing or the sun is not shining, they are not generating.

7.3.27 In summary, the proposed S73 amended scheme at Houghton Main would enhance the contribution of the consented Energy Centre towards meeting the national renewable energy target and providing security of electrical supply, utilising UK sourced, dependable RDF that is currently being landfilled or exported for generation in Europe, and in so doing reducing reliance on importation of foreign energy feedstocks and generation.

8. Socio-Economic Considerations

8.1 Introduction

8.1.1 Barnsley Council has a strong track record of supporting extensive public and private sector investment in site remediation, enhanced and new road infrastructure to support and encourage development sites and economic activity at both the Houghton and Grimethorpe former colliery sites, and in the wider area. Securing a strong economy which provides skilled jobs for local people is an important economic objective of the council.

8.1.2 The council has supported significant development which has occurred at the Houghton Main Roundabout. The council gave planning permission to the applicants for this S73 application in 2015, now implemented. Subject to the outcome of the current application, this could result in a major investment to provide an energy centre utilising RDF feedstock at Houghton Main.

8.1.3 The applicant has worked with the land owner and the adjacent business to deliver a new car park at the Houghton Main site, to serve the adjacent ASOS national distribution centre. This facility employs approximately 4,000 people. The amended scheme proposed in this application has potential to deliver upto 20MW of electrical power to the national grid and potentially 1 – 2 MW to local off-takers by agreement. The potential to provide secure supplies of energy at lower prices to local off-takers could provide an important benefit to local enterprises on which the local economy relies.

8.1.4 A clear socio-economic need remains to bring forward new local employment opportunities, which the amended scheme will provide directly. Barnsley and South Yorkshire still have higher than average levels of economic inactivity. The latest data shows that in Barnsley 25% of the working age population are economically inactive, compared to 21% nationally. Unemployment and worklessness need to be challenged locally, particularly for younger people and the long-term unemployed. In the year to March 2017, according to the ONS model-based estimates for unemployment, there were 6,000 unemployed people in Barnsley and 41,000 in South Yorkshire more widely.

8.1.5 The area's socio-economic challenges are also strongly highlighted through analysis of deprivation data. The latest data highlights there are areas with high levels of deprivation in the Barnsley local authority area. Barnsley ranks 32nd out of 326 Local Authority Districts in England for the proportion of Lower Super Output Areas (LSOAs) and is within the 10% most deprived nationally. All districts in South Yorkshire are in the worst 15% in terms of districts with the highest proportion of LSOAs in the most 10% deprived nationally. Employment opportunities and increased local expenditure flowing from the project is a key route out of deprivation for communities.

8.2 Total investment

8.2.1 The amended scheme will be a significant investment into Houghton, the surrounding area and the Barnsley local authority area. In total, approximately £100 million will be invested in its construction and development. This investment will support jobs during the construction phase, some of which would be located locally.

8.3 Construction Jobs

8.3.1 The construction phase is estimated to last approximately 30 months, from initial site preparation through to commissioning and testing of the constructed facility.

8.3.2 Based on the experience of the applicants at similar energy centres constructed elsewhere in the UK, it is estimated that the proposed development would support up to 200 jobs on-site during the period of peak construction activity. This peak activity would be reached around one year into the construction phase and last for approximately six months.

8.3.3 In addition, around 40 off-site jobs would be supported during the construction phase covering areas such as design and procurement.

8.3.4 The proposed development would provide a number of opportunities (e.g. sub-contracting work-packages) which would support local employment during the construction phase (e.g. sub-contracting work packages - site preparation; the erection of buildings; internal fitting out including plastering, plumbing, lighting etc; supplies of construction materials from local quarries, concrete batch plants, site landscaping.

8.3.5 It is anticipated that an online community information page and email address will be advertised, so potential local contractors and workers will be able to register their interest with the appointed contractor.

8.3.6 The South Yorkshire and the wider Yorkshire and the Humber region's energy generation sector and supply chain is historically strong, with the potential to play a role in providing some of the specialist skills required to support the construction of the project. There will also be a requirement for some specialist skills and plant equipment which is likely to come from outside of the local and wider regional area. Whilst on-site, there is potential for these workers to require accommodation, food and other amenities, resulting in additional expenditure in the local economy.

8.4 Potential Operational Economic Benefits

Direct Economic Impacts

8.4.1 Once fully operational, the amended scheme would support 20 full-time equivalent (FTE) jobs directly on site. In addition, a further 2 FTE jobs would be created to assist in the management of the facility. The operational roles created at the Energy Centre would be as follows.

around 20% of the jobs will be highly skilled (4 jobs)

- around half (10 jobs) will be process, plant and machine operatives.
- around 25% (5 jobs) will be entry-level (Elementary Occupations) jobs.
- there will also be one administrative role created.

