MAGWATCH

SUMMARY OBJECTION

on

APP/23/00822/F

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EXECUTIVE SUMMARY

1. Non compliance With BCPD Waste Plan Policy 21

Since approval was given in September 2024 to the Portland incinerator application, a viable and suitable alternative site outside the Green Belt to fulfil the Waste Plans requirements. The 'very special circumstances' required by BCPD WP Policy 21 no longer exist.

2. Capacity & Future Trends in Waste Management

The current EfW capacity – both locally and nationally – is sufficient to meet present and future needs, which are likely to fall as new national initiatives to reduce residual waste are introduced and begin to take effect.

3. Transport Assessment

MVV's Transport Assessment significantly underestimates traffic because it ignores the cumulative impact of all existing and proposed activities at Canford Resource Park. The figures for newly generated HGV traffic are not based on HGV movements at MVV's comparable Devonport site, which they should have been. Accurate projections, based on comparable movements to Devonport and evaluating the effect of all Canford Resource Park HGV movements across the operational 364 days a year, suggest one HGV will be accepted or dispatched from the site every 73 seconds during weekdays.

4. Harm to Visual Amenity and Openness of Green Belt

The proposed building will lie within Green Belt land and would be adjacent to Canford Heath, with its SSSI, SNCI and SPA/SAC status. Its oppressive bulk and obtrusiveness will unquestionably have a very substantial impact on the openness of the Green Belt and is likely to have negative impact on the enjoyment of people using Canford Heath.

5. Harm to Heritage Assets

The will be significant visual implications for seven of the 14 viewpoints, including the nearby Grade 1-listed Canford School and its associated Grade 1-listed buildings. Both Historic England and BCP's Senior Conservation Officer believe that the impact will be harmful on the setting of heritage assets v. The harm should be considered significant and should be weighed against benefits attributed to the proposed EfW.

6. Habitats and Biodiversity

In the planning balance, the marginal benefits of the EfW are outweighed by the harm that will be done to an SSSI and so development 'should not normally be permitted (NPPF193b). There is no mitigation for the habitat fragmentation, and the air pollution of Canford Heath can only be lessened rather than eliminated by height of the chimney stack, which is limited by considerations of aircraft safety.

7. Carbon Capture

The application is for a 'Carbon Capture Retrofit' EfW. New DEFRA regulations require new Ef projects to 'be able to demonstrate' their readiness. The land that MVV have allocated for their CCS is about a quarter that required for a fully functioning facility, so it is not feasible. MVV have no analysis of the practicalities of their CCS, such as increased pollutant emissions, increased water usage and the addition of 26,000 extra tanker movements per year on Magna Road.

8. Benefits vs Harms: Planning Balance of Canford EfW

The harms of the proposed development outweigh considerably and in a number of areas the few benefits this unnecessary facility might bring.

1. NON-COMPLIANCE WITH BCDP WP POLICY 21

Relevant Planning Guidance

As a legal matter planning permission decisions must be taken in accordance with the statutory development plan unless there are material considerations that indicate otherwise. The statutory development plan for this project is the *BCP & Dorset Waste Plan 2019* 12.108:

[Local Planning Authorities] 'should ensure that substantial weight is given to any harm to the Green Belt, *including harm to its openness. Inappropriate development* is, by definition, harmful to the Green Belt and should not be approved except in *very special circumstances*. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.' (*NPPF* 153)

'The National Planning Policy for Waste states that there are particular locational needs for some types of waste management uses that should be recognised, which may lead to the need to locate such facilities in the Green Belt *if a suitable site does not exist outside the Green Belt.* Any proposal for the development of permanent waste facilities in the Green Belt would *need to demonstrate very special circumstances* that outweigh the harm to the Green Belt and any other harm and would be judged on the locational needs of the development.' [Our emphases]

'Given the site's location within the South-East Dorset Green Belt, applications will be considered against national policy and Waste Plan Policy 21.' (*BCPD WP Inset 8*, Development Considerations, 5)

Waste Plan Policy 21 explicitly states that:
Proposals for waste management facilities will only be permitted in the South East Dorset Green Belt where:

a. They do not constitute inappropriate development; or
b. The potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations to an extent that can demonstrate very special circumstances, including *a need for the development that cannot be met by alternative suitable non-Green Belt sites.* (Our emphases) [BCPD WP Policy 21]

1.1 Suitable Site Outside the Green Belt

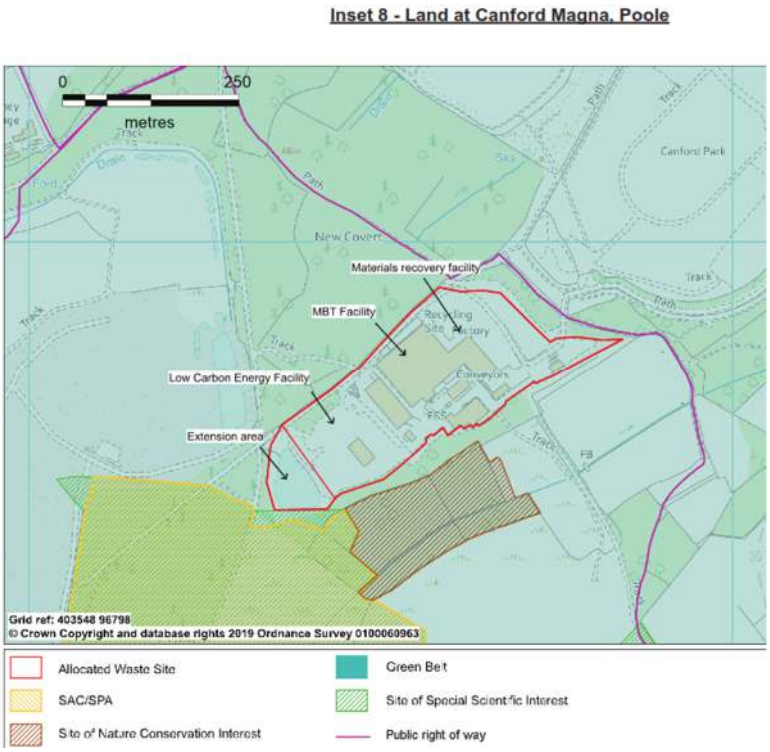
If there is an alternative suitable non-Green Belt site that can meet the need under the Waste Plan then Waste Plan Policy 21 prohibits the granting of permission for a waste management facility within the Green Belt. It is a restrictive clause that decision makers are legally required to apply objectively.

The Portland ERF site is a non-Green Belt site that meets the need for waste management under the Waste Plan. The application for this development was approved by the Secretary of State for Housing, Communities & Local Government in September 2024, following the recommendations of the report (**IR**) prepared for her by Planning Inspector Paul Griffiths.

Evidence-gathering by the Planning Inspector included a site visit to the Canford site for the purposes of his qualitive comparison between Canford and Portland.

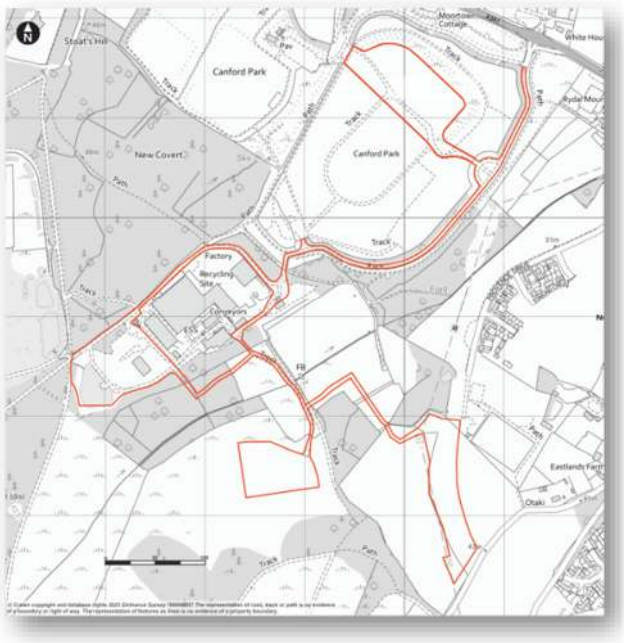
His observations were:

- ‘The Canford site stands squarely in the Green Belt, with a ‘red line’ extending well beyond the extent of the allocation. It would clearly constitute inappropriate development with a far greater impact on openness than the facilities the proposal would replace.’ (IR 8.22)
- The Canford site is ‘in a very sensitive location environmentally’. (IR 12.102)
- It is ‘located adjacent to a SPA, SSSI, and SNCI.’ (IR 8.23) The size of the Canford ERF is over ten times the size referred to in the Waste Plan allocation[1], extending beyond the allocation boundary further into the Green Belt. (IR 8.26)



Above: Map from Inset 8 of BCPD WP; Below: Site Map from MVV Design and Access Statement

Figure 2-1: Site Location



[1] The BCPD WP Inset 8 – Potential additional capacity: Site has been assessed for circa 25,000 tpa of additional capacity for residual waste management

His conclusions were:

- That the Canford ERF 'would obviously be inappropriate form of development in the Green Belt, and an enormous imposition that would massively reduce openness. The level of Green Belt harm would be very high indeed.' (IR12.105)
- Given, as has already been established, that a suitable alternative exists outside the Green Belt, 'it is difficult to see how the necessary very special circumstances could be shown. ' (IR 12.107)

Spelling it out, Inspector Griffiths says:

> Indeed it would appear difficult for the Canford proposal to meet the policy tests of the Waste Plan 2019 at all, especially in terms of Policies 3 and 21. The site is in the Green Belt and the scheme would involve a large built form that would have a very substantial impact on the openness of the Green Belt, including a stack 110 metres high in one of the most sensitive parts of the Green Belt in the County. The proposal would involve increasing the built form on the site by a factor of 422 . This would be inappropriate development in the Green Belt, unquestionably, and given the scale of the harm that would be caused to the Green Belt, the very special circumstances that would be necessary to justify it would have to be very special indeed. Indeed, the level on the site of Green Belt harm that would be caused would be unprecedented for a proposal of this type. (IR 8.65)

and

> 8.66 Policy 21 of the Waste Plan 2019 requires the Canford scheme to demonstrate that there are no sites outside the Green Belt that can meet the same need. Portland is of course, not in the Green Belt and would be a facility of a similar size that did not have the feasibility challenges for delivering CCS[3], with other associated benefits including the provision of shore power. (IR8.66)

The Secretary of State agreed with the conclusions of Mr Griffiths' qualitative comparison of the Canford and Portland sites. In para 17 of her Decision it says:

> She further agrees although the proposal at Canford Magna might well perform better in terms of the spatial strategy in the WP, that would have to be balanced against the Green Belt harm and any other harm (IR12.108). Overall, the Secretary of State agrees with the Inspector that the proposal would have clear advantages over the sites allocated within the WP (and the proposals for them) and as such, it complies with Policy 4 of the WP, and further agrees that it accords with Policy 1 (IR12.109).

Conclusion

The Portland ERF is a suitable alternative site located outside the Green Belt that can meet the need under the Waste Plan. This aligns directly with Policy 21b of the Waste Plan, which prioritises non-Green Belt locations for such developments. Given the availability of a non-Green Belt alternative (the Portland site), the decision maker has no option legally other than refuse the Canford Magna EfW proposal, or otherwise its decision would conflict with Waste Policy 21, being the key Green Belt policy under the statutory development plan. Were the

[2] Mr Othen estimates that a CCS plant for an ERF of this size would need 3,000 - 4,000 sqm [Stephen Othen MA Meng CEng MIChemE Technical Director, Fichtner Consulting Engineers Ltd]

[3] R04 refers

Council to ignore this then it would be challengeable in the Courts with a high prospect of success.

1.2 Non-Compliance and MVV's Misleading Legal Advice

Advice for MVV on Waste Plan was prepared by James Burton (**JB**), a barrister from Essex Chambers and dated 25th January 2025 (posted on planning portal on 18th February). It offers some legal thoughts on WP Policy 21b as it applies to the Canford application.

It is noted (JB24) that Mr Burton confirms he was not asked to advise generally on the application of WP21 to the Canford Application, and does not do so. Given Mr Burton's submission was on instructions from MVV it is puzzling why, if the Canford Magna ERF is legally compliant with the statutory development plan, MVV did not ask Mr Burton to provide his experienced opinion on this matter. He does however note (JB 72) that if the need could be met be alternative suitable non-Green Belt sites (as is the case here) then an application would 'struggle' to demonstrate 'very special circumstances'.

Much of Mr Burton's advice concerns itself with the linguistic niceties of the Waste Plan, for example puzzling over the meaning the word 'facility' (JB 142, 143), or struggling over how to interpret the words 'suitable alternative…sites' (JB 83). Ten paragraphs later he asks 'Is there any authority concerning the particular words 'a need for the development that cannot be met by "alternative suitable non-Green Belt sites"?' In a surfeit of Jesuitical nit-picking over the ensuing paragraphs (JB94-100) and a truly gymnastic series of linguistic contortions, he manages to answer his own question by reaching quite the wrong conclusion about WP21: ' It is not possible to interpret WP21(b) as "whether the provision could be made outside the Green Belt"'. (JB100).

Hoping to magic away the offending part of the application which extends beyond the allocation red line, Mr Burton attempts to draw specious distinctions between 'facility' and 'ancillary elements' (JB142-148), but fails to convince. It is a fact that the proposed 260,000 tpa facility is ten times the capacity of the allocated plant (25,000 tpa. No amount of word wizardry can alter the fact that this brings WP 21b – already quoted above – into play:

> Proposals for waste management facilities will only be permitted in the South East Dorset Green Belt where:
>
> > b. the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations to an extent that can demonstrate very special circumstances, including a need for the development that cannot be met by alternative suitable non-Green Belt sites;

The bulk of the main building (162m long, 50m high and with a gigantic 110m chimney – the tallest in the UK) constitutes a highly inappropriate intrusion into Green Belt land, rendered even more inappropriate because of its location immediately adjacent to protected heathland (SPA, SAC and SSSI). [**See Habitats and Biodiversity section for fuller details**.] The bulk of the proposed building and its chimney are also a visual harm and detrimental to the openness of the Green Belt.

