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MEMORANDUM

To: Head of Planning and Regeneration
From: Head of Public Protection Service
FAO: Alan Hartridge
Date: 15 July 2010
Subject: Planning Application 10/01010/ESR10
Our Ref: 776071

Message:

Town and Country Planning Act 1990

APPLICATION NO: 10/01010/ESR10

SITE: NORTH YARD, DEVONPORT

PROPOSAL: Request for EIA Scoping Opinion for proposed Energy from Waste Combined Heat and Power Facility, North Yard, Devonport

I refer to your request for comments on the scoping opinion report submitted under planning application number: 10/01010/ESR10 in respect of MVV Umwelt Energy from Waste Combined Heat and Power Facility North Yard, Devonport

Air Quality Comment (Section 5.8)

Bottom Ash Treatment

Section 3, 3.3 discusses the treatment of bottom ash from the incineration process, and that it will be stored in the open air prior to processing. Although it is stated that the ash will be moist, concern is expressed that dust and particulates will impact adversely on surrounding sensitive receptors during periods of strong winds or adverse weather conditions. Therefore mitigation measures to control the breakout of any dust or effluvia must be detailed in the full EIA.

Stack Emissions

Concern is expressed about the stated height of the stack (85 metres). Nearby land at Barne Barten rises to 55 metres and land at Kingstamerton rises to 96 metres. This will make the stack the dominant visual feature in the locality and at a level with many residential properties.

The Dispersion Modelling Assessment must consider the effects of stack emissions and plume on properties at the same level and higher ground, for example at Tamarside School 90 metres, and not purely on properties in the immediate vicinity of the site.

Road Traffic Emissions

Initial data from an NO₂ diffusion located at the junction of the A3064 at Camels Head and the dockyard indicate that the area is already experiencing poor air quality from road traffic which isn't reflected in the report, for example 36, 41, 35 andµg/m³. Although only an indication at this stage, the scoping opinion report suggests the undertaking the DMRB Screening Assessment for the air quality and a Dispersal Model for the stack emissions. It is this Department's view that dispersal modeling should also be carried out for the road traffic emissions/total emissions in the area.

Contact has already been made the applicants consultants and a further two locations have been added to the diffusion tube monitoring programme.

Environmental Permit Comment

Section 3.12 discusses the permit required under the Environmental Permitting (England and Wales) Regulations 2010. As an A1 process the Environment Agency will be responsible for the application and regulation of the site. This Department welcomes and encourages submission of the permit application at the same time as the planning application and EIA, and as prescribed in section 5 of DEFRA's General Guidance Manual on Policy and Procedures for A2 and B Installations.

Land Quality Comment (Section 5.5):

Considering the site setting, development and operational phases and taking into account the following:

- That WID objectives are to achieve minimum impact from emissions to air, soil, surface/groundwater's and on environmental health resulting from waste incineration.
- Dust (and odours) can be minimised by, amongst other things, operations being performed under controlled conditions indoors

Both of the above taken from DEFRA guidance - Incineration of Municipal Solid Waste (2007).

And:

- That background levels of key chemicals identified in the WID may already be elevated in soils on site and surrounding the site
- Likely presence of an on site combustible ground gas source, potential pathway creation as a result of development and the presence of vulnerable receptors on site and nearby
- Inclusion for bottom ash storage in a walled compound prior to processing
- Potential long term monitoring requirement/s

Plymouth City Council proposes a need for detailed human health impact assessment and additional allowance for full analysis of the above factors.

Noise Comment (Section 5.9):

Section 5.9 of the Scoping Report refers to Noise and vibration. The Public Protection Service is satisfied, in the main, with the proposed methodology for the noise assessments.

We would ask that the Noise Consultants who will carry out the Assessments liaise with this Department to agree fine detail. For example section 5.9.10 discusses baseline noise monitoring locations.

The Assessment only considers residential properties in the immediate area, due to local knowledge of the area and noise from the dockyard experienced at locations further away, particularly on higher ground and during temperature inversions, this Department would expect baseline measurements to be carried out at other locations on higher ground.

Mr G Hooper
Senior Environmental Protection Officer

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The Dispersion Modelling Assessment must consider the effects of stack emissions and plume on properties at the same level and higher ground, for example at Tamarside School (90 metres), and not purely on properties in the immediate vicinity of the site including ground level concentrations.

Road Traffic Emissions

There is a school located at the junction of the A3064 at Camels Head and the Dockyard and this Department is aware of development proposals, not yet submitted, for the redevelopment of the land currently occupied by the Fire Station for combined commercial, retail and residential units

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The assessment only considers residential properties in the immediate area, due to local knowledge of the area and noise from the Dockyard experienced at locations further away, particularly on higher ground and during temperature inversions, this Department would expect baseline measurements to be carried out at other locations on higher ground.

Construction Phase

Noise levels during the construction phase have should be calculated using the methodology contained within British Standard 5228-1:2009 the predicted noise levels should be assessed against the guideline noise limits suggested in the significance based on fixed noise limits detailed in paragraph E.2 of BS5228-1:2009 and the draft Guidelines for Noise Impact Assessment produced by the Institute of Acoustics and the Institute of Environmental Management and Assessment.

Vibration during the construction phase must also be considered.

Operational Phase

- Operational noise should be investigated, showing the extent to which it will increase background noise levels locally, and appropriate mitigation outlined.

Concern is expressed that vibration from the stack and vehicle and plant movements during the operational phase (section 5.9.13) has not been considered. This will need to be discussed in the full EIA with full justification to why it is not considered significant.

- The assessment of noise from the EfW facility and any fixed plant associated with waste movement or transfer operations should be undertaken in accordance with the guidance contained in BS4142:1997 and that a tonal penalty should be applied to the noise sources where appropriate. The assessment should also assess the impact on those residential properties and properties located on higher ground surrounding the site.

The cumulative noise levels must be assessed against the existing ambient noise levels.

- Noise levels generated by heavy goods vehicle movements to the site and by the mobile plant associated with site operations should be predicted using the guidance contained in BS5228-1:2009 for mobile plant and ISO9613 for fixed plant, and be assessed against the guidance contained in MPS2.

Transport Comment (Section 5.7)

Section 5.7 discusses Traffic and Transport issues, although this will be covered by the PCC's Transport Section, the Transport Assessment should identify how many and in what hour during the day the additional trips will be generated. Mitigation measures to reduce the impact at any junctions should also be detailed. This Department would also like to provided details on any predicted trip generation data for each hour throughout the day rather than just an hourly average eg will all these additional trips happen during the peak or off-peak.

The route from the A38 to Camels Head gate has been identified on the national noise maps and as such the impact of traffic noise should be considered on existing residential properties and school.

Miscellaneous Comment

Control of Vermin (Construction and Operational Phase)

The proposed site is located next to a tidal creek, railway and embankment and woodland all providing natural harbourage for vermin. The Scoping Report makes no mention to the control of vermin displaced during the construction phase.

All Councils have a statutory duty under the Prevention of Damage by Pest Act 1949 to control vermin within the Authority's area and to make sure owners of developments are aware of their

responsibilities. Pest problems are commonplace where site disturbance takes place. Because of the impact on neighbouring properties/land the Council will require the following information to be discussed in the EIA or submitted with the construction management plan as a pest control plan and detailed control measures provided for the control of vermin during the operational phase.

Mrs N Horne
Unit Manager
Environmental Protection and Monitoring Unit