8.4.2 The broad mix of occupations will provide opportunities for a range of people within the local area. In particular, the process operatives and elementary roles are likely to be filled via local recruitment. While experience in similar roles is beneficial, with appropriate training those with lower-skills, or those entering the labour market for the first time, could fulfil these roles. It is also anticipated that the administrative role would most likely be filled by a local recruit. It is anticipated that the operational contractor will advertise potential roles towards the end of the construction process.

8.4.3 The higher skilled roles, which require specialist knowledge, are likely to be filled by those with experience in the waste and energy industries. While it is possible that these roles could be taken by Barnsley or South Yorkshire residents, these roles may also be attractive to skilled workers from other parts of the UK who may choose to relocate to the area. In either case, we conclude that that is likely that the highly skilled roles at the Houghton Main facility would be filled by workers who will reside in the local or South Yorkshire area.

8.4.4 A working estimate of the total gross annual salaries (i.e. employment income) that would be paid to staff employed directly on-site is around £875,000. The estimated gross annual GVA impact from the direct employment of 20 FTE jobs at the HMEC is approximately £0.88 million, or just under £1 million (£0.97m) of GVA per annum based upon 22 FTE jobs.

8.5 Indirect and Induced Economic Impacts

8.5.1 It is anticipated that the annual operational expenditure of the facility will be approximately £5.9 million. This will be spent through various competitively tendered procurement process (e.g. for technology maintenance and cleaning, residue management contracts, supply of consumables etc). Local and regional companies will be encouraged to tender, given their strong track record in supplying services to the energy generation sector.

8.5.2 The potential gross indirect and induced impacts of the project would be an additional 9 FTE jobs and an additional £0.44 million GVA per annum for the economy of Barnsley and the wider South Yorkshire area.

8.5.3 Taking gross direct, indirect and induced impacts together would lead to a potential economic impact from HMEC in Barnsley and the wider South Yorkshire economy of 31 FTE jobs and £1.42 million per annum of GVA.

8.5.4 Given how economic benefits can flow through the economy, the full economic impact of a development project can be significantly larger than the direct impact or the local impact for the economy of the UK overall. The above methodology suggests a gross national economic impact of 58 FTE jobs and £2.9 million GVA per annum, though this is likely to be highly diffuse throughout the UK's national economy.

8.6 Business Rates

8.6.1 Analysing similar facilities that have been commissioned in the UK and evaluated by the Valuation Office Agency, it is estimated that this facility would generate around £880,000 per annum in business rates that would be collected by Barnsley MBC. This is based on an assumption of a £44,000 rate liability per MW at similar facilities. Depending on changes to rate multipliers and future re-evaluations, this figure can be expected to change over time; however, it is likely to remain within this order of magnitude for the foreseeable future.

9. Other Material Considerations

9.1 Introduction

9.1.1 The starting point for consideration of impacts arising from the proposed S73 amendments to the consented scheme at Houghton Main is to consider what potential impacts could arise from the proposal to:

- Switch to RDF feedstock
- Increase tonnage by 110,000 tonnes per annum, to 260,000 tonnes per annum.
- Increase delivery days to include Saturday and Sunday
- Allow more flexible construction hours
- Adopt a lorry management plan
- Disapply conditions already discharged and not affected by the amended proposals

9.1.2 In its built form, the consented scheme is to be built as originally consented through planning permission 2015/0137, according to details as discharged through the discharge of conditions application, and as implemented in June 2018.

9.1.3 We have identified the following as requiring particular consideration:

- Potential impacts on Air Quality on human and ecological receptors
- Potential impacts on Traffic and Highways

9.1.4 The scheme proposals remain relevant in terms of their contribution to national and local sustainability objectives and in promoting the achievement of social and economic objectives through significant new investment and through provision of important new local energy supplies.

9.1.5 The Environmental Statement accompanying this application considers the potential for the limited proposals to cause additional impacts on amenity, cause cumulative impacts or cause other significant environmental impacts on sensitive receptors.

9.2 Traffic

9.2.1 With the addition of Saturday and Sunday deliveries, the proposals for the amended scheme will add 9 extra delivery vehicles per day to the current consented traffic movements, equating to 18 additional lorry movements (one just over one movement per hour). The following have been prepared in support of the S73 Planning application.