The fundamental inappropriateness of the Canford facility—especially when considered alongside the recent approval of the Portland site—makes it unequivocally clear that the Canford application cannot satisfy the requirement for 'very special circumstances'. In particular, it fails to demonstrate an overriding need for development in the Green Belt that cannot be met by an alternative, suitable, non-Green Belt location. As such, the application stands in direct conflict with established Green Belt policy and should be refused.

In a last ditch attempt to discredit the Portland Decision, Mr Burton latches on the interpretation of 'need'. He upholds MVV's narrow position that 'the need is defined by the spatial strategy and proximity principle to be for residual waste management in SE Dorset, which Canford is in and Portland not' (JB10). In his concluding comments, Mr Burton says:

> In the context of a proposal for management of a particular waste, I would expect "need" to be governed primarily by what the WP has to say about the need for management of that particular waste, not least where (spatially) the need arises. … However, I do consider the Canford site should be compared with the Portland site, not least given the Portland Decision. Doing so, though, I consider it tolerably clear that that whereas the Canford Application is to meet the need for residual waste management in south-east Dorset identified by the WP, the Portland site is not a suitable site for that need. (JB159).

An attempt to invent a 'south-east Dorset need' is nonsense – Mr Burton is attempting to define a 'need' to arrive at a result where the Portland project, being located outside south-east Dorset, does not provide a suitable non-Green Belt alternative, such that Waste Plan Policy 21(b) is not engaged. However, as Mr Burton will be aware, the "need" identified under the Waste Plan is clearly set out at Paragraph 7.1, which relates the projections under the Waste Plan to the capacity required, across the Waste Plan area, to meet this need. We further note that the whole of the non-urbanised area of 'south-east Dorset' is designated as Green Belt – if Mr Burton's approach is correct then why did the Waste Plan so clearly require that the Canford allocation comply with Waste Plan Policy 21 – it would be irrelevant if to meet the 'south-east Dorset need' projects would always have to be located in the Green Belt.

2. CAPACTITY VS NEED ASSESSMENT

Relevant Planning Guidance

Proposals for waste management facilities which incorporate different types of waste management activities at the same location, or are co-located with complementary activities, will be supported unless there would be an unacceptable cumulative impact on the local area. [*BCPD WP* - Policy 2-Integrated waste management facilities]

- the most effective environmental solution is often to reduce the generation of waste, including the re-use of products – *prevention*

- products that have become waste can be checked, cleaned or repaired so that they can be re-used – *preparing for re-use*

- waste materials can be reprocessed into products, materials, or substances – *recycling*

- waste can serve a useful purpose by replacing other materials that would otherwise have been used – *other recovery*

- the least desirable solution where none of the above options is appropriate – *disposal*

[NPPW, Appendix A: Waste Hierarchy]

2.1 Capacity Needs Analysis – Failure to meet "Very special circumstances"

The proposal for the Canford Energy from Waste (EfW) incinerator fails to demonstrate the 'very special circumstances' necessary to justify the harm its development would cause. It breaches the:

- 2019 BCPD Waste Strategy,
- the proximity principle, and
- the spatial strategy.

Our capacity vs needs analysis shows that circa 50% of the residual waste would need to be imported from outside the BCPD area, directly contradicting the proximity principle and spatial strategy. Therefore, the application does not meet the required planning justifications articulated in the NPPF.

Our capacity vs needs analysis is based on recent Local Authority and Government data (2025). It highlights critical flaws in the applicant's submission, illustrating MVV's reliance on outdated forecasts and data from pre-2018, which informed the BCPD 2019 Waste Strategy and ignoring significant changes in the waste industry landscape, which include some important legislative changes in waste management, most notably the Emissions Trading Scheme (ETS).

Indeed, the view of Dorset Council when asked for waste forecast data responded:

> 'The Waste Plan 2019 itself is over 5 years old, and the data on which the forecasting is based is even older' (refer FOI DC/9015).

2.2 What is the Need? Needs analysis

The latest government data for 2023 to 2024 Local Authority Collected Waste Statistics - Local Authority data set[4], published March 2025 shows the total LACW figures for BCP and Dorset Council (BCPD)

1. **Management of Local Authority Collected Waste, 2023-24 (DEFRA, March 2025)**

	Total Waste (Tonnes)	Recycled	Landfilled	EfW incineration	Other
BCP	188,546	85,628	18,724	76,004	8,191
Dorset C.	187,450	112,680	936	69,463	2,326
BCPD	375,996	198,308	19,660	**145,467**	10,517

However, more recent data obtained from Local Authority data via FOIs to BCPD demonstrates the following residual waste figures[5]:

- 81,109t generated by BCP (12 months to Mar 2025)
- 58,885t generated by Dorset Council (2023/2024)
- Total of all BCPD waste arisings = 349,806t
- Total: **139,994t** of residual (combustible) waste produced

In summary, 2023-2024 (LA data) total residual waste arisings sent to waste incineration/RDF were 139,994t. This is only 53.8% of the 260,000tpa proposed annual throughput of the waste incinerator, significantly less. And it should be remembered that residual waste arisings will continue to fall further and substantially year on year as a result of national recycling measures.

Further baseline reductions in BCPD:

- Dorset Council Leader Nick Ireland stated further reductions of 5,000t was expected in 2025 with continual reductions beyond that (Politics South – BBC).
- Hard plastic recycling has been paused in BCPD since 2024 due to a lapsed contract. This waste currently forms part of the residual waste stream for incineration (yes, we are currently burning recoverable plastics deliberately!). However, the contract is under constant review seeking fulfilment. Once a suitable tender is received there will be a further annual residual waste reduction of c612tpa (refer BCP Waste Management team).
- According to BCP Councillor Hadley, mandatory food waste collections for Poole and Flats across Bournemouth will begin in March 2026, instantly increasing recycling rates in BCP by 6 % (c5,000tpa). Councillor Hadley adds if the amount of waste sent to landfill was reduced by just 5 percent in the BCP area, the Council could save around £200,000[6].
- *The Environmental Targets (Residual Waste) (England) Regulations 2023* sets a statutory target to ensure that the total mass of residual waste (excluding major mineral wastes) for 2042 does not exceed 287kg per person[7]. This is the equivalent of a 50% reduction from 2019 levels.

[4] https://www.gov.uk/government/statistics/local-authority-collected-waste-management-annual-results

[5] *Note LACW includes non-household collected Commercial & Industrial (C&I) waste.

[6] https://www.bcpcouncil.gov.uk/news-hub/news-articles/food-waste-proposal-for-poole

[7] https://www.legislation.gov.uk/uksi/2023/92/regulation/2/made

In total, the measures will result in c10,612t of residual waste being recovered and removed from landfill and waste incineration. Poole waste food collections will also remove a further c5000t of highly calorific biogenic material from the residual waste stream.

Given the 2024 residual waste total of 139,994t, this calculated reduction of 10,612t alone would reduce the annual residual total to **99,473t** (a mere 38.2% of the proposed 260,000tpa incinerator capacity). This does not take into account other national recycling measures (including the near elimination of biogenic waste from landfill and waste incineration), which will further reduce annual residual waste arisings, and unlock the circular economy and waste hierarchy.

Future need

Future need should include forecasting household growth across BCPD over the next 15 years, including consideration of government targets of new 60,000 homes in the worst-case scenario (this total is far from a foregone conclusion). However, 60,000 households represent a 17.48% increase in households across BCP & Dorset Council authorities.

Household data:

- 173,842 households in BCP[8].
- 169,261 households in Dorset[9].
- Total BCPD combined households = 343,103.
- 60,000 of 343,103 = 17.48% increase.

Using BCP waste data (FOI CU138241), as a broad comparator, for 2023/2024, the following residual waste tonnages were sent for waste incineration as RDF.

- 65,830t Household residual waste
- 15,279t Non-Household waste
- Total 81,109 sent for destruction via waste incineration, of which the non-household waste portion represents 23% or 22,879t.

Taking the 99,473t expected residual waste total and subtracting non-household residual waste of 23% (22,879t) leaves 76,594t. Applying 17.48% to the household waste only total of 76,594t equates to an additional 13,389t that would be generated by an additional 60,000 households.

Adding the 13,389t (graduated over 15 years) to the 99,473t expected residual waste = **112,862tpa** of total residual waste (noting that further reductions will occur year on year in-line with national measures)

- **112,862t** is only **43.4%** of the required **260,000tpa** waste incinerator throughput.

Conclusion

The stated primary purpose of MVV's application is to treat BCPD LACW. Yet, in the very worst-case scenario, the calculated BCPD combined LACW would be **112,862tpa**, which will continue to reduce further year on year. This represents only **43.4%** of the feedstock required to feed the waste incinerator, and would be on an ever-decreasing amount. Simply put, the required feedstock does not exist in BCPD.

This leaves some key questions to be considered by the planning department and committee:

[8] https://gi.dorsetcouncil.gov.uk/insights/AreaProfiles/UnitaryAuthority/bournemouth-christchurch-and-poole

[9] https://www.dorsetcouncil.gov.uk/w/census-2021-households

- Where would the feedstock come from?
- Would it need to be imported from outside of BCPD and has this always been MVV's plan?
- If so, doesn't that kill the very special circumstances argument?
- Why is importing of feedstock from outside of BCPD not assumed or articulated in the applicant's submission, or why not state that no waste would need to be imported?
- Why has the applicant not forecast need against national waste recycling measures (which is surely fundamental)?
- Shouldn't the applicant be required to provide an assessment on these fundamental calculations, which go to the heart of the need/capacity?
- Why would BCP not commission an independent report, as did Dorset Council?

The only conclusion one can reach is that the incinerator's necessary shortfall in feedstock is made good by bringing in residual waste from beyond county borders, thus violating both the Proximity Principle and the Spatial Strategy.

2.3 An Analysis of MVV Capacity Calculations:

> *'The primary purpose of the Proposed Development is to treat Local Authority Collected Household (LACH) residual waste and similar residual Commercial and Industrial (C&I) waste from Bournemouth, Christchurch, Poole and surrounding areas, that cannot be recycled, reused or composted and that would otherwise be landfilled or exported to alternative EfW facilities further afield, either in the UK or Europe'*[10].

Within the applicant's Traffic Assessment, section 5.16 – states 'Based on information from the Environment Agency's Waste Data Interrogator, it is likely that of the 260,000tpa capacity of the EfW CHP Facility, the sources would be:

- 30,000-tpa from the adjacent MRF
- 110,500-tpa from the adjacent MBT
- 119,500-tpa from elsewhere*'

**Where is elsewhere – Where is the evidence?*

- It is certainly established not to be from BCPD LACW. The applicant's omission of any forecasting update involving National Waste Recycling/Reduction Measures is, at best, puzzling, given the aforementioned analysis demonstrating w BCPD residual waste will not rise above **112,862tpa**.
- Where is the applicant's proof of where they expect to discover a further 119,500t of waste?
- Why, during public consultations as part of the applicant's statutory Communications Liaison, did the *MVV's representative, when pressed, reluctantly admit waste would be imported from Portsmouth*[11]? This admission was submitted in the planning proposal. Why has this been omitted by the applicant?
- Given the applicant has stated that waste would be imported from Portsmouth, then by definition the application abjectly fails to meet both the Proximity Principle and Spatial Strategy.

[10] MVV-Environmental Statement Chapter 3, Description of the Proposed Development (17/7/2023)

[11] See objection letters (Magna Rd) on planning portal, dated 5/2/2025

MVV's *EIA Scoping Report* (April 2022) states:

> 'In 2020 RDF from the Canford MBT facility was shipped to Europe for recovery. In total, of 116,000 tonnes of waste received at the MBT facility in 2020, over 106,000 tonnes (91%) were re-dispatched from the site for recovery elsewhere, with some waste landfilled. In 2020/21, across Dorset and BCP as a whole, nearly 33,000 tonnes of residual household waste was landfilled and approximately 30,000 tonnes of waste was sent to EfW facilities that did not go via initial processing at the CRP MBT facility. BCP achieved 50%, and Dorset 60%, recycling in 2020.'

This equates closely with 2024/2025 totals of 139,994t of residual waste per FOI data for BCPD plan area. Where MVV fails is to forecast on recent data and against recent national waste reduction measures, and government's direction to achieve near elimination of biogenic waste from residual waste stream by 2042 (see page 16). Importantly, c50% of combustible waste is biogenic (i.e. food, paper, card etc).

Removal of biogenic waste would reduce the latest figure of 139,994t further to only c69,997t. Alongside the reduction in plastics and packaging resulting from national measures such as EPR, this would also almost eliminate highly calorific plastic from the Net Calorific Value (NCV) of combustible waste. In essence, the proposed waste incinerator would be starved of local feedstock.

Hence, the incinerator would not just have to replace the c50% loss of biogenic material plus loss of packaging and plastics for combustion, but they would also have to burn even more waste to keep the furnaces going to replace the lost calorific value. This would lead to a fight for feedstock and need importation of waste from far afield or abroad. Indeed the CEO of Geminor (an EfW industry leader in the UK) recently (April 2025) stated the industry model is uncertain and may need to pivot to importing waste from Europe due to the changing composition of waste under the national waste measures.[12]

Flaws in MVV feedstock analysis

the MVV alleged feedstock source analysis is not credible. No evidence exists that the MBT facility would cede 110,500-tpa of waste to MVV (remembering the additional 119,000tpa MVV would still need to find), and even if the MTB facility did cede such waste, the applicant still fails in accounting for the impact of national waste measures. Indeed, the MBT facility is at liberty to dispose of waste where it chooses, as confirmed by the BCP environmental team (FOI-13507). Further, Appeal Decision and Inspector's Report concerning the Portland/Powerfuel ERF (APP/D1265/W/23/3327692), outlines 'such an arrangement is only subject to contracts expiring in 2027, and the current incumbent of those contracts has expressly stated their preference to take the MBT output to the Portland proposal, which it is at liberty so to do'. Tellingly, the company operating the MBT, (New Earth Solutions) is also the only waste treatment company located at CRP who did not provide a letter of support for the applicant.

