

RENEWABLE ENERGY CENTRE

LAND OFF FARADAY AVENUE, HAMS HALL DISTRIBUTION PARK,
COLESHILL, WARWICKSHIRE

ENVIRONMENTAL STATEMENT | NON TECHNICAL SUMMARY

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CONTENTS

Preface	01
Introduction	03
Consultation & Scheme Benefits	06
Site Context & Location	08
Alternatives, Site Selection & Feasibility	12
Development Proposals	14
Construction & Environmental Management	20
Air Quality	21
Landscape & Visual	23
Traffic & Transportation	28
Hydrology & Flood Risk	30
Hydrogeology & Ground Conditions	31
Noise & Vibration	33
Ecology & Nature Conservation	35
Archaeological & Cultural Heritage	37
Socio Economics	39
Summary	41



PREFACE

This document forms the Non-Technical Summary (NTS) of the Environmental Statement (ES) that accompanies a planning application submitted by Rolton Kilbride (the Applicant) who is seeking to obtain planning permission for a proposed Renewable Energy Centre (REC) to generate power and heat for local commercial energy users located within the Hams Hall Distribution Centre, off Faraday Avenue, Coleshill (the Application Site).

The Application site is located within the administrative area of Warwickshire County Council (WCC). The REC is known as Hams Hall Energy and referred to as the Proposed Development.

The ES comprises studies on each of the aspects of the environment identified as likely to be significantly affected by the Proposed Development, which are supported with technical appendices where appropriate. The ES is structured as follows:

- Volume 1: Comprises the written statement and graphic material in the form of figures, drawings and photomontages, which is the main volume of the ES
- Volume 2: Contains the Technical Appendices to the main volume of the ES

Additional documentation that will be submitted with the planning application includes:

- Planning Statement
- Design and Access Statement
- Application Forms
- Technical Drawings
- Statement of Community Involvement
- Environmental Statement

The ES and associated documents will be available for viewing during normal business hours at Warwickshire County Council Offices at the following location:

Warwickshire County Council
Shire Hall
Market Place
Warwick
CV34 4SA

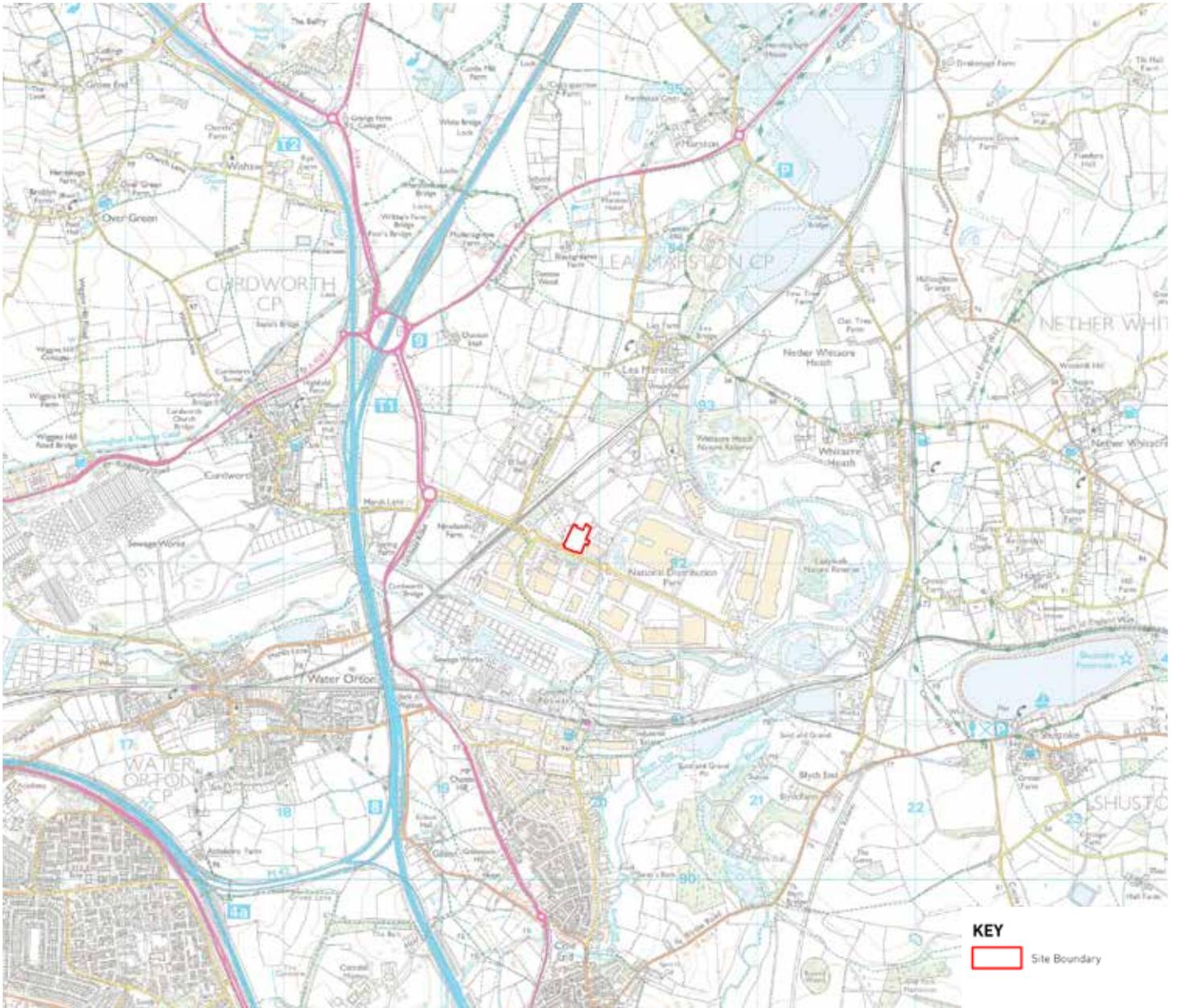
The ES may be purchased in Volumes, the costs for which are set out below:

- Non-Technical Summary – Free of charge
- Volume 1: Main Volume and Figures - £150
- Volume 2: Technical Appendices - £150

Copies of all documents can be obtained on CD for £15. For copies of any of the above please contact Pegasus Group at the following address:

Pegasus Group
Pegasus House
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Whitworth Road
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SITE CONTEXT PLAN

INTRODUCTION

Background

The Proposed Development comprises a Renewable Energy Centre with associated access, a gatehouse, car and cycle parking and an office.

The Renewable Energy Centre (REC) will employ an Advanced Conversion Technology (ACT) – a form of gasification process to generate power and heat from Refuse Derived Fuel (RDF) together with other pretreated wastes. RDF is a product which is pre-treated then shredded, dehydrated and / or compressed from municipal solid waste and industrial and commercial waste and when heated to very high temperatures breaks down to provide a gas which is utilised in a boiler to create steam which drives a steam turbine to produce electricity and heat. It is a clean, modern and hi-tech approach to producing energy, with a proven track record.