- Transport Assessment
- Framework Travel Plan
- Lorry Management Plan (part of Framework Travel Plan)

9.2.2 **Traffic Generation impacts** – The consented scheme would generate 60 HGV movements per day and the amended proposals would generate 78 HGV movements per day. A Transport Assessment has been prepared to assess the potential impacts of this small increase and has concluded that, based on traffic counts and traffic modelling on key routes and junctions, the increase is insignificant and will not create any noticeable difference.

9.2.3 It is planned to manage deliveries to site and shift changes at the Houghton Main site to avoid any potential overlap with shift changes with the adjacent ASOS distribution centre.

9.2.4 Further proposed measures to reduce the potential for traffic impacts are to include Saturday and Sunday deliveries to the site. This will spread out deliveries over a longer timeframe.

9.2.5 **Framework Travel Plan and Lorry Management Plan** – The Framework Travel Plan updates the previous plan to take into account the proposed number of staff to be employed at the site, the current information on public transport availability and cycle and pedestrian routes. It also sets out a proposed lorry routing strategy required by condition on the consented scheme. If accepted as part of this application this can be conditioned as a requirement of planning permission.

9.2.6 Peel have agreed to work closely with ASOS to ensure that feedstock deliveries and Energy Centre shift changes work well and seek to avoid clashes with ASOS shift changes and peak periods of activity. The small number of additional movements proposed for the Energy Centre and the relative flexibility in shift planning for a much smaller workforce at the Energy Centre should ensure this is possible to achieve

9.2.7 The lorry routing strategy will be adhered to and should demonstrate the potential to secure deliveries to the site on main routes to and from the A1(M) and the M1 as required. The use of main roads to the nearest strategic routes should hopefully give confidence that delivery vehicles will not use roads through local villages as there is no need to. Also, it will provide a framework for agreeing routes with key suppliers and a mechanism for enforcing this. The commitments given in the traffic management plan will be reflected in contractual agreements and operational guidance to distribution partners. Peel are committed to maintaining strong dialogue with local partners to ensure that, once operational, the commitments are maintained and identified routes are adhered to.

9.2.8 The Lorry routing strategy also should enable Saturday and Sunday deliveries of RDF feedstock as there will be no amenity impacts arising from the use of main routes.

9.3 Air Quality and Human Health

9.3.1 The planning application is supported by a suite of reports designed to assess and address potential impacts arising from a switch of feedstock to RDF, an increase in tonnage throughput and additional heavy goods vehicles associated with this. The application is supported by:

- Air Quality Assessment, incorporating construction dust assessment
- Human Health Impacts Assessment
- Odour Assessment

9.3.2 **Air Quality Considerations** – At all sensitive receptor locations and for all constituent elements, the AQA has determined that impacts are insignificant. Put simply, in comparison with the consented scheme, air quality impacts associated with the change to RDF feedstock are reduced overall through better dispersion, as a result of a higher emissions velocity up the stack.

9.3.3 The AQA sets out a detailed methodology and utilises the same sensitive receptors as previously assessed for the consented scheme.

9.3.4 **Human Health Impact Considerations** – A Human Health Impacts Report has been prepared and is submitted as part of this application. The assessment concludes Human Health Impacts arising from the proposed amendments are insignificant

9.3.5 **Odour Considerations** – The Odour Assessment has concluded that the risk of odour impacts associated with the amended proposals will be insignificant. This is based on an assessment of both the potential odour risks arising from the reception, handling and short term storage of materials at the site combined with the measures to be adopted which can manage and mitigate odour risks.

9.3.6 Specific inherent characteristics of the amended scheme will reduce the potential for odour impacts to arise. These include the transportation of RDF materials, which will be through standardised supplies to agreed timetables and routes from RDF aggregator sites, using large sealed heavy goods vehicles to prevent odour release.

9.3.7 Materials will be unloaded at the site inside the waste reception all. Doors will be fast-acting and will only open for deliveries. 'Air knife' technology will be utilised at the entrances and negative pressure system inside the building will prevent odour release from the unloading process.

9.3.8 Materials will be delivered just in time akin to modern distribution practices. The application seeks to extend delivery days to Saturday and Sunday, which will further reduce the need to stocks of feedstock at the site. Good site management and short storage periods of RDF feedstock prior to use will prevent odour build-up at the facility.

9.3.9 Air from inside the building will be collected and directed through the technology process and will be thermally oxidised and emitted via the stack. Any odour would be destroyed through this process. The stack height remains unchanged at 45m.