The MRF is operated by Canford Recycling Ltd (CRL), who provided a letter of support provisionally offering only 30,000tpa, a mere 11.5% of the proposed waste incinerator volume of 260,000tpa. It should also be considered that the CRP landowner (who would also benefit from the MVV proposal) also has interests in CRL, which could bring the credibility of this provisional offer into question due to a conflict of interest.

[12] https:// www.geminor.no/news/uk-incineration-boom-could-reshape-europes-waste-flows

As we see above, there is very little basis on which MVV can substantiate their claims, which seem more wishful and speculative than real.

This is confirmed by bpp Consulting who on behalf of Dorset Council, produced an independent report*, Rebuttal of Appellant's Planning (Need) Proof of Evidence* (dated 28 November 2023), which was a rebuttal of Powerfuel's now consented EfW application in Portland, and was submitted to the BCP planning portal. Key points include the following conclusions:

> To 2050 available residual waste arisings from the Plan area will be significantly less than the capacity of the plant proposed* at this Appeal.
>
> Bearing in mind that the plant is intended to principally serve the Plan area, and the LACW produced within the Plan area is contracted for management elsewhere, this reduces the available tonnage of residual waste further.
>
> There is no apparent need for an additional plant of the capacity proposed in the Plan

2.4 National Waste Reduction and Recycling Measures

The Residual Waste Infrastructure Capacity Note[13], is an important government publication. Published by DEFRA in December 2024 the note provides guidance on significant national level waste reforms, including three initiatives in waste management.

Extended Producer Responsibility (EPR)

in January 2025 EPR aims to make producers responsible for covering the entire lifecycle of the packaging they use. In other words they will be responsible for the cost of the collection, management, and recycling of packaging. The legislation defines packaging as any material that is used to cover or protect goods that are supplied, including anything that's designed to be filled at the point of sale, such as a coffee cup.

EPR is likely to lead to a change in consumer behaviour (for example buying drinks in reusable containers) and changes by producers, who will seek ways of reducing the amount of packaging. A consequence will be a reduction in waste.

Deposit Return Scheme (DRS)

In October 2027 the government will introduce the Deposit Return Scheme (DRS) in an effort to increase the recycling rate of the 31 billion single-use drinks containers discarded each year – 12 billion plastic drinks bottles, 14 billion drinks cans and 5 billion glass bottles.

As with packaging reforms, this will lead to a reduction in residual waste.

Simpler Recycling

The aim of the government's Simpler Recycling initiative, introduced on 1st March 2025, is to enable householders to recycle as much waste as possible, including the frequent disposal of bad-smelling food waste, which will be collected from all households at least weekly, according to DEFRA. This is part of the government's efforts to make significant steps towards meeting the UK's ambition to recycle 65% of municipal waste by 2035.

According to a DEFRA Note of 29th November 2024

> 'As householders will receive comprehensive and consistent recycling services through Simpler Recycling, we expect residual waste amounts to decrease.'

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[13] https://www.gov.uk/government/publications/residual-waste-infrastructure-capacity-note/residual-waste-infrastructure-capacity-note

This set of packaging reforms are expected to reduce residual waste through incentivising and improving recycling. The packaging reforms are estimated to *reduce annual municipal residual waste arisings by 18% by 2035* relative to 2020 figures.

2.5 UK Emissions Trading Scheme

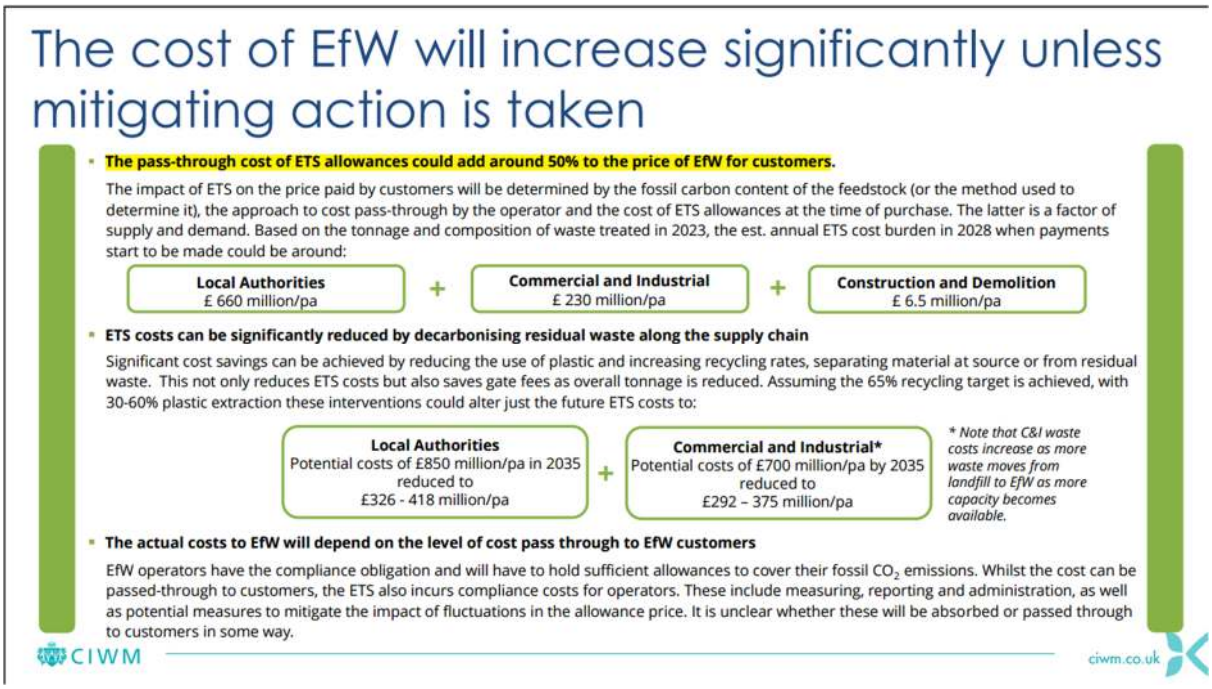
The UK Emissions Trading Scheme (UK ETS) replaced the UK's participation in the European Union Emissions Trading Scheme (EU ETS) on 1 January 2021.

The primary goal of the UK ETS is to reduce fossil carbon emissions by setting a cap on the total amount of greenhouse gases that can be emitted by specific sectors. The UK ETS Authority has announced the intention to expand the scheme to cover incinerators and Energy-from-Waste (EFW) plants from 2028, with data gathering (monitoring, reporting and verification for each tonne of fossil CO2 generated by combustion processes) starting in 2026. This means EfW facilities will receive or buy emission allowances. The proposed changes will apply to all household and municipal waste, and that generated by commercial and industrial sources.

The potential costs of ETS are not fully known at this stage – costs can fluctuate based on market conditions. As of early 2025, the price of UK ETS carbon permits (UKAs) has varied significantly. For instance, the price hit a low of £31.48 per metric tonne in January 2024 but has been as high as high as £97.48. These values are significant and will soon add up, so those disposing of waste need to be ready.

The cost of EST, though borne by the incineration company (MVV in this case), will inevitably be passed on to customers. As noted in Section 4 of this document, the Local Government Association[14] has warned (18th September 2024) that the new tax on carbon emitted from burning waste

> 'could load billions of unavoidable costs on councils over the next decade… ' and 'proposals could cost councils as much as £747 million in 2028 and could rise to £1.1 billion in 2036, with a total cumulative cost over this period as high as £6.5b.'



Source: Slide from the Chartered Institute of Waste Management highlighting increased coasts to LAs

[14] For further explanation and analysis the Local Government's Associations 'councillors guide to waste and recycling reforms': https://www.local.gov.uk/publications/councillors-guide-waste-and-recycling-reforms

2.6 Future Residual Waste Capacity

The Government's statutory residual waste reduction target is to halve residual waste sent to either landfill or incineration/EfW by 2042 relative to a 2019 base year, and they acknowledge that his will require additional measures:

> 'This target is ambitious, with the major changes set out in CPR [Collection and Packaging Reforms] only expected to get us halfway towards our target. Meeting the target will require progress beyond the current commitment to achieve a 65% municipal recycling rate by 2035, and would represent a municipal recycling rate of around 70-75% by 2042...'

DEFRA's capacity note contains projections, with modelling based on the implementation of EPR and Simpler Recycling in 2025 and DRS for drinks containers in 2027. These suggest that:

- In 2035, the total residual waste treatment capacity is forecast to be approximately 24.9Mt.
- Based on current population growth estimates, the total volume of residual waste (excluding major mineral wastes) in England in 2042 will need to be at most approximately 17.6Mt to meet the legally binding residual waste target

The chief headline that emerges from DEFRA's modelling is that

> 'there will therefore be sufficient residual waste infrastructure capacity to treat forecast municipal residual waste arisings at a national level. The evidence presented in this note does however identify that there are certain areas in England, in particular the East Midlands and East of England, where alternative treatment options to landfill for municipal residual wastes are required.'

So, while the data in DEFRA's note suggests that while the UK is approaching a point where national residual waste treatment capacity is sufficient to manage municipal residual wastes, it stresses that 'there are regional variations.'

However, the South West of England is *not* one of those places were 'alternative treatment options to landfill for municipal residual wastes are required'.

2.7 South West: Production and Treatment of Residual Waste

Indeed, as the chart below suggests, South West England *already* has surplus capacity:

Incinerator Capacity	SW England	SW Residual Waste 2023/4
Currently operational	1,493,100	
Under Construction	110,700	
Approved	262,000	
TOTAL	**1,865,800**	**1,263,626**
OVERCAPACITY:		
Now	**229,474**	**tonnes**
In future	**602,174**	**tonnes**

Source: DEFRA[15] (March 2025)

The map (next page) shows the location of EfWs in the south and south west of England, and indicates the location of two further EfWs which have been given approval.

[15] DEFRA notes that Bristol City Council's figures are not included in this statistic.

***2.8 Existing South West and Surrounding – Waste Incinerator Capacity*:**
Based on available data, there are several operational and consented/proposed Energy from Waste (EfW) facilities within approximately 100 miles of CRP. Notable facilities are in the table below:

Facility Name	Location	Capacity (tonnes/year)	2024 Spare Capacity	Status
Marchwood ERF (Integra South West)	Marchwood, Hampshire	220,000	11,000, plus already taking BCPD feedstock	Operational
Portsmouth ERF (Integra South East)	Portsmouth, Hampshire	210,000	30,000	Operational
Chineham ERF (Integra North)	Basingstoke, Hampshire	110,000	10,000	Operational
Newhaven ERF	Newhaven, East Sussex	242,000	30,000	Operational
Kent Enviropower	Allington, Kent	560,000	92,000	Operational
Lakeside Energy	Slough, Berkshire	468,280	58,000	Operational
Keadby Generation	Slough, Berkshire	480,000	TBC	Under construction
Powerfuel Portland	Portland, Dorset	202,000	202,000	Consented
Eco Solutions	Parley, Dorset	60.000	60,000 applied for 105,000 permit	Consented
Northacre Renewable Energy Centre	Westbury, Wiltshire	243,000	TBC	Consented
Totals	Total Existing Spare capacity		231.000	Existing
	Total consented Dorset capacity		262,000	Dorset consented
	Grand total		493,000	

Collectively, these facilities have an annual processing capacity of approximately 2,795,000 tonnes of residual waste, with at least 493,000 available capacity.

2.9 Future Trends

Europe and UK

Both Scotland and Wales have banned the building of any further EfWs. Trends in Europe indicate a move away from incineration. Denmark, once a leader in the business, is now stepping back. In an effort to meet ambitious carbon-cutting goals, it is committed to shrinking its incineration capacity by 30% and is closing seven EfWs. Even MVV's parent company in Europe are building fewer EfW plants and they have publically stated that they are moving towards solar, geothermal and wind generation in Europe.

South West England

The South West recycles more of its waste than any other region, as this chart shows:

Regional Recycling Rates, 2019-2024 (DEFRA – March 2025)

Region	2019/20	2020/21	2021/22	2022/23	2023/24
North East	35.5	33.5	33.5	31.2	31.4
North West	45.6	44.7	45.8	45.3	45.3
Yorkshire & Humber	44.2	42	42.3	41.5	41
East Midlands	44.2	41.4	42.2	41.1	42.8
West Midlands	40.2	38.8	38.1	37.9	39.2
Eastern	48.6	46.2	46.3	44.7	45.8
London	33.5	33	32.7	32.7	32.7
South East	47.6	46.1	46.4	45.4	46.2
South West	49.5	48.7	48.9	48.2	48.9
England	**43.8**	**42.3**	**42.5**	**41.7**	**42.3**

These high recycling rates would be damaged by further waste incineration capacity. The balance would be lost and EfW would become a stranded asset with unfulfilled LACW contracts or the need to import waste internationally, damaging net zero initiatives.

Dorset and BCP

Nationally, Dorset Council continues to be the leading unitary authority in England for recycling rates. It now recycles 60.5% of all the waste it collects at the kerbside, against a national average of 44%. Nick Ireland, Leader of Dorset Council, said in March that Dorset will be able make a further reduction of 5000t next year.

Conclusion

Our analysis, supported by reputable statistics, has shown that current capacity – both locally and nationally – is sufficient to meet current and future needs and that trends in residual waste reduction will only continue to reduce residual waste. There is no justification whatsoever in approving the Canford EfW application.

3. TRANSPORT ASSESSMENT

Relevant Planning Guidance

Proposals for waste management facilities which incorporate different types of waste management activities at the same location, or are co-located with complementary activities, will be supported unless there would be an unacceptable cumulative impact on the local area. [BCPD WP - Policy 2-Integrated waste management facilities]

Transport issues should be considered from the earliest stages of plan-making and should involve:

> f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains'. [NPPF 109]

Planning policies and decisions should… take into account the *cumulative impacts from individual sites in local areas*. [NPPF 199]

…also cautions against approving development where: '*the residual cumulative impacts on the road network would be severe.*' [NPPF 111]

3.1 Summary of Transport Movements

This report demonstrates that the MVV Traffic Assessment (MVV TA)[16] fails to comply with the planning framework and relevant policies. It does not clearly or accurately account for all trips generated by the proposed development, nor does it assess the required cumulative and in-combination transport impacts for the wider Canford Resource Park (CRP) site.