The Proposed Development would generate up to 14.5 megawatts (MW) gross of electricity - the equivalent of powering over 26,000 homes on a continual basis. The plant is capable of accepting 150,000 tonnes of waste per annum which would otherwise go to landfill.

The Applicant and EIA Project Team

Rolton Kilbride is a privately owned developer of Renewable Energy Centres. Rolton Kilbride is also working with a set of highly specialised technology partners and advisers who have extensive experience in the field of energy generation, gasification and the use of modern environmental technology.

The ES has been co-ordinated and managed by Pegasus Group. The consultants who have contributed to the preparation of the ES are as follows:

- Air Quality – Air Quality Consultants
- Landscape and Visual – Pegasus Group
- Traffic and Transport – Curtins
- Hydrology and Flood Risk – PFA Consulting
- Hydrogeology and Ground Conditions – Rolton Group
- Noise – LFAcoustics
- Ecology and Nature Conservation – Avian Ecology
- Archaeology and Cultural Heritage – Pegasus Group
- Socio Economics – Pegasus Group

EIA Process

The Town and Country Planning (Environmental Impact Assessment) Regulations 2011 require that a proposed development which falls within the description of a 'Schedule 2 Development' within the meaning of the Regulations, will require an Environmental Impact Assessment (EIA) where the development is likely to have significant effects on the environment by virtue of such factors as its nature, size or location (Regulation 2).

Under the EIA Regulations Scoping is not a mandatory requirement, but the Applicant has engaged in pre-application consultation with Warwickshire County Council (WCC) as the waste planning authority with responsibility for determining planning applications for waste-related development.

The aim of the Scoping process is to identify key environmental issues at an early stage, to determine which elements of the Proposed Development are likely to cause significant environmental effects and to identify issues that can be 'scoped out' of the assessments.

Under the EIA Regulations, proposals which fall within the scope of Schedule 2 development, an EIA is discretionary. This EIA has been produced however, in recognition of the strategic significance of the development and the expected local interest in the proposals. The EIA and this ES have been undertaken and prepared with due regard to the criteria of Schedule 4 of the Regulations. The ES includes an assessment of the predicted effects of the Proposed Development, focussing, as required by the EIA Regulations, on those effects that have the potential to be significant. The content of the ES, as well as the overall approach to the EIA, has also been designed to reflect other requirements of the EIA Regulations as well as widely recognised good practice in EIA.

CONSULTATION & SCHEME BENEFITS

Public Consultation

Public consultation was a fundamental and integral process of the planning application. A well thought out strategy to engage with local stakeholders was carefully delivered from the outset and comprised a press release; local councillor's briefings; a leaflet drop and invitation to a public exhibition where members of the design team, as well as technology providers, air quality, noise, landscape and transport consultants were on hand to answer any queries.

The Applicant has consulted a number of statutory consultees during the course of the Environmental Impact Assessment Scoping procedure who are aware of the proposals and have provided formal advice.

The Applicant has also engaged in a pre-application consultation process with WCC prior to the submission of the planning application. The advice received was broadly supportive of the proposals in principle, including guidance setting out the planning policy context that an application would be judged against and an indication of the documentation necessary to support an application.

The full details of the public consultation strategy and feedback from the events are included within the Statement of Community Consultation which is a separate report submitted with the planning application documentation.



Scheme Benefits

The benefits of the REC include:

- Proven technology with outstanding operational and environmental performance and very low emissions;
- Conversion of non-recyclable, non-hazardous waste into renewable energy, displacing landfill and fossil fuels;
- Reducing greenhouse gas emissions;
- Job creation across a variety of skills and levels of expertise with employment opportunities for local people;
- Transforming an allocated vacant plot within an existing industrial site and enhancing with landscape planting;
- Production of lower cost renewable energy potentially for local businesses with connections to local energy users via underground cable;
- Clear progression in the transition to a low-carbon economy with grid carbon offset; and
- Compliance with Government policy and the Industrial Emissions Directive (IED) to provide sustainable renewable energy production close to use.

SITE CONTEXT AND LOCATION

Site Context

The site is located within the Hams Hall Distribution Centre, off Faraday Avenue, Coleshill, Warwickshire. Faraday Avenue is located to the east of the M42 at Junction 9 and is accessed via the A446 Lichfield Road.

The site is a vacant plot measuring approximately 1.96ha and is was previously developed as part of the wider Hams Hall Power Station and more latterly as a substantial electrical sub-station.

The site is currently used for the open storage of vehicles. The site is identified within the North Warwickshire Proposals Map as falling within an 'Existing Industrial Estate'.

The site is surrounded by various forms of development but largely commercial and industrial uses as the site forms part of the wider Hams Hall Distribution Centre complex. To the east and south along Faraday Avenue are commercial warehouses and industrial complexes serving a variety of uses, the closest of which are the BMW Plant to the east and DHL Exel Supply Centre to the south.

To the immediate west of the site boundary is an electricity sub station and large overhead pylons which link north west towards Hams Lane and south to Coleshill. The plot to the west of the site is a car storage compound. To the north of the site the land is formed by designated Green Belt land containing large areas of hardstanding and small linear belts of trees.

The closest settlements are Lea Marston located 1.3km to the north and accessed via Hams Lane, Whitacre Heath 1.9km to the east beyond the River Tame, Grimstock Hill and Coleshill 2.1km to the south beyond the bulk of the Hams Hall Distribution Centre and Curdworth 1.9km to the west beyond the M42 motorway. The settlements of Water Orton to the south west and Shustoke to the south east are located approximately 2km and 3km away respectively.

Historical Uses of the Site

The earliest historical maps date from 1840s and show the site to be located within enclosed fields labelled High Heath. The 1887 First Edition Ordnance Survey mapping shades the area of Hams Hall park, as extant at that date. This indicates that the Site was located within an agricultural field and area of copse, Gravel Pit Covert, immediately west of the park's western extent.

Hams Hall house was dismantled in the 1920s and reconstructed near Cirencester, in advance of the construction of Hams Hall Power Station.

Hams Hall Power Station was constructed in three main phases, between 1927-9, 1949 and 1958. Power Station structures, comprising an electricity sub-station, are visible within the Site on 1930s aerial photographs. However, this was replaced during the 1958 building phase; a substation with a different layout is visible on aerial photographs of 1959. The substation is first mapped on the 1955 Ordnance Survey mapping. This remained extant until 2011, when it was largely demolished.

Ecological Considerations

The Application Site comprises a single body of land formed by gravel surfacing and hard standing and surrounded by brick walls and electric fencing. There are no trees or hedgerows within the site nor any water bodies with occasional ruderal plants evident around the site margins.

The nearest statutory designated site to the Application Site is the Whitacre Heath Site of Special Scientific Interest (SSSI) situated c. 730m north east. The site supports wetland breeding birds on a former gravel extraction lake.

The River Blythe SSSI lies c.1.6km to the south east of the Application Site and supports lowland river plants and damp meadows along its length with areas of invertebrate habitat.