9.3.10 **Construction Dust impacts** – For completeness the Air Quality Assessment assesses construction dust impacts and recommends mitigation of potential impacts. The built development elements of the consented scheme remain unchanged. Information on Construction Methods which addressed mitigation of potential dust impacts, were addressed through the discharge of conditions process and agreed by Barnsley Council. There should be no requirement for a further condition to require further information in relation to the amended proposals.

9.4 Ecology

9.4.1 The proposed amendments would add additional waste throughput to the consented scheme, different materials input and additional vehicle movements. Ecological conditions on the consented scheme have already been discharged and the development has been started. The built development components remain unaffected and will proceed as consented. The ability to utilise existing parts of the site for ecological mitigation and amenity in the area of the ponds remains unaffected. A financial contribution of £50,000 has been made to Barnsley Council for the improvement of the Barnsley Nature Improvement Area. On this basis, there is no requirement to revisit these elements of the scheme from an ecological standpoint.

9.4.2 The main potential impact on ecology arising from the scheme is through air quality impacts on sensitive ecological receptors. Air quality impacts arising from the additional small number of vehicle movements are screened out in the air quality assessment owing to their low level. Impacts are considered insignificant and air quality impacts are improved.

9.4.3 The Air Quality Assessment has considered the potential for emissions from the energy generation process to impact on ecology, based on the revised materials and the revised tonnage. Bearing in mind that all materials, of whatever nature, are through the technology turned into gas, and the gas is combusted, then essentially the nature of the air quality differences relate to the volume of gas to be combusted only. The only other factor is the moisture content.

9.4.4 The proposed changes would result in a greater volume of gas being combusted and a greater volume of water vapour being emitted through the stack. This would be at greater velocity and this would aid dispersion, so reducing deposition on sensitive ecological receptors in the area assessed.

9.5 Other matters

9.5.1 **Flood Risk and Drainage** – The consented scheme has been implemented and the proposed amendments will not alter either the built footprint of the scheme or the drainage strategy approved through discharge of conditions. The Environmental Statement provides a summary of key considerations to confirm there are no additional cumulative or amenity impacts arising.

9.5.2 **Noise impacts** – The proposed amendments will not result in additional noise impacts at sensitive receptors from the construction and operation of the consented facility and will utilise existing consented scheme components and equipment. The Environment Statement reviews and confirms that no additional impacts need to be considered through this application.

9.5.3 **Ground Conditions** – The proposed approach to construction of the facility and the consideration relating to land contamination are not altered through the new proposals which will utilise the same measures as set out in the consented scheme. The Environment Statement provides a summary of key considerations to confirm there are no additional cumulative or amenity impacts arising.

9.5.4 **Heritage** – The proposed amendments to the consented scheme do not give rise to additional consideration of impacts on heritage assets. The Environment Statement reviews and confirms that there are no additional sensitive heritage receptors or cumulative impacts arising from the proposed amendments.

9.5.5 **Landscape and Visual** – The proposed amendments do not affect the built form of the consented development and do not require a reconsideration of the impacts previously assessed. The Environment Statement considers and confirms this from a standpoint of cumulative impacts, amenity impacts and key requirements of current guidance.

10. Summary and Conclusion

10.1.1 This planning statement seeks to make a number of amendments to the consented application (2015/0137) at Houghton Main through a S73 application.

10.1.2 The consented Planning Application (2015/0137) on the site is for the development of a Renewable Energy Park comprising a Timber Resource Recovery Centre (TRRC) and associated infrastructure on land off Houghton Main Colliery Roundabout, Park Spring Road, Little Houghton, Barnsley.

10.1.3 A discharge of conditions application (2017/1726) was submitted to Barnsley Borough Metropolitan Council in order to discharge all of the pre-commencement conditions and was approved in Spring 2018. A form of implementation (substantive development start) was agreed with the council and this was undertaken in June 2018.

10.1.4 This S73 application made supports proposed amendments to the consented application (2015/0137) at Houghton Main.

10.1.5 The following amendments are sought in this S73 application:

- Changes to widen the type of feedstock being utilised to include RDF;
- An increase to the consented tonnage limits to 260,000 tonnes per annum;
- An increase in consented daily waste delivery/export traffic movements; and
- An increase to delivery hours at the site.
- Minor changes to construction working hours.
- Changes to and disapplication of some conditions which have already been discharged in relation to the consented scheme and which will not change through these amendments - or are addressed through new information provided in this S73 planning application.

10.1.6 This application outlines that the following ES chapters will require the completion of new full technical assessments and replacement chapters:

- The Transport Assessment and Framework Travel Plan, containing a Lorry Routing and Management Plan; and
- The Air Quality, Odour and Human Health Assessment.

The remaining ES chapters have been updated where necessary as part of this S73 application.

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