Without a comprehensive analysis including all CRP transport movements, the highways, environmental, and public health impacts cannot be reliably evaluated.

Due to these significant omissions, the MVV TA should be considered unsafe. This non-compliance must weigh heavily in the planning officer's decision, as the scale of undocumented impacts justifies refusal of the application. It is for the applicant to provide full assessment of the cumulative effects (for both existing and planned projects) or the application should be refused.

[16] APP_23_00822_F-ES_APP_15.1_TRANSPORT_ASSESSMENT-2785212

3.2 Headline Transport Movements

Table 1 *– Combined CRP Waste Transport Movements (HGVs only)*

Company	Type of Waste Processing	Capacity	HGV Trips
MVV (proposed)	Waste Incineration	260,000 tpa	94,276 pa
MVV (future)	Carbon Capture & Storage (CCS)	247,000 tpa	27,100 pa
NES	MBT (Mechanical Biological Treatment)	125,000 tpa	13,750 pa
CRL	MRF (Materials Recovery Facility)	175,000 tpa	19,250 pa
AMS	Inert Waste (construction)	250,000 tpa	27,500 pa
AMS	Concrete services (estimated)		15,444 pa
Total	Total permitted 810,000 (1,620,000mtpa transported including return journeys)	**810,000 tpa**	**197,320 pa**

This table was compiled by Magwatch. MVV proposed trips are based on baseline HGV movements at MVV's Devonport site (265,000tpa) and recalculated across to the proposed site (260,000tpa), which is a reduction of 1.9% to reflect the difference. All other calculations with the exception of AMS concrete services use the capacity volumes divided by 20t HGVs, plus 10% additional trips for maintenance/operations/consumables. AMS concrete capacity is unknown but a minimum known fleet of 6 vehicles at 36 trips per week + 50% to represent client collections.

Key takeaways: Existing permitted waste processing at the site is 550,000tpa. Including the proposed development, CRP would process 810,000tpa of waste, generating circa 197,320 HGV trips (including carbon capture storage (CCS) operations). Without CCS the total HGV trips would be 170,220 pa.

Within the MVV TA (s15.5.25) – HGV generated trips based on the applicant's figures would be 61,880 HGVs pa, although you will not find the total annual number documented, as this would be an eye-watering figure, and would likely not make for good reading (from the applicant's perspective). This is based on their assessment of 170 HGV trips per day (rounding up the fraction from the calculation of 169+ in the TA).

Yet, this is significant number is far less than the 94,276 figure in Table 1 above, which is calculated against the transport figures documented by MVV for their Devonport waste incinerator site of 96,096 HGV movements pa and 121,576 total vehicle movements pa. MVV Devonport being permitted (at the material time) to process 265,000tpa, a margin of 1.9% or 5,000tpa difference to the proposal for Canford at 260,000tpa. All calculations in this section are based on waste acceptance over 364 days a year as per MVV Devonport. However, it is noted that the Canford proposal, as per section 2.1.1 of the TA, has submitted extended daily hours for waste acceptance 365 days a year.

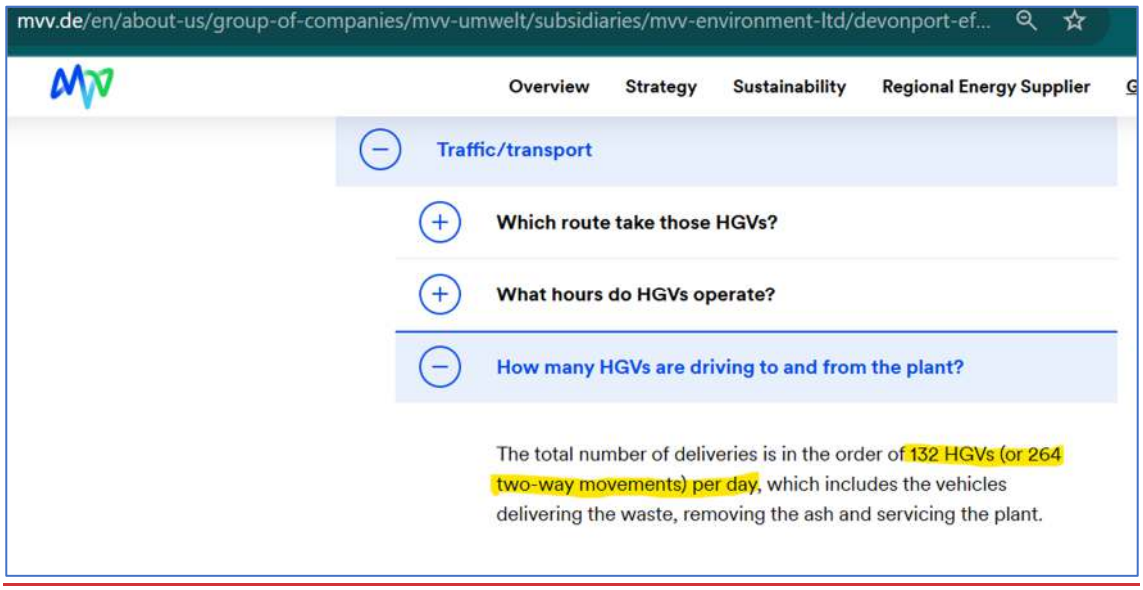
Why is this a material consideration?

Section 5.3 of MVV's traffic assessment states it was agreed with BCP that

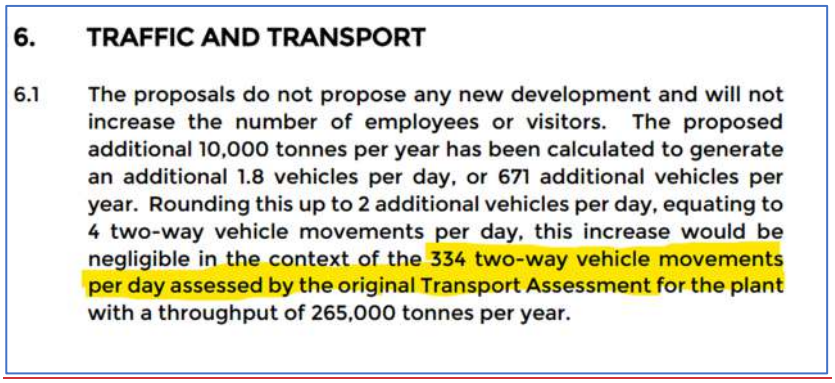
> 'the estimates of trip generation have been calculated on a first principles basis, informed by data from the Applicant's existing facilities in the UK'.

Ergo, using the transport figures from MVV Devonport, a similar scale EfW to the Canford proposal enables a robust comparison. We assess these figures to hold a high level of integrity

because they have been consistently, formally, and legally relied upon by MVV for a significant period of time (14 years). They were used in the original planning application in 2011. More recently these figures were used by MVV in 2023 to support a planning application to increase their Devonport plant throughput limit, and they are currently documented on the MVV Devonport website (2025.). The figures outlined in the MVV Devonport TA table below should therefore be viewed with a high level of accuracy.



Source: MMV Devonport website



6. TRAFFIC AND TRANSPORT

6.1 The proposals do not propose any new development and will not increase the number of employees or visitors. The proposed additional 10,000 tonnes per year has been calculated to generate an additional 1.8 vehicles per day, or 671 additional vehicles per year. Rounding this up to 2 additional vehicles per day, equating to 4 two-way vehicle movements per day, this increase would be negligible in the context of the 334 two-way vehicle movements per day assessed by the original Transport Assessment for the plant with a throughput of 265,000 tonnes per year.

Source Environmental Statement Addendum: Non Technical Summary (May 2023). MVV Devonport Lt. – Section 73 Planning Application for Increased Plant Throughput Limit EfW CHP Facility, Creek Road, Plymouth.

Debunking MVV's Traffic Assessment

MVV's TA assessed two scenarios for Canford, which we debunk below:

Scenario 1 *"'worst case' i.e., all HGV vehicle movements are additional to the highway network (and Canford Resource Park (CRP))".*

Debunking Scenario 1 Based on a worst-case scenario all trips are assessed as new trips, this being the scenario against which a planning decision must be weighted (as agreed in the scoping report).. Within the TA the applicant fails to document the annual total as opposed to the daily total, which would be 96,096 for all vehicle type movements pa including 61,880 HGV movements pa. This obscures the true scale and significant impact of vehicle movements.

However, the above MVV figures are not deemed as accurate and underestimate. The table below is from the MVV Devonport TA based on 265,000tpa throughput. By calculating for 260,000tpa by subtracting 5000tpa (1.9%), we can extrapolate the vehicle trips that would be

generated by the Canford proposal. The tables below illustrate the number of assessed generated trips.

MVV Devonport TA (source: MVV Devonport Traffic Assessment)

Time	HGV Two-Way Movements	Staff	Combined Total
05:00–06:00	-	5	5
06:00–07:00	-	5	5
07:00–08:00	-	9	9
08:00–09:00	18	11	29
09:00–10:00	20	0	20
10:00–11:00	34	0	34
11:00–12:00	32	0	32
12:00–13:00	24	0	24
13:00–14:00	30	5	35
14:00–15:00	46	5	51
15:00–16:00	30	4	34
16:00–17:00	16	9	25
17:00–18:00	12	7	19
18:00–19:00	2	0	2
19:00–20:00	-	0	0
20:00–21:00	-	0	0
21:00–22:00	-	5	5
22:00–23:00	-	5	5
Total	**264**	**70**	**334**

MVV Devonport – HGV Waste Acceptance/Dispatch (*Source: MVV Devonport Traffic Assessment)*

Day	Opening Times
Monday to Friday	08:00 – 19:00
Saturdays	08:00 – 18:00
Sundays	08:00 – 16:00
Bank Holidays (Except Christmas and Boxing Day)	08:00 – 18:00
Christmas Day	Closed
Boxing Day	08:00 – 16:00

Note: Currently there are no CRP operations on Sundays, Christmas Day or Boxing days, and Saturdays are half days. The applicant's proposal, quite frankly is insanity. MVV seeks to extend the daily hours from 0700 to 2000 (more than the Devonport site) with MVV proposing CRP waste acceptance from 07.00 to 20.00 for 365 days a year as per section 2.1.1 of their TA.

from *Section 2.1.1 of their TA(2. Operational Traffic Management Plan):*

2.1 Operational hours

2.1.1 The EfW CHP Facility would be capable of processing up to 260,000 tonnes of residual commercial, industrial and household waste 24-hours a day, up to 365-days a year. Operational hours for the acceptance of waste would be limited to 07:00 to 20:00 during the 365-days. Outside of these hours, to ensure the EfW CHP Facility's continued operation, and for security purposes, a shift team would be present.

2.1.2 There may be some occasions when waste deliveries are accepted outside the normal opening hours; for example, in the case of an emergency or to accommodate the delivery of waste where vehicles have been unavoidably delayed, or in other similar circumstances. It is therefore proposed that the EfW CHP Facility be able to accept waste outside the operating hours stated above in these circumstances".

What stands out in Section 2 of the MVV TA is a striking example of corporate illusion, crafted to appear as though they are imposing limitations intended to protect and benefit the local community. In reality, it is nothing short of absurd for MVV to suggest that the proposed operational hours for waste acceptance, 13 hours a day, 365 days a year, plus additional hours at their discretion, constitutes any meaningful limitation. Quite clearly, this represents the opposite of any form of restriction, and the impact on the local amenity would, in fact, be most severe.

The planning officer and committee may wish to carefully consider the following: Why does the Canford site require longer operating hours and more operating days than the slightly larger MVV Devonport facility? Is it because the applicant is fully aware of the *true cumulative impact arising from the combined traffic of the CRP and surrounding developments*, and the severe consequences this will have on the local amenity and road network? Moreover, the analysis reveals that the volume of HGV traffic associated with the wider CRP would, in fact, require even longer operating hours than those currently proposed by MVV, highlighting yet another instance of undocumented traffic assessment/impacts within MVV's TA.

MVV Devonport Annual Total

	HGV	Staff	Total
Total (Daily)	**264**	**70**	**334**
Total Annual	**96096**	**25,480**	**121,576**

MVV Canford Proposal – MVV Annual Total Traffic Movements (Based on 1.9% less than MVV Devonport)

	HGV	Staff	Total
Total (Daily)	**259**	**69**	**328**
Total Annual	**94,276**	**25,116**	**119,392**

Scenario 2: MVV TA - *'Realistic scenario' where residual waste created by existing treatment processes at CRP is diverted to the EfW CHP Facility rather than being exported off-site for disposal/treatment elsewhere (current situation).*

Debunking Scenario 2 – MVV TA section 5.16 – states "*Based on information from the Environment Agency's Waste Data Interrogator, it is likely that of the 260,000tpa capacity of the EfW CHP Facility, the sources would be:*

- *30,000-tpa from the adjacent MRF*
- *110,500-tpa from the adjacent MBT*

- *119,500-tpa from elsewhere"*

This scenario is not credible. No evidence exists that the MBT facility will cede waste to MVV (110,500-tpa). Indeed, they are at liberty to dispose of waste where they choose, as confirmed by the BCP environmental team (FOI-13507). Moreover, in the Appeal Decision and Inspector's Report concerning the Portland/Powerfuel ERF (APP/D1265/W/23/3327692), it outlines

> 'such an arrangement is only subject to contracts expiring in 2027, and the current incumbent of those contracts has expressly stated their preference to take the MBT output to the Portland proposal, which it is at liberty so to do.[17]'

Tellingly, the company operating the MBT, New Earth Solutions, are also the only waste treatment company located at CRP who did not provide a letter of support to MVV.

The MRF, is operated by Commercial Recycling Ltd (CRL) who provided a letter of support provisionally offering only 30,000tpa, a mere 11.5% of the proposed waste incinerator volume of 260,000tpa. It should also be considered that the CRP landowner (who would also benefit from the MVV proposal) also has interests in CRL, which brings the veracity of this provisional offer into question.

Given the above, there is absolutely no basis on which MVV can substantiate their claims for scenario 2, it is purely speculative.