There are no other statutory designations within 2km of the Application Site boundary. There are twelve non-statutory designated sites within 1km of the Application Site of which four are of county importance. The closest of these is the verge at Hams Lane (Local Wildlife Site) designated for hedgerow ponds, wet ditches and woodland and grassland verge which is located c.110m to the west of the Site.

Landscape and Heritage Considerations

The Application Site is not subject to any statutory or non-statutory landscape designations, nor are there any within a 5km area surrounding the site.

The nearest Listed Building is the Grade II Church of St John the Baptist which lies approximately 780m to the north east of the site, to the south of the village of Lea Marston. There are a number of other Listed buildings within the surrounding area comprising dwellings, churches and bridges.

The closest Scheduled Monument to the site is the Water Orton Bridge (Grade II and II*) approximately 2.5km to the south west of the site, beyond the M42 motorway.

Existing Flood Risk

The Environment Agency's Flood Map shows the site lies entirely within Flood Zone 1, which indicates the land assessed as having less than 1 in 1,000 annual probability of river or sea flooding (<0.1%). The Strategic Flood Risk Assessment contains no records of historic flooding from watercourses in the vicinity of the application site.

The Environment Agency's Risk of Flooding from Surface Water Map shows the majority of the site lies in an area with a 'very low' risk of surface water flooding. There is a strip of 'low' risk area running along the site's eastern boundary. This is associated with overland flows within the site being held back by a concrete wall running along the boundary.



LANDSCAPE DESIGNATIONS PLAN

ALTERNATIVES, SITE SELECTION & FEASIBILITY

Schedule 4, part 1, paragraph 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 requires that “an outline of the main alternatives studied by the applicant and an indication of the main reasons for this choice, taking into account the environmental effects” are included within the ES.

Other Eon owned and managed sites were considered early in the feasibility process, however, the principal reason for the selection of the site was its location within an allocated site in an industrial area with good access to the primary route network and in close proximity to energy intensive industrial customers.

The design of the Proposed Development has been informed by an iterative process with alternative layouts and elevations considered throughout the process. The Design and Access Statement illustrates layout options of the site prior to the final option taken forward. The drawings demonstrate constraints and opportunities associated with the location and orientation of the REC, vehicular movement and access as well as landscaping proposals.

A series of basic architectural massing techniques were undertaken to help understand how the buildings would best relate to one another and the character of the surrounding area. Due to the initial design of incorporating a STOR facility to the north of the REC building, this allowed the REC to sit forwards within the site to relate to the existing industrial and commercial development either side.

Following the basic massing exercise the functional and operational requirements of the building were explored. By creating a single central energy plant unit that is served by the ancillary buildings located to the peripheral edges this allowed for vehicular circulation around the building to all facades.

A series of elevation option alternatives were explored and considered throughout the iterative design process and are illustrated within the Design and Access Statement. The colour palette of the cladding to the main buildings was proposed as a neutral grey-green colour and represented in bands becoming increasingly pale towards the top of the building. The introduction of the banding has helped to reduce the perceived massing of the building.

Site Identification and Feasibility

The Hams Hall Energy site was identified to provide the opportunity for power to be supplied to any interested local businesses as well as the opportunity to supply heat in the form of steam and / or hot water if required; and in view of the need for new waste infrastructure within the Warwickshire County Council area with the plant saving approximately 150,000 tonnes of waste going to landfill annually.

The site at Hams Hall was chosen having established:

- Its availability and its size which was suitable for a 150,000 tonnes facility;
- Its proximity to energy intensive industrial consumers. It is intended that the proposal may be able to offer low cost secure energy to one or more neighbouring businesses, assisting in securing the future of those companies and their employees;
- Its access within the existing industrial estate which immediately joins the primary route network of the M42 and M6 without the need to go through residential areas.

Cumulative Considerations

Schedule 4, part 1, paragraph 4 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 requires that a description of the likely significant effects of the development on the environment should cover cumulative effects.

Assessment of cumulative effects with other developments which are either operational, under construction / consented or the subject of a full planning application has been considered. During the pre-application process WCC's advice was that there were no schemes that were currently in the planning system that should be assessed as part of this application. A potential development to the north of the site was mentioned however there is no formal application for the site at this time and consequently no cumulative assessment has been undertaken.

DEVELOPMENT PROPOSALS

The Proposed Development comprises a 3-line Renewable Energy Centre with associated vehicular access.

The Renewable Energy Centre (REC) will employ an Advanced Conversion Technology (ACT) (gasification) a process which is supported by Government and is part of a number of renewable technologies being deployed in the UK. ACT / Gasification is a process to generate power and heat from Refuse Derived Fuel (RDF) together with other pre-treated wastes. RDF is a product which is pre-treated then shredded, dehydrated and / or compressed from municipal solid waste and industrial and commercial waste and when heated to very high temperatures breaks down to provide a gas which is utilised in a boiler to create steam which drives a steam turbine to produce electricity and heat. It is a clean, modern and hi-tech approach to producing energy, with a proven track record.

The development will have the capacity to process up to approximately 150,000 tonnes of waste per annum. As well as the RDF the feed stock will include using non-recyclable residual commercial and industrial waste (CIW) together with an element of municipal solid waste (MSW) i.e. residual waste where all the practicable recycling has been completed. Initial research has indicated that this material would comprise waste from across the wider Warwickshire area. The plant will not accept hazardous or clinical waste.

The power produced from this facility will have a capacity of 14.5MW/hr gross of electricity. The gasification technology employed at Hams Hall Energy Centre will involve a two-stage system, which initially gasifies the waste to produce synthetic gas. This gas is then transferred to a second stage where it is combusted in a high efficiency boiler to produce steam which drives a steam turbine to produce

electricity. The process allows for efficient control of emissions and improved performance generally as an energy solution.

Gasification is classed as an Advanced Conversion Technology (ACT) as the biomass element of waste qualifies for Contract for Difference (CFD). CFDs provide long-term price stabilisation for low carbon plants, allowing investment to come forward at a lower cost of capital and therefore at a lower cost to consumers but enables advanced renewable technology to be developed.

The proposed REC is made up of the following principal elements:

- **A main building** – this will house the majority of the process plant and will have a number of silos to the rear and a flue stack to the east of the building, all waste material will be unloaded inside the building. At its highest point, the main body of the building will be 24m high and 87.96m long x 72.7m wide with a floor area of 5725m². The flue stack contains a walk around platform for continual air quality monitoring access and consists of a metal framework. The stack will have a height of 52m and a diameter of 2.8m;
- **Waste Reception Bunker (located in main building)** - Wastes are deposited into an 8m deep waste bunker within the building, with a capacity of 820m³ where shredding and separating takes place to prepare the fuel for the gasification process, and any ferrous material is taken out which will be removed for recycling;



LAYOUT PLAN

- **Prepared Fuel Storage Bunker** – the prepared fuel will be deposited in storage bunker within the building (which has 4 days of waste storage thus complying with fire regulations and stopping build-up of heat from waste gasses), which has a capacity of c6,000m³.
- **Turbine Room** – this will be a smaller separate building 15.6m high, with a base of 30m x 15m located at the most northern part of the site. A short section of pipe line will connect the main building and the turbine generator building;
- **Air cooled condenser fans** – have a height of 23.4m with a footprint of 39.62m x 15.76m;
- **Bottom Ash bunker** – the bottom ash is stored in a bunker measuring 10m x 12m x 5m with a capacity of 600m³. This material is inert and can be reused as an aggregate or used for an engineering material in landfill. It complies with current European legislation;
- **Fly Ash Silo** – the fly ash silo framework stores the residue from the flue gas cleaning system and measures 10.5m x 5.15m and 19.5m high. The ash is removed in a safe manner by attaching an umbilical hose to a tanker and can be either reused /recovered or disposed of at licensed landfills. The handling, storage, treatment and reuse/disposal of this material is highly regulated;
- **Fire Water Tank** - a fire water tank would be included to the south of REC building. The tank has a 17m diameter and a height of 6.75m with a 1 million litre capacity;
- **Pump Room** – the pump house is next to the fire water tank and has a height of 3.2m with a footprint of 6.09m x 4.59m; and



SIDE ELEVATION

FRONT ELEVATION

Technical / Control room and Workshop – will be located within the east side of the main building.

In addition, the external site areas will include:

- Two weighbridges (both in and out) with an office measuring 4.85m x 3m x 2.95m high;
- Site entrance and circulation roads;
- 18 car parking spaces plus 2 disabled bays;
- Provision for 14 cycling spaces

The industrial warehouse building has a height of 17.1m to ridge, width of 44.70m and length of 51.96m. The building footprint measures 2,322m² and the floor area measures 2,671m². Surrounding the industrial warehouse building are 17 car parking spaces plus 2 disabled spaces. There will be a minimum of 12 secure cycling spaces. To the south of the industrial warehouse unit is an HGV turning area and an office. There will be a 2m high paladin boundary fence as well as security and lighting.



SIDE ELEVATION

REAR ELEVATION

Process Description

The plant employs a two stage system that first gasifies (heats) the waste to produce a synthetic gas which is then transferred to a second stage where it is oxidised. Changing the waste to a gas fuel, means the combustion environment can be finely controlled, dioxins thoroughly destroyed and Nitrogen Oxides (NOx) emissions minimised which can achieve emissions levels that are compliant with the Industrial Emissions Directive (IED) (Directive 2010/75/EU of the European Parliament and the Council on industrial emissions).

The key stages of the process are as follows:

- Waste Reception Hall
- Fuel bunker and transport system;
- Thermal conversion;
- Heat recovery steam generator
- Energy utilisation system;
- Flue gas cleaning system; and
- Control and monitoring system.

Operating Hours

The REC will operate continuously; 24 hours a day, 7 days per week. Operational staff would be required to operate the Plant on a 3 shift pattern (each of 8 hours). During weekdays the facility will be open for deliveries between the hours of 0700 and 1900 and between the hours of 0700 and 1400 on Saturdays. There will be no waste received on Sundays. It is expected that HGVs importing and exporting materials from the site will do so evenly throughout the 12 hour period and there is unlikely to be a peak in movements associated with these operations.



**TYPICAL PLANT AND PROCESS EQUIPMENT
OF A RENEWABLE ENERGY CENTRE**

Grid Connection

The Applicant has held discussions with Western Power Distribution (the responsible DNO) and an application has been submitted. Once this has been returned a point of connection can be assessed.

Design Approach

Many industrial sites are designed with a typical 'form follows function' approach. From the outset it was deemed important that the external appearance of the plant should be appropriate for the area.

In terms of architectural detailing and materials, both follow a similar palette and consist of mainly a coloured cladding system.

Due to the REC plant building being a large mass, it was important to use a smooth lightweight architectural cladding system that would achieve the functional needs, as well as aesthetic ones too. A simple palette of materials was proposed consisting of a neutral grey-green colour and represented in bands becoming increasingly pale towards the top of the building. The aim of the introduction of the banding is to reduce the perceived massing of the building. The stack will be faced in a muted grey metal which will sit and almost blend into the typical overcast skyline of the UK. External equipment will be faced in a grey coated metal to blend into the colour palette of the main plant.

A tree belt was integrated on the southern boundary to screen visible elements and enhance the visual environment.

CONSTRUCTION AND ENVIRONMENTAL MANAGEMENT

Construction Duration

Subject to the grant of planning permission, it is anticipated that the construction of the proposed REC would commence in 2017. Construction on site would last for 24 months, after which there would be a commissioning period. Furthermore, construction would normally take place during the hours of 0700 to 1800 (Monday to Friday) and 0800 to 1300 (Saturday). No construction would take place on Sundays or bank holidays.

Environmental Management Plans

A Construction Environmental Management Plan will be prepared and adopted and will include sections on: noise, vibration, air quality, water quality, surface quality (prevention of contamination of ground surface), site transportation and traffic management, visual intrusion and waste management. The appointed contractor will also be required to register with the Considerate Construction Scheme.

A Site Waste Management Plan will be prepared and all relevant contractors will be required to seek to minimise waste arising at source and, where such waste generation is unavoidable, to maximise its recycling and reuse potential. Recycling of materials will primarily take place off-site where noise and dust are more easily managed.

Consents

In addition to planning permission, other consents will be required to enable the Proposed Development to proceed. Of particular importance to this development is the need for an Environmental Permit from the Environment Agency that will control all operations associated with the plant based upon various risk assessments. Information presented in this ES will be used in the preparation of the Permit.

AIR QUALITY

Introduction

The potential effects of the proposed REC on local air quality have been assessed following discussions with Warwickshire Borough Council. The assessment considered the potential effects human health, ecology and amenity arising from the construction and operation of the plant.

The operational impacts of the Proposed Development on air quality, odour and bioaerosol conditions for local receptors and additional traffic have also been assessed.

Air quality impacts have been assessed quantitatively using dispersion modelling. Bioaerosol impacts have been assessed qualitatively based upon the levels expected to be generated and the likelihood of their being emitted from the REC.

Baseline Conditions

North Warwickshire Council has investigated air quality within its area as part of its responsibilities under the LAQM regime. In March 2001 an AQMA was declared for exceedences of the annual mean nitrogen dioxide objective that covered an area of Coleshill bounded by Stonebridge Road, Coleshill Heath Road, the M42 Motorway, M6 Motorway and junction 4 of the M6. This AQMA was revoked on 1st February 2013, when it was identified that the objective was no longer being exceeded at relevant locations; there are currently no AQMAs in the borough.

North Warwickshire Council operated one automatic monitoring station within its area, located approximately 5 km south of the Proposed Development; however this site was decommissioned in 2012. The Council also operates a number of nitrogen dioxide monitoring sites using diffusion

tubes prepared and analysed by Gradko International Ltd (using the 20% TEA in water method). These include one deployed in a rural background area in Kingsbury, one on Farthing Lane in Curdworth, one at Water Orton and one in Gilson. Data for these sites have been provided by North Warwickshire Council.