Importance of Weighting the Cumulative Impact of All CRP Traffic

Table 2 - Combined MVV & CRP HGV only movements - Time Between Vehicles

Day Type	Combined Movements/Day	Total Hours/Day	Movements/Hour	Time Between Vehicles
Weekday (Mon–Fri)	**637**	13	**58**	**73 sec**
Saturday	**469**	13	**37**	**97 sec**
Sunday	**169**	8	**13**	**276 sec**

Key takeaways: The table 2 illustrates the enormity and significance of evaluating the cumulative effect (in-combination effect) of *all* CRP HGV movements. It represents movements across the week, 364 days a year, with an HGV being accepted or dispatched from the site every 73 seconds. The impact to local amenity and traffic network would be severe. Again, the applicant's TA does not accurately assess the impact on the local amenity, which would be unsustainable. With the cumulative effect of all CRP traffic, it has a clear potential to bring the A341 (already over-saturated) to a standstill, and cause HGVs to queue at the site entrance. Accordingly, appropriate weighting should be afforded by the planning officer to reflect the balance of harm to the green-belt, the local amenity and the road network.

Table 3 - MVV HGV only movements (not including CCS) Time Between Vehicles

Day Type	MVV Movements/Day	Total Hours/Day	Movements/Hour	Time Between Vehicles
Mon–Sat	**274**	13	**21.08**	**171 sec**
Sunday	**169**	8	**21.08**	**171 sec**

Key takeaways: The significance of MVV generated HGV trips in isolation would also call for further evaluation. The impact to the local amenity and local traffic network remains significant, with acceptance or dispatch of one HGV every 171 seconds, 364 days a year.

[17] See Appendix 2 for further detail

3.4 Trip Generation Calculations

Car/staff generated trips represent an additional 26.5% increase to HGV movements, as per figures taken from MVV's Traffic Assessment, s5.12.

Car movements related to staff across the CRP site have been calculated against a baseline, which shows that 26.5% of the proposed MVV total trips generated are from staff (i.e. MVV Devonport TA: 70 cars of 264 HGVs = 26.5%). Using this methodology an additional 26.5% has been drawn from each of the waste management company's processing capacity (as at Table 1) for calculating staff/car movements.

The combined number HGVs and cars for total CRP generated traffic are 249,620 movements pa.

Total CRP HGV and car movements combined:

- 256,610 movements pa
- 686 vehicles per day (364 days, This would be increased across weekdays as non-MVV companies operate reduced hours on Saturdays and not on Sundays)
- 1 vehicle every63 seconds

Total All CRP combined HGV movements (inc MVV):

- 197,320 movements pa
- 543 HGVs per day (364 days. This would be increased across weekdays as non-MVV companies operate reduced hours on Saturdays and not on Sundays)
- 1 HGV every 73 seconds

Total MVV HGV only movements (not including CCS or cars)

- 94,276 movements pa
- 259 movements per day (364 days a year)
- 1 HGV every 180 seconds

Existing site trip generation

The combined impact of all waste management activities at the Canford Resource Park (CRP) is projected to generate approximately *197,320 HGV movements per year*—equating to *one HGV movement every 73 seconds and one vehicle type every 63 seconds on weekdays*. There would be even less time between vehicles if MVV Devonport operating hours were used (11hours per day) rather than the 13 hours proposed for Canford. This is the impact of processing a total of 810,000 tonnes of waste annually at CRP.

Despite the scale of this activity (with or without CCS), the applicant has failed to assess the cumulative or in-combination effects of these movements on the environment (including sensitive habitats and air quality), public health, and the local road network.

MVV TA section 5.2 - Existing site trip generation, and section 5.3 - Proposed development trip generation of the MVV TA have failed entirely to capture the existing trips generated by the CRP site. Section 5.2 states

> 'it is assumed that there are no existing trips generated by the site and the following analysis is therefore considered robust'.

This statement is misleading, inaccurate and wholly false. It misleads the committee by intimating there are no other trips generated at the site, contrary to the identified, existing 75,944 CRP generated HGV movements. In this, the applicant's TA is proven to be inaccurate, and not robust as claimed. *It must therefore be re-assessed along with all relevant Environmental Impact Assessments*.

3.5 Policy Review & Cumulative Impact

The *BCPD Waste Strategy (2019),* Policy 2 explicitly states

> 'Proposals for waste management facilities which incorporate different types of waste management activities at the same location, or are co-located with complementary activities, will be supported unless there would be an unacceptable cumulative impact on the local area.'

The applicant claims, in section 2.10 of their Transport Assessment, that their submission aligns with these policy principles. However, this claim is entirely unsubstantiated.

Inexplicably, in section 2.9 it asserts that

> 'no specific development considerations are identified in relation to transport for the site allocation.'

This reflects a fundamental misunderstanding—or deliberate dismissal of the scale, intensity, and combined impact of total HGV traffic generated by both existing and proposed activities at CRP.

Moreover, there is no assessment of traffic involving Magna Business Park, the 27,000m3 warehousing facility, which is accessed from Magna Rd and is named for heat off-take from the proposal. No traffic assessment has been provided for this development, or the additional HGV, commercial traffic and employee generated trips[18].

The applicant has provided no evidence of performing a robust, *cumulative impact* assessment or calculation for the existing vehicle movements from the multiple waste management operations already active at the CRP site and it is incumbent upon the applicant to do so.

To illustrate:

- Existing waste processing activities at CRP are permitted for 550,000 tpa, resulting in assessed 75,944 HGV only movements pa.
- The proposed development seeks an additional 260,000 tpa, an increase of 47**%**. The assessed annual HGV only movements are 94,276, plus 27,100 for carbon capture. (total 121,370 HGV movements pa).

Indeed, the acceptance and dispatch hours at CRP are meant to be set to ensure protection to the local amenity. This was articulated in a CRP related application, which was approved in 2022, refer APP/22/01334/F. This application made clear that the local road network was already too congested in respect of CRP and was the rationale given for applying for extended hours of dispatch.

It is therefore difficult, in fact, impossible for any party to interpret that the proposed development does not breach this policy. Further waste treatment at the site of 260,000tpa would represent a 51% increase on existing permitted waste processing at CRP. This inherently creates an *unacceptable cumulative impact* on the local area, inclusive of harm to green-belt, harm to SSSI, SAC, SAR, RAMSAR, air quality, openness and visual amenity, impact to the local road network, vehicle and waste incineration pollution, and impacts to public health. This is not an exhaustive list of the impacts that would befall the local community.

It is therefore abundantly clear that the Policy 2 cannot be satisfied and the application merits refusal.

[18] https://www.magnaparkpoole.co.uk/

When should cumulative effects be assessed?

Government guidance on environmental impact assessments state:

> 'Each application (or request for a screening opinion) should be considered on its own merits. There are occasions, however, when other existing or approved development may be relevant in determining whether significant effects are likely as a consequence of a proposed development. The local planning authorities should always have regard to the possible cumulative effects arising from any existing or approved development'[19].

The Planning Inspectorate's guidance on Habitats Regulations Assessment (HRA), updated in September 2024 and revised in March 2025, addresses the consideration of in-combination effects:

> 'The Habitats Regulations Assessment (HRA) process assesses the potential impacts of a plan or project on European sites*, both alone and in combination with other plans or projects*.'[20]

This underscores the necessity of evaluating the combined impacts of the proposed development with the impacts of carbon capture (as a project which MVV have documented), and the other existing combined impacts at CRP that all affect the same site.

3.6 Conclusion

Such immense intensification demands a full cumulative transport assessment. Its omission from the MVV TA and the level of undocumented trip generation from existing and future projects breaches a number of policy planning framework requirements.

This failure by the applicant to account for cumulative impacts renders the application **non-compliant** with:

- The National Planning Policy Framework (NPPF)
- The Habitats Regulations, which require assessments to be made "in combination with other plans or projects"
- Policies 2 and 12 of the BCPD Waste Plan (2019)
- The NSIP Advice on Cumulative Effects Assessment
- Environmental Impact Assessment (EIA) Directives

It is a fundamental requirement of national planning policy that applicants provide full, accurate, and comprehensive assessments of potential impacts — particularly in relation to Traffic and Transport — in accordance with the National Planning Policy Framework (NPPF).

This includes the requirement to assess cumulative impacts, and/or in-combination effects, not only in isolation but in combination with existing and permitted developments.

This application falls far short of that standard in assessing cumulative impacts for all Canford Resource Park (CRP) existing and future proposals.

[NOTE: See Appendices 1.1 – 1.3 (page 48) for a fuller demonstration of our workings.]

[19] https://www.gov.uk/guidance/environmental-impact-assessment

[20] https://www.gov.uk/guidance/nationally-significant-infrastructure-projects-advice-on-habitats-regulations-assessments

4. HARM TO VISUAL AMENITY AND OPENNESS OF GREEN BELT

Relevant Planning Guidance

Visual Amenity

'Once Green Belts have been defined, local planning authorities should plan positively to enhance their beneficial use, such as looking for opportunities … to retain and enhance landscapes, visual amenity and biodiversity.' (NPPF 151)

Under 'Planning for Climate Change' NPPF says that plans for the supply of renewable and low carbon energy and heat should 'ensure that adverse impacts are addressed appropriately (including cumulative landscape and visual impacts)' (NPPF 165)

Openness of Green Belt

'The Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.' (NPPF 142)

When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt, including harm to its openness. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations. (NPPF 153)

4.1 The Canford Incineration Site

The Canford site is in the one of the most sensitive parts of the Green Belt in Dorset, with a 'red line' extending well beyond the extent of the BCPD WP allocation. It lies immediately adjacent to Canford Heath, with its SSSI, SNCI and SPA/SAC status.

The dimensions of the proposed building are extraordinarily large: 161.5 metres long, 60.4 metres wide and 50 metres in maximum height; it would include a chimney stack of 110 metres in overall height. Such a building in such a location would unquestionably constitute inappropriate development and would have with a far greater impact on openness than the buildings the proposal would replace. The very substantial impact on the openness of the Green Belt is unacceptable and is grounds for refusal of the application.

4.2 Consultation Responses

BCP Officer Comments on the Proposed Facility

Various BCP officers have commented on the obtrusiveness of the proposed facility.

The BCP Urban Design team agree that 'this is undoubtedly a building of massive proportions' and say:

- 'Considering the scale, footprint, and height of the proposed main building, along with the 110meter-tall chimney stack, it is clear that the development will result in a substantial structure that is likely to impact the open character of the area,

potentially causing a negative visual effect on the surroundings, including heritage assets.' (Submission 10th April, 2025)

- 'The proposed development is expected to change significantly the open character of the area, potentially causing adverse impacts on the surrounding environment and heritage assets. This is mainly due to the larger scale and massing of the main building and the chimney's height (and plume), which will be highly visible from some views.'
- 'It is acknowledged that the impacts of such a large building and chimney on the surrounding landscape can only be mitigated to a limited extent through thoughtful building design, including massing, colour choices, and material selection. Given the scale and nature of the development, notable localised visual effects are inevitable and difficult to mitigate.'

The Urban Design team make no comment on the chimney stack in relation to its potential obstruction of low flying aircraft (i.e. aircraft approaching Bournemouth Airport).

[See section *Physical obstruction to low flying aircraft* below.*]*

Jez Martin, BCP's Biodiversity Officer, says in a submission of 4th December 2023:

> 'This building creates a substantial change to the horizon and changes the view from mainly natural to area dominated by a manmade structure.'
>
> 'Have the opinion that new building will be intrusive to users of Canford Heath Nature Reserve and that it will have a negative impact on their enjoyment of this nature reserve. The supplied viewpoint assessment is from South Walk but from other routes used by public to the east of this location, which head towards the site, which are heavily used by public, this will be intrusive.'

In a second submission of 9th September 2025, Mr Martin reiterates this position:

> 'However still maintain that "Have the opinion that new building will be intrusive to users of Canford Heath Nature Reserve and that it will have a negative impact on their enjoyment of this nature reserve" as given in my response dated 4/12/23.'

Responses of Landscape Consultants, Laird Bailey

Laird Bailey's submission of 1st November 2023 makes the following points:

- 'Considering the provided photomontages and assessment the new EfW CHP building would visually extend above the containing woodland and form a new landmark feature within a generally rural landscape. This visual change would be experienced by a number of receptors which currently only perceive the top of the existing 35m tall chimney.'
- 'The perceived scale and mass of the building will not dissipate over time…therefore the extent of visibility of the development would remain as that experienced at year 1.'

Andrew Laird (of Laird Bailey), in response (23rd March 2024) to MVV's revised *Environmental Impact Assessment*, says:

> 'As identified within our previous response, it is appreciated that little can be done to mitigate impacts of such a large building and chimney upon the surrounding landscape beyond careful building massing and consideration of colours and

materiality, and that localised visual significant effects will be unavoidable given the nature and scale of development.'

Physical obstruction to low flying aircraft

The Defence Infrastructure Organisation Safeguarding Team made a submission on behalf of the MoD made on 12th March 2025. Because the Canford EfW would "fall within LFA 02, a development featuring tall or narrow profile structures such as masts or flue stacks in this locality has the potential to introduce a physical obstruction to low flying aircraft operating in the area":

> MoD request that the tallest structure is lit with MoD approved/spec Infrared Aircraft Warning Lights as a minimum and the lighting should be displayed and arranged to be visible from all directions. It is expected to be 122m tall, so medium intensity lighting (typically 2000 candela), steady (as opposed to flashing) red lights be mounted as close as possible to the top of the structure and at intermediate levels spaced so far as practicable equally between the top lights and ground level at intervals not exceeding 52 m.

Interestingly, there have been no comments from consultees on the nighttime effect of the required lighting will have on either visual amenity or the Canford Heath's nocturnal wildlife.

The MoD's recommendation is based on an assumption of approval for the EfW. However, Bournemouth International Airport Ltd (BIAL) maintain their holding objection. This may well be because of the lack of an Instrument Flight Procedure (IFP) assessment. This is a strange omission from MVV's Environmental Statement, given that BCP officers explicitly requested, at the EIA Scoping stage *(See Appendix 2*, page 56*)*, that such an assessment be done. In this regard, then, the submitted Environmental Statement does not comply with Regulation 18(4)(a) of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

This is one more degree of harm to be considered in the planning balance.