The odour risk assessment has demonstrated that the odour effects for most local receptors will be negligible, although there is a risk of slight adverse effects at two locations. However, the odour assessment is founded on conservative assumptions, and the overall impact of the Proposed Development is judged to be insignificant.

The qualitative bioaerosol assessment has demonstrated that the Proposed Development will have an insignificant effect on local receptors.

The impacts of road traffic generated by the Proposed Development have been screened out as insignificant, as the predicted volumes of traffic generated by the Proposed Development, including HGVs, are below the screening criteria required for a detailed assessment.

In terms of emissions from the facility's stack, the assessment has demonstrated that there will be an insignificant change to concentrations at all local sensitive receptor locations, for all pollutants, and all averaging periods. For nitrogen dioxide, impacts are predicted to be negligible at all of the worst-case locations assessed.

Mitigation and Enhancement

The construction works have the potential to create dust. During construction it will therefore be necessary to apply a package of mitigation measures to minimise dust emission. These control measures are industry standards for construction and are well proven. With these measures in place, it is expected that any residual effects will be 'not significant'. However, the guidance recognises that, even with a rigorous dust management plan in place, it is not possible to guarantee that the dust mitigation measures will be effective all of the time, for instance under adverse weather conditions. The local community may therefore experience occasional, short-term dust annoyance. The scale of this would not normally be considered sufficient to change the conclusion that the effects will be 'not significant'.

The plant will operate using pollution abatement measures which must meet the industry sector best available techniques and perform to the expected levels. These are techniques with a history of reliably meeting performance requirements to ensure compliance with set regulatory emission limits. It is expected that with mitigation measures already designed into the proposal it will effectively control releases to air such that the significance of effects is reduced to Negligible for all activities considered. It is not considered that any further mitigation measures will be necessary.

Conclusion

The assessment has demonstrated that the Proposed Development will not have a significant impact on dust and PM10 levels during construction, provided that the recommended mitigation is applied. Similarly, odour and bioaerosol emissions will be kept to a sufficiently low level that the local effects will be insignificant.

The overall operational air quality impacts of the development are judged to be 'not significant'. This judgement takes account of the uncertainties in future predictions of road traffic emissions, and the worst-case assumptions applied in the dispersion modelling assessment.

LANDSCAPE AND VISUAL

Introduction

The landscape and visual impact assessment has assessed the likely effects of the Proposed Development on landscape character, landscape features and elements within and in the immediate vicinity of the Proposed Development, and on local visual amenity. The assessment has been undertaken with regard to best practice and the Guidelines for Landscape and Visual Impact Assessment, 3rd Edition (2013), as published by the Institute of Environmental Management & Assessment (IEMA) and the Landscape Institute.

Baseline Conditions

The Application Site is not subject to any statutory or non-statutory landscape designation.

The Application Site falls within the Hams Hall Distribution Park, an industrial area located either side of Faraday Avenue. It is currently owned by the National Grid and contained once a large scale substation infrastructure, associated with the Hams Hall coal-fired power station, demolished in the 1990s. The majority of this infrastructure, except for the pylons, have been recently removed. Electricity pylons are the most visible element within and adjacent to the Application Site. They connect with a small scale substation, which is the only remaining part of the once more extensive infrastructure, and is located near its north eastern corner. Relatively tall lighting columns with flood lights are located in the plot adjacent to the north.

The south eastern and south western perimeter of the Application Site, and along Faraday Avenue, is secured by an approximately 2.4m high solid concrete wall, which restricts views in. The access gate and the fence to the left of it is a palisade fencing and allows for restricted

views into and across the Application Site. This boundary is further secured by additional barbed wire fencing atop the wall and palisade fencing giving it a strong industrial and unsettled character. Palisade fencing continues along the north western boundary. A low earth bund follows the southern perimeter of the Application Site, sloping from its south eastern corner and meeting the ground levels near the access gate.

The surface is partially tarmacked with some loose rubble / gravel and being gradually colonised by pioneer species, mostly grass. Part of the Application Site is used as a car park. There are no notable areas of shrub or tree vegetation. Mature trees are however present outside and adjacent to the boundaries of the Application Site. There are no obvious or notable water features within or adjacent to the Application Site.

Topographically, the Application Site appears level with little change to the contours across the site. Its south eastern corner is located at approximately 79.22m Above Ordnance Datum (AOD) with the contours rising to approximately 81m AOD in the south western corner, near the existing access gate. The north eastern boundary is located slightly lower and between 79.80m to 78.60m AOD.

Views in and out are restricted by the perimeter wall and tree vegetation in the adjacent plots. Large scale and relatively tall industrial buildings, located to the east restrict views further. The Application Site feels isolated with no inter-visibility except for views of Faraday Avenue, through the access gate.

There are no Public Rights of Way (PRoWs) within or adjacent to the Application Site. A public highway, which is located to the north west leads to a car park and has a restricted access.

Likely Significant Effects

The assessment has only identified two significant effects arising from the Proposed Development, those being the effect on visual amenity as experienced from the footpath which passes close to the south-west and south-east boundaries of the Application Site. Although significant, the context provided by the surrounding industrial landscape means that these effects are not considered to be materially unacceptable.

Surrounding Area

The surrounding area is industrial in character, with relatively tall units and of large footprints. Hams Hall Distribution Park stretches north of the Application Site with the railway line limiting its north western extent. Areas of hard standing and built form continue further north towards the southern outskirts of Lea Marston and St. John the Baptist Church.

Built form within the Hams Hall Distribution Park is of large scale and footprint. Each plot is generally well screened by managed hedgerows and belt of trees with upper parts of the buildings often visible above and amongst the tree canopies. Faraday Avenue is particularly characterised by a strong presence of trees and hedgerows. DHL buildings, located at the junction of Edison Road and Faraday Avenue are more visible due to limited tree cover along this section of Edison Road. Views of other buildings along Faraday Avenue vary. Views of buildings of Uni Per, on the southern side of Faraday Avenue, are glimpsed and restricted gained only through the access gate. The buildings in the plot adjacent east are visible over the surrounding tree vegetation due to their height and colour. Other buildings along the eastern section of Faraday

Avenue are more visible with less tree cover. In terms of the prevailing form, a simple flat roof rectangular shaped buildings are the most characteristic for this road.

The Hams Hall Distribution Park is wedged between a railway line corridor to the north west and north, with the River Tame corridor and various small waterbodies enclosing it to the north east and east, and continuing south and to the west effectively encircling it. Further south the railway line with the Coleshill Train Station characterises the area with various business premises continuing south along Station Road and forming the northern outskirts of Grimstock Hill. The settlement of Coleshill lies further south.

Internal roads connect the individual units to Faraday Avenue, which in turn link to the M42 via the A446. The industrial area stretches further south towards Coleshill and this part is known as Coleshill Industrial Estate. The River Tame separates this area from the open countryside and small settlements of Lea Marston to the north (approximately 0.9km to the north), Whitacre Heath (approximately 1.5km to the north east), and Hoggrill's End (approximately 2.6km to the east). Shustoke Reservoir is located between Hoggrill's End and Shustoke, and provides recreational opportunities. A number of waterbodies, associated with the past extraction works in the area, are located along the river and to the north of the Application Site. Settlements in the northern and eastern part of the study area are connected by minor roads and the landscape, broadly speaking, is rural in character.

This contrasts with the landscape in the western part of the study area, which is characterised by large scale settlements, major highways and other elements of

infrastructure. The M42, M6, and M6 Toll separate the Birmingham conurbation from the open countryside with some small pockets of agricultural land located between the motorways and the urban edge. The industrial area around the Application Site and Coleshill form a large pocket of townscape and connect, in their character, to the urban environment around Birmingham. This includes the area around the Birmingham Airport and the industrial area stretching from Water Orton to the Birmingham city centre.

Likely Significant Effects

The assessment has not identified any significant landscape effects which would arise as a result of the Proposed Development, when considered in isolation. All identified visual receptors and the majority of the selected viewpoints have been assessed as subject to not significant visual effects. Receptors at only one identified location, at Viewpoint 7, have been assessed as experiencing significant visual effects due to proximity and inter-visibility with the Proposed Development.

Mitigation and Enhancement

Mitigation measures (such as design evolution of the proposed built form, and gradation in colours of different parts of the Proposed Development to minimise the perceived massing of the buildings) have been incorporated into the design of the Proposed Development as part of the iterative design process. The colour palette has been selected to make the Proposed Development more recessive in views thus having a lesser degree of effects upon the perception of the local landscape / townscape, and visual amenity. The measures are therefore an integral part of the development and no further additional mitigation is considered necessary from a landscape and visual perspective.

Conclusion

The nature of the Proposed Development, together with the context provided by the land uses surrounding the Application Site, would mean that the Proposed Development is considered to be appropriate to the setting and townscape character of the site and the Hams Hall Distribution Park. The introduction of the Proposed Development would not result in any significant effects on local landscape or townscape features or elements, or the character of the landscape / townscape within and around it.

Effects upon visual amenity would also be generally not significant with only one location assessed as subject to significant visual effects. Such higher degree of effects reflects close proximity and relatively open views towards the Proposed Development.



PHOTOMONTAGE FROM VIEWPOINT 7
FOOTPATH ALONG FARADAY AVENUE



Existing view



Photomontage view



TRAFFIC AND TRANSPORTATION

Introduction

The traffic and transport assessment has considered the environmental impacts of traffic to include pedestrian amenity, highway safety and driver delay in the context of the relative change in traffic flows.

Baseline Conditions

The application site lies approximately 1.65 kilometres to the south-east of Junction 9 of the M42 Motorway, as well as connections to the M6 Toll Road. The site is located within an established industrial area and is bound to the east by industrial units and to the south by Faraday Avenue, which provides direct access to the site. The western edge of the site is bound by airport parking business, while the application site abuts undeveloped brownfield land to the north.

In a wider context, the site is located on the north edge of Coleshill and is strategically positioned to provide easy access to key transport links including the M42 and M6. Such access is reflective of the industrialised nature of the locality and ensures that the site is easily accessible for larger commercial vehicles.

The application site is accessed off Faraday Avenue via a priority T-junction arrangement, with a left-in/left-out access. Access to the site is currently gated and the associated junction has an entry radius of 15 metres and an exit radius of 7 metres. This is considered to be sufficient to accommodate the turning requirements of large goods vehicles.

On site observations have noted the presence of on-street parking within the vicinity of the site access, which is also indicated by the erosion of the adjacent grass verge. In terms of geometry, visibility at the junction is achievable over a distance in excess of 100 metres in either direction from a 2.4 metre setback distance. This is commensurate with the likely approach speeds of vehicles.

Likely Significant Effects

Operational phase impacts have been determined with reference to the trip generation calculations contained within the submitted Transport Assessment which accompanies the Environmental Statement. The operational phase of the project is, at worst, categorised as Negligible.

Construction phase impacts could be generated from the arrival and departure of construction workers and associated HGV traffic. Whilst impacts can be significantly reduced with appropriate mitigation, the construction phase impacts would be, at worst, categorised as 'Negligible'. This is considered to be acceptable, particularly in light of the temporary nature of this phase of development.

Cumulative impacts during construction could arise alongside the construction of adjoining schemes. However, schemes are either already operational and are included within the baseline assessment or there is limited information from which to gauge the associated impacts and to undertake a comprehensive cumulative assessment. Notwithstanding, an arbitrary quadrupling of construction traffic flows assumed for the Proposed Development will only yield an acceptable 'Moderate Adverse' impact.

Mitigation and Enhancement

Given the application site's current land use and the resulting impact of the Proposed Development, it is considered that the surrounding highway network is of a suitable standard and will not require further mitigation to accommodate movements associated with the operational phase.

For the construction phase it is proposed that a Construction Traffic Management Plan (CTMP) would be prepared and submitted to the Local Planning Authority prior to the commencement of on-site works. The purpose of the CTMP would be so that appropriate environmental management practices are followed during the construction (and demolition) phase of the project

For the operational phase an Outline Travel Plan has been prepared to promote the use of sustainable travel amongst future staff visitors.

Conclusion

In view of the above, it is the conclusion of this Chapter of the ES that the Proposed Development can be accommodated without any unacceptable detriment to the environmental effects of traffic. Furthermore, it is noted that the inclusion of mitigation measures at both construction and operational phases would reduce the effects and impacts of the development further, providing confidence in the conclusion of this assessment.

HYDROLOGY AND FLOOD RISK

Introduction

An assessment has been undertaken of the likely significant effects that the Proposed Development would have on the water environment. The effect of the Proposed Development on local flood risk and water quality of nearby watercourses has been assessed and mitigation measures proposed. The hydrology and flood risk assessment is supported by a detailed Flood Risk Assessment which has been submitted with the planning application documents.

Baseline Conditions

The Application Site is currently in brownfield use and consists of cleared and consolidated land, surrounded by the Car Storage Compound to the west and some of industrial plots to the east. A number of National Grid Areas are present in the immediate vicinity of the site.

The Topographical Survey indicates that the site is effectively flat with site levels ranging between 80m and 79.16m Above Ordnance Datum (AOD), falling from the south west to the south east of the site.

The Environment Agency's Flood Map shows the site lies entirely within Flood Zone 1, which indicates the land assessed as having less than 1 in 1,000 annual probability of river or sea flooding (<0.1%) and is the lowest rating used by the Environment Agency. The Strategic Flood Risk Assessment contains no records of historic flooding from watercourses in the vicinity of the application site. The risk of other forms of flooding affecting the development site has been assessed as low.