4.3 Mitigation Issues

The undeniably massive scale of the proposed building leaves very limited options for mitigation measures that lessen its inappropriateness in its Green Belt setting. This fact is acknowledged both by MVV's landscape consultants (Laird Bailey) who suggest that 'that little can be done to mitigate impacts of such a large building and chimney upon the surrounding landscape' and by BCP's Urban Design team, who acknowledge that 'the impacts of such a large building and chimney on the surrounding landscape can only be mitigated to a limited extent'.

Ineffective measures to magic away the obtrusive eyesore involve 'thoughtful building design, including massing, colour choices, and material selection', according to the Urban Design team, who suggest Kingspan Olive Green cladding. (Famous local firm Farrow & Ball do some pleasing greens – Dibber or Sap Green or, best of all, Folly Green spring to mind...)

The chimney stack is more problematic. For minimum visual intrusiveness it would need to be a light colour if it were to blend invisibly into the horizon, but such an attempt would leave it a threat to low-flying aircraft. With the "red lights be mounted as close as possible to the top of the structure and at intermediate levels spaced so far as practicable equally between

the top lights and ground level" – as demanded by the MoD [*See above*] – the stack will resemble a gigantic Christmas tree – all year round!

Another ploy considered to make use of existing trees and mature vegetation to 'provide a degree of enclosure and visual screening' (Urban Design team). However, according to the BCP Tree and Landscape Team (7th May 2024), this thus would prove to be a fig leaf inadequate in size to cover the over-sized stack:

> 'Whilst it is considered that the existing vegetation around the curtilage of the site will help the screen the proposal to some degree, the visibility of the chimney in the wider landscape cannot be mitigated through planting.'

Jez Martin (BCP Environment Officer) offers even less grounds for hope. Addressing the views from south of the proposed building (4th December 2023), he writes:

> 'The above appears to rely to some degree of screening of new building by trees growing on Canford Heath SSSI, as marked in red on below. Due to their location, there is no guarantee that they will stay there in the future due to required management for favourable nature conservation status of SSSI and/or could be lost during a fire. There is more chance that these trees will not be present in the future than remaining because of these issues. So, any screening afforded by these trees in landscape assessment must be disregarded as no surety that will remain and more scope that they will not be there in the future. Due to area to south of site being designated as heathland SSSI there is no scope for any tree planting as screening. Even if possible due to height of building, let alone chimney, would be many decades, before they had any impact on the visual intrusion.'

4.4 Conclusion

The bulk and obtrusiveness of the proposed building are oppressive. Neither a lick of the right coloured paint, nor the existence or planting of screening trees (which will never grow tall enough, even assuming they survive fire or heathland clearance) offer sufficient mitigation to the harm that the incinerator will do. NPPF 152 suggests that 'substantial weight' is given to any harm to the Green Belt, including harm to its openness'. The same paragraph states that 'Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances'.

Since the granting of approval to the Portland incinerator application, there are no 'very special circumstances'. This fact shifts the planning balance firmly toward refusal of the application.

5. HARM TO HERITAGE ASSETS

Relevant Planning Guidance

Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal. (NPPF 208)

When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. (NPPF 212)

Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:

a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional;

b) assets of the highest significance, notably … grade I and II listed buildings… should be wholly exceptional. (NPPF 231)

Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.(NPPF 215)

Green Belt serves five purposes:

d) to preserve the setting and special character of historic towns; (NPPF 143)

5.1 Environmental Statement Technical Appendix 10.1 - Heritage and Archaeology Statement (produced by Savills)

Amongst the 175+ local Built Heritage assets identified in 'the List of heritage assets in the vicinity of the Proposed Development', four Grade 1 listed and two Grade 2 listed building lie within the adjacent Canford Magna. This seems of little consequence to the applicants:

> 'The degree to which the impact the Proposed Development would have on each heritage asset are varied. It is considered that the EfW CHP Facility buildings and the POC structures and towers at the Proposed Development, despite their size and scale, would not be appreciable in most key views to and from the closest heritage assets.' (7.1.8)

Canford School (Manor) is given its historical due:

> 'A great part of the significance of Canford Manor comes from its considerable historic, architectural, and archaeological interest, none of which will be impacted by the Proposed Development. However, there is likely to be an impact to the setting, with the Proposed Development visible to observers as they move around the grounds, and look southwards from the house out of doorways and windows.' (6.3.3)

However, as in so much of the applicant's Environmental Statement, negative aspects of the application are downplayed and minimised. Canford school is no exception:

> 'Those heritage assets closer to the Proposed Development have the potential to experience a greater impact on significance due to the Proposed Development having a greater prominence of presence in their setting. These include grade I listed Canford School, Nineveh Court and John of Gaunt's Kitchen. However, the visualisations and the assessment of significance and setting show that even here the visual change to setting will be minor, and the impact on significance therefore negligible.' (7.1.11)

5.2 Consultation Responses

This is not a view shared by Landscape Consultants Laird Bailey, nor by Historic England.

Laird Bailey (1st November 2023)

> 'Photoviewpoint EDP 3/Footpath 29/Stour Valley Way (very high sensitivity) – As seen within the associated photomontage, the addition of the EfW CHP chimney would be a noticeable new vertical addition to experienced views, extending above the surrounding tree canopy and forming a new landmark feature – it would not be 'inconspicuous'' and
>
> 'While there will be significant visual implications for surrounding visual receptors, these are limited to 7 of the 14 viewpoints identified and in some instances over short distances... The implication of significant effects on visual receptors should be considered within the planning balance in terms of acceptability for determination.'

Historic England (12th September 2023)

HE's submission of made the following points:

> 'Given the scale and massing of the proposal the proposed development is likely to be visible across a large area and could, as a result, affect the significance of heritage assets some distance from this site itself.'
>
> 'We wish to highlight in particular how the grounds of Canford School (originally Canford Manor) make a significant contribution to the setting of the Grade I listed building. The former lawns, now sports pitches, are edged by mature parkland trees which act as a screen. The proposed chimney would form an incongruous industrial feature in this context. '
>
> 'As the proposed development would result in harm and given the great weight that needs to be given to the conservation of heritage assets of the very highest significance, Historic England has concerns regarding the application on heritage grounds.'
>
> 'It is for your authority to consider if the public benefits associated with the proposal outweigh the harm and to establish if any heritage benefits could be achieved to offset any harm.'
>
> 'We also recommend that the local authority's conservation and archaeology advisers are closely involved. They are best placed to advise on local historic environment issues and priorities (including access to data held in the Historic Environment Record), adverse impacts on non-designated archaeological assets and other elements of the historic environment.'

In a second submission (25th March 2024), responding to additional EIA information and revisions to the application, HE reiterated the points made in their first submission, saying:

> 'Our previous advice concerned the scale and massing of the proposal. As there are no amendments to the height, bulk and mass of the proposal we repeat the advice previously provided.'
>
> 'We recommend that the local authority's conservation and archaeology advisers are closely involved. They are best placed to advise on local historic environment issues and priorities (including access to data held in the Historic Environment Record).'

The Urban Design team (10th April 2025) note also that

> 'there are designated heritage assets in the wider vicinity of the site - including numerous *Locally Listed buildings, Conservation Areas, Scheduled Monuments, and Registered Parks* and Gardens – the comments of the Council's Conservation Officer will be relevant.'

Heritage Consultation Report

Margot Teasdale, BCP's Senior Conservation Officer's report (14th April 2025) notes that only one photoviewpoint was taken from a heritage site-receptor at Canford School sport pitch though Canford School is a large site with many buildings that would possibly have views of the waste plant buildings and the chimney. She notes also that Photoviewpoint 10 from across Canford Heath from Corfe Mullen Bridleway 23

> 'clearly shows the marked difference of the existing heathland with the PD which results in a incongruous industrial appearance above the skyline, whereas the current view is of the reclaimed fields of Whites landfill site. Photoviewpoint 3 shows the view of the chimney of the PD emerging well above the treeline across from the sports pitches at Canford School. The view creates the impression of an alien industrial structure quite out of place with the natural landscape character along the tree line. No other viewpoints of the chimney and plant have been captured from within the Canford School estate or nearby conservation areas.'

Ms Teasdale concludes that, altering the landscape setting in this way, the impact on the Grade I listed former manor

> 'is harmful as it affects the setting of the heritage assets within the site, and it's assumed the setting is similarly affected of both the Canford Village and Oakley Lane Conservation and the listed and locally listed buildings within those areas and across Canford Heath… In this case the PD would make a negative contribution to the significance of the affected heritage assets**.'**

Referring to NPPF paras 212-214, Ms Teasdale summarises her judgement:

> 'The less than significant harm to the setting of the numerous heritage assets, including the Grade I listed Canford School and parish church, resulting from the PD, should be considered exceptional, in line with NPPF 213, and should be assessed against the benefits attributed to it.'

In her submission she also raises

> 'the additional question of whether the PD meets the purpose of the greenbelt (NPPF 143) which is to preserve the setting and special character of historic towns is another matter the Local Planning Authority must determine with regard to the surviving remains of the former Canford manor'.

5.3 Conclusion

As with issues examined in the last section, (*Harm to Visual Amenity and Openness of the Green Belt*) only very limited mitigation is possible of the harm that the Canford incinerator would do to nearby heritage assets, such as Canford School and Canford Magna Village. Even in a case where a proposal will lead to 'less than substantial harm… this harm should be weighed against the public benefits of the proposal including' (NPPF 215).

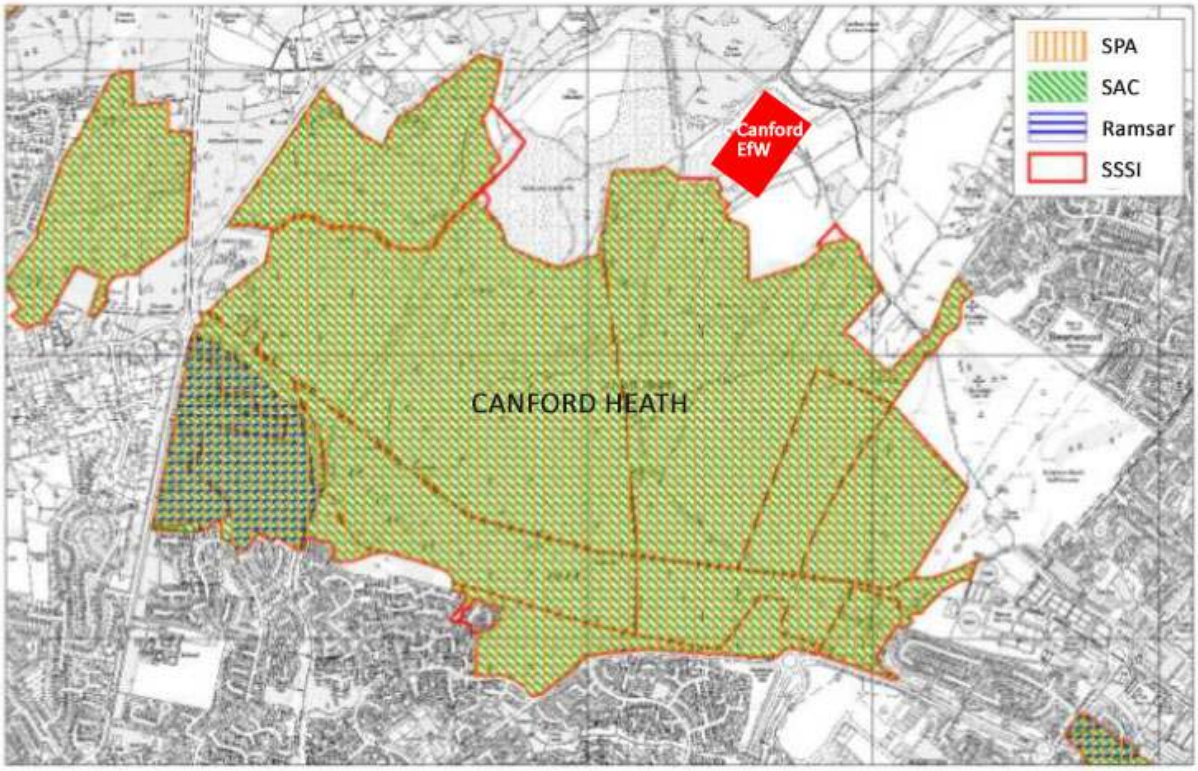
It is important to stress that BCP's own Senior Conservation Officer has suggested that the 'less than substantial harm' 'should be considered exceptional'. In NPPF terms, 'exceptional' harm to a heritage asset means the harm is so significant that it can only be justified in the most compelling circumstances. It's a high bar, and it requires a strong demonstration that the public benefits of the development outweigh the harm to the heritage asset.

Given the limited public benefits and the considerable demerits of the proposal, once again one is drawn to the conclusion that planning balance inclines towards refusal of the application.

6. HABITATS AND BIODIVERSITY

Relevant Planning Guidance

Development on land within or outside a Site of Special Scientific Interest, and which is likely to have an adverse effect on it (either individually or in combination with other developments), should not normally be permitted. The only exception is where the benefits of the development in the location proposed clearly outweigh both its likely impact on the features of the site that make it of special scientific interest, and any broader impacts on the national network of Sites of Special Scientific Interest. [NPPF 193b]



6.1 Planning Balance: Benefits vs Impact

Judgement of the material considerations of Habitats and Biodiversity, where the central aim is to 'protect and enhance biodiversity and geodiversity' (NPPF 192), will largely depend on where the planning balance lies in relation to NPPF 193b. Given that the application site lies adjacent to a Site of Special Scientific Interest, which inarguably will suffer 'an adverse effect', permission should not normally be granted. The only exception is 'where the benefits of the development in the location proposed clearly outweigh both its likely impact on the features of the site that make it of special scientific interest.' So benefit needs to weighed against likely impacts on Canford Heath, an important judgment given the potential of the EfW to adversely affect integrity of the various designations: SSSI, SAC, SPA and Ramsar.