Likely Significant Effects

The construction of the Proposed Development will temporarily disrupt the onsite surface water drainage network. Potentially polluting activities and accidental spillages and leakages may occur during the construction and operation of the Proposed Development which could have an effect on local water quality.

Mitigation and Enhancement

Good site management, adequate contingency planning and application of pollution prevention principles and best practice construction techniques will reduce the risk of a significant water pollution event occurring. The surface water drainage system will incorporate stormwater storage and will be discharged at a reduced flow into an onsite ditch. The system will provide a degree of flood risk betterment during these storm events.

The surface water drainage system will incorporate specific measures to intercept oil and silt and other pollutants from the site and relevant plant will be designed to minimise pollution risk (e.g. bunded).

Conclusion

Adopting best practice construction site management and provision of a suitably designed surface water drainage system incorporating pollution control and stormwater storage minimises the effect of the Proposed Development on local flood risk and water quality in nearby watercourses.

HYDROGEOLOGY AND GROUND CONDITIONS

Introduction

A qualitative assessment of the effects of the proposed development arising from likely ground conditions has been completed. The assessment has considered the extent and methods of foundation construction, the anticipated degree of disturbance of the ground, the final form of the development, and the relevant national policies for contaminated land assessment and management.

Baseline Conditions

The baseline ground conditions at the site have been assessed by a Phase 1 Desktop Study.

Likely Significant Effects

Prior to mitigation, a number of likely significant effects have been identified relating to the risk of the effects of contaminated land on construction workers, end users and controlled waters.

Mitigation and Enhancement

The following mitigation measures have been recommended:

Undertake a Detailed Unexploded Ordnance Threat and Risk Assessment prior to carrying out intrusive site investigation works (and development).

Undertake a Phase 2 Geo-environmental Ground Investigation prior to development to provide an assessment of the ground conditions on the application site with respect to geotechnical properties and any potential contamination (including hazardous gases) in the underlying soils and/or groundwater.

Application of appropriate measures during the construction phase to protect construction workers, site neighbours and the environment more generally, from exposure to any contaminated material which may be encountered (e.g. dust control measures, containment of soil and groundwater arising from works in the ground, use of appropriate PPE).

If piling through the Secondary A aquifer is required as part of the development, a Report on Piling and Risks to Groundwater should be completed to the satisfaction of the Environment Agency (EA). The piling technique should be chosen to mitigate risks to controlled waters.

The safe stockpiling, containment and testing of material displaying visual or olfactory evidence of contamination during the construction works. Based on the results of subsequent testing, the stockpiled soils should be re-used, treated or disposed of off-site.

A 'clean' and inert soil cover layer should be placed over in-situ soils in areas of new landscaping. The cover soils should be validated prior to placement.

Building slabs and membranes should be designed to mitigate the Characteristic Gas Situation classification for the site; ground gas monitoring should be undertaken to classify the gas regime, as described within BS 8485 and C665.

The concrete used within the proposed development should be designed in accordance with the concrete classification for the site (assessed using BRE Special Digest 1).

The local water supply company should be consulted regarding the pipe material and backfill specification of potable water supply pipes.

Operation on sealed hard standing would ensure any oils/ lubricants or wastes are not able to penetrate into the underlying natural ground and controlled waters.

Develop systems in line with the plant/facility Environmental Permit to ensure all potential contamination issues associated with the operation of the facility would have been satisfactorily controlled.

Conclusion

Following the implementation of the recommended mitigation measures the residual effect of the proposed development with respect to all receptors is assessed to be Neutral, as either ground contamination sources or transport pathways to receptors will have been removed.

NOISE AND VIBRATION

Introduction

A noise assessment has been carried out for the Proposed Development. The assessment has taken account of potential effects during the construction and operation of the Proposed Development, upon surrounding residential receptors. It has considered factors such as piling during construction and additional traffic movements once the site became operational.

Baseline Conditions

The Application Site is located within the existing industrial / commercial area within Hams Hall.

The closest residential receptors are located to the north east of the application site, approximately 500 metres from the northern site boundary. There is a single property located adjacent to the former Hams Hall site boundary, with two further properties further east, adjacent to the church.

Other dwellings are located beyond 1km from the site within Lea Marston and given the distance from the site, these properties have not been considered further within this assessment.

In order to ascertain the existing noise environment at noise sensitive receptors surrounding the Application Site and to inform the design of the Proposed Development, a noise monitoring exercise was carried out between 15 – 21 March 2016. The survey comprised an unattended noise survey, carried out at one location within the land adjacent to the closest dwelling, with simultaneous sample noise measurements taken adjacent to the church.

The monitoring positions were chosen to enable the typical background noise levels to be determined at the potentially most affected dwellings.

Likely Significant Effects

The Proposed Development is located some distance from the surrounding noise sensitive receptors. An assessment of the noise levels associated with the construction of the Proposed Development indicates that noise associated with the works would result in a **negligible** effect.

Noise levels associated with the operation of the Proposed Development are anticipated to be low and below a level which would result in any significant adverse noise impacts, with noise associated with the operation resulting in a **negligible** effect at surrounding properties.

There would be regular deliveries made to the site throughout the day. The small numbers of additional vehicles would result in no noticeable change in road traffic noise levels on roads surrounding the Proposed Development, with a **negligible** effect identified.

Mitigation and Enhancement

No additional noise mitigation measures have been identified in addition to those which would be incorporated as standard into the design of the Proposed Development.

Conclusion

In summary, the construction and operation of the Proposed Development would not give rise to any adverse noise impacts at surrounding properties.

ECOLOGY AND NATURE CONSERVATION

Introduction

The ecological assessment compiles information from a desk study and Extended Phase I habitat survey, enabling the determination of the likely ecological effects of the Proposed Development. The assessment establishes the likely presence of protected or notable species, identifies statutory designated sites for nature conservation in the vicinity of the Proposed Development and evaluates the overall conservation status of the Application Site.

The potential effects on identified ecological receptors including designated sites and protected and notable species is assessed in line with current guidance, and appropriate mitigation and enhancement measures are described.

Baseline Conditions

An Extended Phase 1 habitat survey was undertaken on the Application Site in February 2016. The survey recorded habitats within the Application Site and aimed to establish the presence or potential presence of protected and notable species.

Statutory designated sites were identified within a 5km radius of the Application Site (extended to 20km for SPAs and Ramsars) using the Multi Agency Geographic Information for the Countryside (MAGIC) website, along with the Joint Nature Conservation Committee (JNCC) and Natural England (NE) websites. WBRC (Warwickshire Biodiversity Record Centre and EcoRecord (the Ecological Database for Birmingham and the Black Country) provided records of protected and notable species, locally designated sites and habitats within a 2km radius of the approximate centre of the Application Site.

The Application Site comprised an area of gravel hardstanding, bounded by concrete perimeter walls and was in use as an industrial storage area. Opportunities for wildlife were therefore extremely limited, although semi-natural habitats are present in the wider landscape.