The limited benefits of the proposed development are examined in Section 8, *Benefits vs Harms: Planning Balance of Canford EfW*, page 45

6.2 Impact

Potential Harm

MVV's *Shadow HRA Report* **[SHRA]** (6th February 2024) confirms the potential harm of the EfW's emissions:

'During operation of the Proposed Development, the combustion process will result in emissions to air. These emissions will include pollutants such as nitrogen oxides (NOx), sulphur dioxide (SO_2), hydrogen chloride (HCl) and hydrogen fluoride (HF). Additionally, the injection of urea during the process, used to reduce NOx emissions, will result in emissions of ammonia (NH_3).' [4.21]

The assessment finds that,

'in the absence of mitigation (i.e. a 90m chimney stack height and a standard ammonia Emission Limit Value of 10 mg/Nm -3), predicted long-term concentrations of ammonia and short-term concentrations of nitrous oxides are above the screening threshold 1% and 10% of the Critical Levels respectively (at 2.2% for annual NH_3 and 11.2% for daily NOx) at the receptors modelled within the SAC/SPA/Ramsar.' [4.33]

The Screening Assessment undertaken in Section 4 of the HRA concluded that a Likely Significant Effect upon the conservation objectives of the Dorset Heaths SAC, SPA and Ramsar

'cannot be completely discounted as a result of the Proposed Development with respect to the following impact pathways:

- Habitat fragmentation; and
- Air pollution: impact of atmospheric nitrogen deposition.' [SHRA 5.1]

The *Appropriate Assessment* **[AA]** (Submitted by BCP Case Officer Gareth Ball on 24th August, 2024) agrees that 'the application will have a likely significant effect in the absence of avoidance and mitigation measures on the Dorset Heathlands habitats sites'. Amongst the potentially harmful effects, it notes that

'lighting of TCC1, TCC2, the construction site and the operational site once complete is likely to impact foraging and commuting nightjar and constitute habitat fragmentation' and

'Changes to these habitats establishes an impact pathway on breeding populations of nightjar, woodlark and Dartford warbler and wintering populations of hen harrier and merlin, all of which are qualifying features of the Dorset Heathlands SPA. These species are identified by APIS as sensitive to nitrogen on account of the habitats on which they rely.' [AA]

Mitigation proposals include:

1. 'The height of the chimney stack can change the impacts from emissions as a higher stack allows greater dispersion of the emission gasses, thereby reducing the concentration of pollutant deposition on surrounding habitats. The chimney height has therefore been raised as high as feasible whilst balancing landscape impacts and aerodrome safeguarding constraints from the initial design which proposed a 90m stack height. The Proposed Development chimney stack height therefore now stands at 110m above ground level (154.65m above ordnance datum).' [SHRA 5.13]
2. Contributions for appropriate acidification resilience/reduction management actions at Dorset Heaths SAC/SPA/Ramsar in the form of a Biodiversity Enhancement and contribution and Trickle Fund, in addition to a future monitoring strategy, to be secured through a Section 106 agreement. (AA Part 2)

These two mitigation measure raise some interesting issues.

Chimney Stack Height

As SHRA states, the stack has 'been raised as high as feasible whilst balancing landscape impacts and aerodrome safeguarding constraints'. Is this the correct height? 110m is neither a height accurately computed to make the emissions completely safe, nor an entirely random height. It is the maximum permitted by air safety regulations.

It seems more than possible that this difficult balancing act is unsatisfactory on both sides of the equation.

On the one hand, Bournemouth Airport's runway is 11.5 metre above ordnance datum. The chimney would lie directly on the landing flight path at 154.65m above ordnance datum, four miles from the airport. Whilst it is likely to be safe, it is at the upper limits of safety.

On the other hand, the height of the stack is dictated not by what is best for the surrounding heath, but what (deemed) safest for landing aircraft. The consequence is that the measures will result in a *reduction* of harm rather than an elimination, and an acceptance of compensation for harm rather an avoidance of harm:

> 'The increased height of the chimney (110m) allows greater dispersion of the emission gasses, thereby *reducing* the concentration of *pollutant* deposition on habitats.' [*Ecology and Nature ES* (February (2024) 8.4.3]
>
> '[Eutrophication] mitigation measures will *reduce* nitrogen deposition and reduce impacts on habitats and species' (AA Conclusion)
>
> 'The risk of acidification to vulnerable habitats will be controlled through a programme of works to increase their resilience… a programme of monitoring coupled with clear identification of *remedial measures* for action in the event of need… and will be secured through the *S106 Agreement* and will include a Biodiversity Enhancement Contribution.'

The stack height compromise constitutes an unsatisfactory balancing act which should, in itself tilt the planning balance towards refusal.

TCC2 – Potential Harm to Grazing Areas

Site plan with tree areas and TCC2 indicated

Google Earth view of site

Jez Martin, BCP Biodiversity Officer's submission of 4th December 2023 quotes section 6.3 of the *Shadow HRA Report* which affirms 'maintaining or increasing grazing levels… to keep the habitat open and in good condition for the bryophytes.' Mr Martin points out the proposed siting of work compound at TCC2, which is currently used as back-up grazing for Canford Heath, will impact ability to maintain let alone increase levels of grazing (which is required) on Canford Heath. and concludes

> 'the statement at 4.7 "The construction and operation of the Proposed Development will have no influence on any grazing activities within the SPA, SAC and Ramsar. No LSE in regard to this issue are predicted" is not true.'

Given the impact on Canford Heath SSSI, he therefore objects to the use of TCC2 as a construction compound.

He adds

> 'If TCC2 were to be used as work compound due to it neighbouring SSSI and SPA, cannot see that noise and light emanating from it would not have impact on designated site and its features.'

In a later submission (9th September 2024) Mr Martin says

> 'No objection on biodiversity grounds, providing planning condition which precludes use of TCC2 is implemented.'

Harm to Trees

Fred Ingarfield, BCP Arboricultural Officer's submission of 7th May 2024, expressed worries about the proposed cable extension to the south of the site, stating that the cable run

> 'will require the removal of T23 (a good quality English Oak) and the removal of trees that form part of woodland and groups (W14, G17, G30, G33) along the cable run. The information provided in the arboricultural impact assessment (AIA) is vague, stating 'partial removal' of groups or woodlands, and as such it is not clear how many trees will be lost as part of the proposal.'

Other concerns include mentioned by Mr Ingarfield include: the Impact on T16 (Oak), where there is a proposed cable run through RPA with no method for non invasive excavation; and the lack of a 'detailed arboricultural method statement (AMS)'.

The conclusion to his submission:

> 'In the absence of clarity in regard to the method of undertaking arboriculturally sensitive works and the lack of detail regarding the removal of protected trees and sections of woodlands along the cable run, *the proposal can not be fully assessed or supported at this time.*'

6.4 Conclusion

With approval granted for two EfWs within BCP and Dorset and the forecast ever-decreasing residual waste feedstock, the advantages of the Canford site are limited. The disadvantages, however, stack up:

- Expansion into Green Belt land, some distance beyond the red line of the allocation
- 'Dirty' rather than green energy
- Lack of realistic opportunity of ever creating a carbon capture facility within the proposed site
- Damaging emissions that will result in some harm to the adjacent and protected heathlands despite requirement of 110m chimney stack

- Requirement of remedial measures on surrounding landscape and compensation payment by was of S106 agreement
- Damage to grazing grassland within site (TCC2), as indicated by BCP Biodiversity Officer
- Arboricultural damage, as itemised by BCP Arboricultural Officer

NPPF Guidance states that development on land within or outside a Site of Special Scientific Interest, and which is likely to have an adverse effect on it, should not normally be permitted. 'The only exception is where the benefits of the development in the location proposed clearly outweigh both its likely impact on the features of the site that make it of special scientific interest'. In the case of the Canford application the harmful impacts outweigh the benefits by a considerable margin.

7. CARBON CAPTURE

Relevant Planning Guidance

For those energy recovery developments we do need, we will only support projects that offer the best efficiency and are future proofed towards supporting our net zero objectives. This means that further developments must be able to demonstrate that making use of the heat they produce is viable and that they can be built carbon capture ready. [*Residual Waste Infrastructure Capacity Note* (DEFRA, December 2024)]

7.1 Joined Up Planning

Since DEFRA's note of December 2024, it is no longer possible to consider the application for the incineration plant itself in isolation from practicalities of its carbon capture element. The application is for 'the erection of a Carbon Capture Retrofit Ready Energy from Waste Combined Heat and Power Facility'. Thus, the carbon capture element is an integral and highlighted aspect of the application, and the implications of such a facility must surely be considered as fundamental to APP/23/00822/F when determining its approval or refusal. It would be quite wrong to approve the incinerator and subsequently discover that carbon capture was either not viable on site or had too many negative consequences to be acceptable.

Given that the proposed incinerator is designed to burn 260,000 tonnes of residual waste a year, producing at least 260,000 tonnes of CO_2 emissions per year, and given, further, that 'burning household rubbish in giant incinerators to make electricity is now the dirtiest way the UK generates power'[21], approval surely can only be given to APP/23/00822/F if the applicant can *demonstrate* that the a carbon capture facility is *feasible* in the near future as a technological concept and *possible* to build in accordance with planning law on the allocated Canford Magna site.

7.2 'Feasible' Technology and Projected Timescale

Information on the carbon capture retrofit ready facility – beyond the applicant's virtue-signalling declaration of future intention – is sparse. Even in the absence of the most basic detail, one might have expected the applicant to explain the rationale for locating the EfW in its chosen site, with the intention of facilitating access to carbon capture and storage networks. Instead this seems not to have been a consideration when choosing the site, and this oversight has now been exposed.

When asked recently what type of carbon capture process they intended the facility to use and when it might come on stream, MVV replied[22]:

> 'This has yet to be decided but it will most probably be one of the standard, technically proven liquid absorption systems. The timescale for implementation is between 2030 and 2035, subject always to gaining the necessary approvals at the time.'

[21] According to a lengthy analysis, with research conducted nationally and over a period of time by the BBC, and published in October 2024.

[22] From recent correspondence with Jane Ford (MVV)

In their Design and Access Statement for the application, MVV declare a somewhat less ambitious target, hoping

> ' to be climate neutral by 2040, largely by retrofitting carbon capture plants to EfWs and other combustion plants'.

The current BCPD Waste Plan runs until 2033. Therefore it is possible that, by the time a carbon capture facility is feasible, new and cleaner policies are in place, leaving BCP saddled with a polluting, CO_2-pumping plant producing energy in the dirtiest way possible.

It may be that the carbon capture facility could come on stream sooner rather than later. In which case it is worth looking at the implications of the process for the site at Canford Magna.

Increased Land Usage

Figure 4-8: Final refined EfW CHP Facility Site layout

MVV's *Design and Access Statement* states in para 4.3.8:

> The layout includes an area identified as maintenance and laydown space which could also be used for future environmental requirements, that is carbon capture – ID23 on the above plan. *[See MVV Figure 4-8 above.]*

'Could also be used' is interestingly speculative, prevaricatory perhaps. And it goes without saying that the space could not be used both for maintenance and laydown *and* for carbon capture infrastructure.

In reality the 'allocated' area is wholly inadequate and would never be able to accommodate required the space for CO_2 capture units, compression and liquefaction facilities, storage and transportation infrastructure. The truth is that the site will never offer a serious option of retrofitting a CCS.

As part of his review of the Portland incinerator application, Planning Inspector Paul Griffiths conducted a qualitative comparison between the Portland and Canford sites. His findings – accepted by the Secretary of State in September 2024 – were that the land allocated by MVV for the retrofit carbon capture facility

> 'The land in question appears to be around 900 square metres in area which is a fraction of what would be required for a CCS facility serving an ERF of the scale proposed' and that
>
> 'the Canford scheme cannot, therefore, deliver a deployable CCS plant in the only location identified for it.' (8.64)

The rationale for this comment is explained in Footnote 566 of the report and states that

> Mr Othen[23] estimates that a CCS plant for an ERF of this size would need 3,000 - 4,000 sqm.'

Given that MVV's proposed site

a) already extends beyond the site allocated in the BCPD Waste Plan,

b) already extends into what is currently Green Belt designated land,

c) is adjacent to the internationally known SSSI Canford Heath,

it is hard to see how a retro-fitted CCS can be accommodated within the current application site or how the site could be extended without being in breach of current planning guidance.

7.3 Practicalities of Carbon Capture: Material Considerations

Toxic and Bio-accumulative Emissions

Carbon capture relies on amine-based solvents, leading to emissions of nitrosamines and nitramines, which are toxic and bio-accumulative. Given the proximity of a SSSI, SNCI and a SPA/SAC site, the environmental impacts of harmful emissions need to be reconsidered.

Carbon Capture through Liquid Absorption

It should be noted that Liquid Absorption carbon capture technology increases water demand by up to 50%, straining local water resources, and that chemical emissions from amine degradation contribute to air and water pollution. It will also increase discharges into the sewerage system.

26000 Extra Tanker Trips Per Year

20 tonnes of captured CO_2 will produce 20 tonnes of end product, either liquid or mineralised CO_2. Disposal of 260,000 tonnes of mineralised or liquid CO_2 would require an *additional* 13,000 tanker trips per year, 26000 including return trips, plus consumables-related trips. The effect of these additional trips – undocumented in MVV's Environmental Statement – need to be addressed in terms of a) increased congestion on Magna Road and the local road network; b) an increase in traffic-related air pollution; and c) transport infrastructure on site. Given the location of the site, rail or pipeline infrastructure are not likely to be viable alternative transport options.

[23] Stephen Othen MA Meng CEng MIChemE Technical Director, Fichtner Consulting Engineers Ltd (an independent Engineering Consultancy providing technical advice and engineering services to Energy and Waste sectors across the UK and Ireland.)

Spatial Strategy

One of the aims of the BCPD Waste Plan is to facilitate the *sustainable* movement of waste, in other words a reduction in transportation distances. It is unknown where the captured carbon would be delivered (either for use or sequestration), thereby leaving an unknown in the Spatial Strategy and possibly resulting in a net gain of distances travelled. Regardless of option or location, additional movements will be inevitable.