No evidence of protected or notable species was identified during the Phase 1 habitat survey. The hardstanding land was considered unsuitable for protected and notable species, although nearby land may provide some foraging interest for bats. The presence of a mammal path indicated the potential movement of badger or foxes across the Application Site. The potential for black redstart to be present in the local area is possible as there is suitable derelict land to the north. The Application Site in its current state is however not suitable for nesting birds.

The overall importance of the Application Site habitats and to protected and notable species is assessed to be very low, with local features of greater biodiversity interest adjacent to the Site being retained as part of the Proposed Development.

Likely Significant Effects

No significant effects are anticipated on statutory or non-statutory designed sites or habitats.

No significant effects are anticipated on protected species.

Mitigation and Enhancement

- Mitigation and enhancement measures will include the following:
- Pollution prevention and control measures employed during construction;
- Appropriate lighting design to avoid light spill onto adjacent habitats; and
- A pre-construction badger survey.

Conclusion

The Proposed Development will have **no significant** residual effects on Ecology or Nature Conservation.



ARCHAEOLOGY AND CULTURAL HERITAGE

Introduction

The archaeology and cultural heritage assessment has considered the likely significant effects of the Proposed Development that has used a combination of desk based research and on site investigation.

Baseline Conditions

The Site is located on an area of Second River Terrace gravels. Areas of River Terrace gravels were favoured locations for prehistoric activity. However, none is recorded in the immediate vicinity of the Site. Cropmarks c. 650m north-west of the Site are potentially of prehistoric origin, although a modern origin has also been suggested. The desk-based assessment has not identified any evidence to indicate significant activity focused within the Site. And previously present below-ground archaeological remains are likely to have been removed by the two-phases of sub-station construction in the earlier and mid-20th century respectively.

The western boundary of Hams Hall park, as mapped on the First Edition Ordnance Survey, crossed eastern area of the Site. Extant park features within and in the immediate vicinity of the Site were removed in the 20th century. No park features of heritage interest remain within the Site.

An earlier 20th-century sub-station is visible extending into the Site area on 1930s aerial photographs. This was replaced in the late 1950s, with a new sub-station with a different footprint. The late 1950s sub-station was largely dismantled, within the last 10 years. The boundary wall, which defines the parcel of land within which the Site is situated, is on the same alignment at the late 1950s sub-station boundary wall. The boundary wall associated with the late 1950s phase of construction at Hams Hall Power station is not considered to be a heritage asset.

The closest designated heritage assets are the Grade II Listed Church of St John the Baptist and associated Grade II Listed Cross c. 650m north-east of the Site. These are **designated heritage assets of less than the highest significance.**

Likely Significant Effects

The Proposed Development will not result in physical impacts on any identified heritage assets.

A Settings Assessment with regards to designated heritage assets is included as part of the Environmental Statement submitted with this application. The Proposed Development will not result in any adverse significant effects on designated heritage assets.

Mitigation and Enhancement

In the absence of any evidence for significant, focused activity within the Application Site prior to the establishment of the power station and given the disturbance associated with the two-phases of sub-station construction, it is considered that the current assessment provides a proportionate level of information regarding the potential below-ground archaeological resource, as required by paragraph 128 of NPPF, sufficient to determine the planning application, and no subsequent mitigation works are proposed.

Conclusions

The assessment has not identified evidence for focused, significant activity within the site prior to the establishment of the power station in the earlier 20th-century. This chapter, in conjunction with Appendix 12.1, provides a proportionate level of detail (as required by Paragraph 128 of NPPF) regarding the archaeological resource, sufficient to determine an application for development.

The proposed development will not result in any adverse impacts on the significance of designated heritage assets as a result of alteration to setting. As such it will be in keeping with the requirements of the Planning (Listed Building and Conservation Areas) Act 1990, NPPF, and Local Planning Policy pertaining to the setting of designated heritage assets.

SOCIO-ECONOMICS

Introduction

The socio-economic assessment considers effects of the Proposed Development during both the construction and operational phases. This assessment considers the provision of the following aspects of the Proposed Development:

- The provision of circa 20 jobs in the operational phase; and
- The offer of competitively priced sustainable energy to local businesses.

The Application Site is within North Warwickshire and lies within the Ward of Curdworth. Some information is only available for the Lower Super Output Area (LSOA), North Warwickshire 004B or Middle Level Super Output Area (MSOA) North Warwickshire 004 and these are used in these instances. The assessment considers the appropriate area/s in regard to different issues.

Baseline Conditions

The 2011 Census identified 62,014 residents in North Warwickshire, of whom 3,195 lived within Curdworth Ward. The Census indicates that the population of the Ward is on average much older with a mean age of 45.4 years as compared to 41.7 years across the Borough or 39.3 years across the nation.

The latest Mid-Year Population Estimates identified that the population of North Warwickshire had increased to 62,468 in 2014. The 2012 subnational population projections then project a further increase of circa 1,032 persons from 2014 to 2019 (when the plant is expected to become operational).

The 2012 subnational population projections identify the factors that make up the projected population change. Within North Warwickshire, 100% of the growth arises from net migration.

Likely Significant Effects

The key socio-economic effects of the Proposed Development can be summarised as follows:

- Provision of circa 100 to 130 additional jobs during the construction phase in the construction sector;
- Provision of 20 jobs during the operational phase;
- The jobs will include elementary jobs during both the operational and construction phases which responds to the type of jobs being sought by the unemployed in Curdworth Ward currently;
- •Investment in construction, operation and maintenance all of which will provide for indirect effects including generating work for local tradesmen;
- Additional £2.3M GVA per annum for the local economy including an increase of the local disposable income (for employees of the facility and tradesmen) which will have induced effects on local economy;
- The provision of lower priced sustainable energy for local businesses, reducing business costs which may be used to expand or enhance businesses (including new jobs and/or increased wages); and
- Potential minimal increases in commuting flows.

Mitigation and Enhancement

No mitigation has been identified in socio-economic terms given the lack and/or scale of any negative effects associated with the Proposed Development.

Conclusion

Overall the Proposed Development is considered to provide for minor effects and will contribute to addressing the economic needs of the area.

SUMMARY

The technical chapters which have made up the Environmental statement and assess the REC at Hams Hall Energy demonstrate that there are no overriding environmental constraints or planning policies which would preclude the development of the Application Site.

The Planning Statement which forms a separate part of the planning application demonstrates significant weight for both Planning Policy and Waste Policy which demonstrates the need for and benefits of the scheme. The Proposed Development is in accord with the relevant policies of the Development Plan and other material planning considerations including the principle of sustainable development.

The proposal has also been shown to be in compliance with national strategic level planning policies contained within the National Planning Policy Framework and the National Planning Policy for Waste, and guidance set out in the Waste Management Plan for England and both EN-1 and EN-3. These documents are significant material considerations in the planning process and indicate this proposal is acceptable.

The above considerations demonstrate that upon considering the significant benefits associated with the scheme against the relatively benign impacts, the proposal, on balance, falls well within the scope of acceptability as the benefits would indeed outweigh any limited harm.

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