7.4 Conclusion

APP/23/00822/F is for 'the erection of a Carbon Capture Retrofit Ready Energy from Waste Combined Heat and Power Facility'. Determining the application for the EFW facility in isolation from the associated the 'erection of a Carbon Capture Retrofit Ready' seems neither logical nor tenable, given that the Government now requires that new incinerators "must be able to demonstrate…that they can be built carbon capture ready". Therefore, the application must either be refused or the following must be obtained:

1. A detailed and feasible site plan showing the full CCS infrastructure's footprint, demonstrating that there is adequate space within the site allocated by the BCPD Waste Plan.
2. An updated air quality assessment to account for new emissions from the CCS process, including potential amine emissions.
3. A revised biodiversity impact assessment considering additional land requirements and operational effects, such as habitat loss, disturbance and damage.
4. An updated hydrological and ecological impact assessment, with full analysis of projected water use and contamination risks.
5. A thorough analysis of the traffic impact of the transportation of liquid carbon.

Alternatively, if the applicant insists that the carbon capture facility should be detached from the application for the EFW and considered separately somewhere down the line, then APP/23/00822/F should be refused on the grounds that its harms – most notably the dirtiness of its power generation and lack of genuine green credentials – outweigh its benefits, which appear very few beyond a nebulous claim to be fulfilling the Waste Plan's Spatial Strategy.

8. BENEFITS VS HARMS OF CANFORD EFW: PLANNING BALANCE

Relevant Planning Guidance

Proposals for waste management facilities will only be permitted in the South East Dorset Green Belt where:

a. They do not constitute inappropriate development; or

b. The potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations to an extent that can demonstrate very special circumstances, including *a need for the development that cannot be met by alternative suitable non-Green Belt sites.* (My emphasis) [BCPD WP Policy 21]

8.1 Spatial Strategy and Proximity Principle

Compliance with Spatial Strategy and Proximity Principle BCP and Dorset would have an incineration plant within their boundaries, a clear benefit, enhanced by the fact that it would be close to the most populous part of the area of the two authorities. In theory, this should result in a reduction of 'lorry miles' and a reduction in carbon footprint as journeys become shorter.

However, as outlined in (Section 2 *Capacity vs Need*), the over-capacity of the proposed facility will generate the need to bring in residual waste from outside county lines (and possibly quite considerable distances), so this supposed benefit is completely illusory. The Spatial Strategy is not being followed. The Gravel Hill junction and the Bear Cross roundabout (the only two ways to access Magna Road) have both been over-capacity for some years. As shown in Section 3 the significant increase in HGV traffic will lead to further gridlock**.**

There is already a waste plant on the site, Canford Resource Park, which specialises in the recycling of various materials. Building a co-locational EfW sounds like a no-brainer, and wins a massive tick in BCP WP's Proximity Principle box.

However, to accommodate the over-sized EfW, the applicant would have to expand into Green Belt land, some distance beyond the red line of the allocation.

8.2 Production of Renewable Energy

It is certainly a benefit that heat and electricity can be created through the incinerator of residual waste.

However, at what cost? EfW incinerators produce approximately one tonne of CO_2 for every tonne of waste burned (a figure that rises with increased proportions of plastics in the waste). Recent research by the BBC has concluded that EfWs are as dirty as coal-fired power plants. Hardly a 'green' solution. To suggest, as the applicant does, that they would be creating a 'local low carbon heat network' is less than honest. Moreover, there is a parasitic load of circa 15% for EfW operation and to 50% for carbon capture.

8.3 Revenue for BCP

MVV boast that they will provide a revenue 'of around £1m annually in local business rates'. BCP are strapped for cash, so this sounds like a welcome benefit.

However, when the Emission Trading Scheme (ETS) is introduced in 2028, its cost, though borne by the incineration company (MVV in this case), will inevitably be passed on to customers. As quoted in Section 2 page 15 , the Local Government Association press release

of 18th September 2024) warns of the huge costs that local authorities will have to bear in the future.

Clearly, then, BCP are going to have to turn a deaf ear to MVV's enticing blandishments.

Alternatively, of course, BCP might step up their recycling efforts and send less waste for incinerator. In which case MVV will bring in waste from further and further afield. There is only one winner here. And it is not BCP.

8.4 Job Provision

MVV claim that the EfW will required 32 full time employees to run the plan once completed and that it will provide around 600 jobs for construction. According to Amy Orchard, BCP's Economic Development Officer (letter to Gareth Ball, 2nd December 2024),

> 'MVV will use the specification of its main construction contract to seek a requirement for its sub-contractors to source staff locally in so far as possible, and this will be reportable/measurable.

'In so far as possible': Ms Orchard is likely to know that the possibility of finding 600 local construction workers is slim indeed. She will probably be aware that some of BCP's roadworks are being farmed out to companies / workers in the Midlands.

8.5 Carbon Capture Future-proofing

'The erection of a Carbon Capture Retrofit Ready Energy from Waste Combined Heat and Power Facility': If not the USP in the proposal summary of MVV's application, it was certainly highlighted as a valuable selling point.

MVV might just as well be selling snake oil. It should be sufficient to say here that their claim that the application site contains 'space for future carbon capture infrastructure' is simply not true. As shown in Section 7, Carbon Capture, the application site has less than a quarter of the space required for all the necessary carbon capture infrastructure. Furthermore, no assessments have been offered by MVV of impacts of on air quality, water usage or increased levels of transport on Magna Road.

8.6 Habitat and Biodiversity

MVV's proposal contains the pledge to create a Biodiversity Net Gain and extend the Heathland Support Area (dog walking area) by 7,700m, both of which sound positive and beneficial contributions.

However, it is clear from the imposition of a S106 that adjacent SSSI heathland is going to suffer some harm. The benefits of the proposed development seem so few that it seems it is not a sacrifice worth making.

8.7 Local Amenity and Visual Amenity

As has been shown in Section 3, *Transport Assessment*, The significantly higher volumes of HGV traffic that will use Magna Road will have a negative impact on local amenity. The junctions at the two ends of the road are already over capacity, especially the Bear Cross roundabout. It cannot be right to inflict further congestion on local communities.

BCP officers have drawn attention to the considerable bulk of the building and the great height of the chimney and have expressed reservations about the impact on visual amenity and heritage settings.

8.8 Non Compliance with BCPD Waste Plan

In approving the application for the Portland EfW, the Secretary of State for Housing, Communities & Local Government ruled that the benefits of the Canford EfW would have to

be balanced against the Green Belt harm and any other harm and she agreed with the Planning Inspector that the Portland proposal would have clear advantages over the sites allocated within the Waste Plan and, as such, complied with the policies of the Plan.

Given there is now this alternative outside the Green Belt, the the proposal for the Canford Magna ERF fails to comply with Policy 21 of the Waste Plan and must therefore be refused.

8.9 Conclusion

The proposed development site lies within the Green Belt and the application wishes to extend further into the Green Belt. The site is adjacent to a SSSI, SSSI, SAC, SPA and Ramsar, and is in close of the very highest significance. Therefore, the benefits must reach a very high bar if they are to outweigh the many and various harms outlined in this document.

The application must be refused.

APPENDIX 1.1

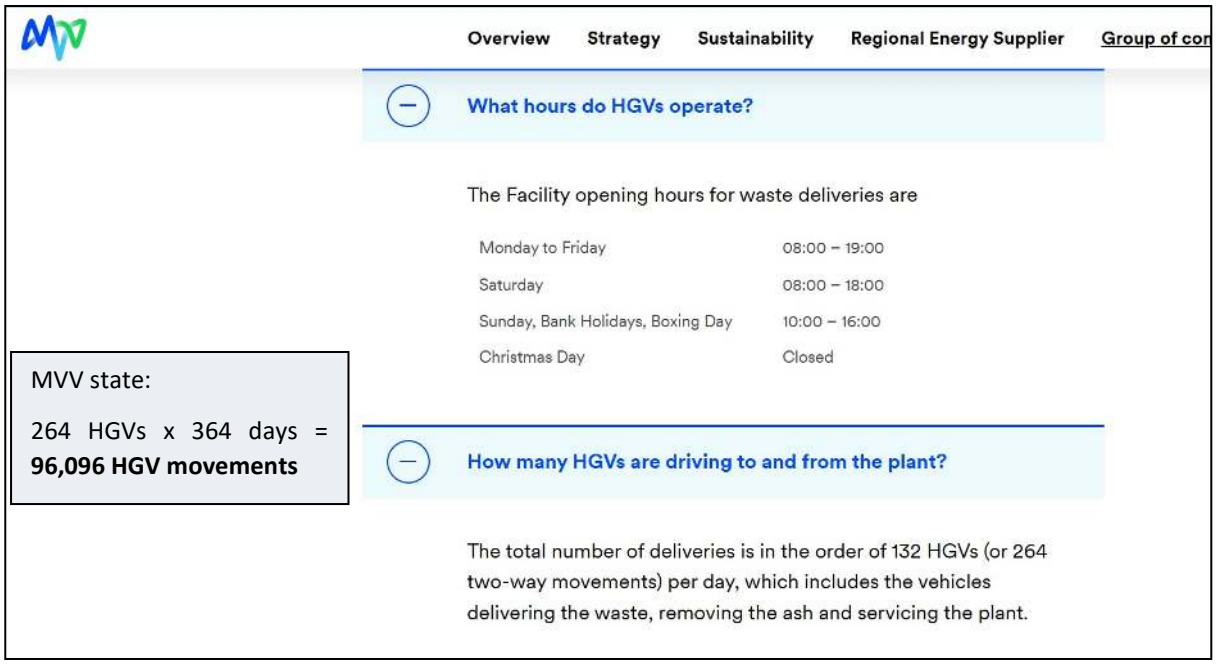
TRANSPORT – TRIP GENERATION

The calculations within illustrate the true total of traffic which would be generated by the proposed development.

Trip Generation: Using traffic volumes articulated by MVV for their Devonport waste incinerator as a baseline, and which is similar in scale. These figures are exponentially higher than those the applicant has articulated in their traffic assessment.

More importantly, as per section 5.3 of the traffic assessment, it was agreed with BCP "*the estimates of trip generation have been calculated on a first principles basis, informed by data from the Applicant's existing facilities in the UK*". On the basis of **Image 1** later in this report, it is clear that annual HGV movements to be associated with the proposed development are much higher, at **94,276 HGVs pa**. MVV Devonport is permitted for 265,000tpa, this is 1.9% higher that the 260,000tpa proposed for CRP. The transport calculations have been reduced by 1.9% based on the MVV Devonport figures, which aligns to the applicant's agreed estimate basis with BCP.

Image 1 - MVV Devonport website (accessed 13/04/2025)



MVV state:

264 HGVs x 364 days = **96,096 HGV movements**

1. CRP Existing Trip Generation

Calculation for 550,000tpa:

- 550,000t / 20t HGVs = 27,500 HGV movements pa
- 27,500 HGVs x 2 (for return journeys) = 55,000 HGV movements pa
- 55,000 x 10% operational/maintenance vehicles = 5,500 HGV movements
- 5,500 x 2 (for return journeys) = 11,000 HGV movements pa
- 55,000 HGVs + 11,000 HGVs = 66,000 HGV movements pa

Total CRP HGV movements pa 66,000 (does not include MVV)

2. CCS Trip Generation

The proposed **Carbon Capture Unit (CCS)** system would capture up to **95% of the carbon emissions** from Energy from Waste (EfW)) processing. If the proposed EfW ran at maximum capacity of 260,000tpa then this would create approximately 260,000tpa of Co2. 95% of 260,000tpa equates to 247,000tpa of Co2. The Co2 would then be liquified for tanker transportation.

The captured Co2 must also be transported from the site, for which the only viable option is tanker movements (shipping, pipeline and railhead are not feasible transport options for the CRP site).

Using 20-tonne tankers (including return journeys) and 10% vehicles for maintenance/operations, the additional transport required for CCS is:

- 247,000t / 20t tankers = 12,350
- 12,350 x 2 (for return movements) = 24,700 HGV movements pa
- 24,700 HGVs x 10% = 2,470
- 24,700 HGVs + 2,470 HGVs = 27,170

Total number of HGV movements pa 27,170

3. AMS Concrete Services – Trip Generation

Vehicle movements related to AMS concrete services located at the CRP, these include HGV movement from AMS concrete arm, Donovan's (recently acquired by AMS), and Ready to Mix Ltd who are also located at the CRP. These companies, and clients of AMS concrete services generate thousands of additional HGV movements pa, which have not been able to be assessed in this report. This is a fleet of at least 6 concrete HGVs, plus other customer concrete trucks (assessed at 50% for contrast) using the facility.

Assessed minimum traffic generated:

6 HGVs x 6 daily movements (including return journeys) = 36 HGV movements

36 x 5.5 operating days per week = 198

198 x 52 weeks = 10,296

10,296 + 50% (assessed customer HGVs) = **15,444 HGV movements pa**

APPENDIX 1.2

HGV WASTE ACCEPTANCE OPERATIONAL HOURS

In the Environmental Statement Chapter 3: Description of the Proposed Development, the applicant has documented the operational hours Operational hours for the acceptance of waste in section 3.8.47 to be limited to 07:00 to 20:00, 365 days. As per Image 1 above, the applicant has not clearly documented the operating days or timings, or the cumulative impacts, including to the local amenity.

The applicant also proposes in section 3.8.49 that, there may be some occasions when waste deliveries are accepted outside the normal opening hours, for example in the case of an emergency or to accommodate the delivery of waste where vehicles have been unavoidably delayed, or in other similar circumstances. It is therefore proposed that the EfW CHP Facility be able to accept waste outside the operating hours stated above. Vehicles accepted onto the EfW CHP Facility Site outside of the hours stated above would park up and then be processed during normal hours.

5. Current CRP HGV Waste Acceptance - Operational Hours

The CRP waste acceptance timings recently changed in December 2022 via application (APP/22/01334/F) to amend restriction on time of vehicle movements. The variation to previous planning conditions was for vehicle operational hours which was approved to extended vehicles to leave the site from 0500 instead of 0700 Monday to Saturday.

The variation was submitted on the basis that:

"*The request to extend the despatch hours is requested to ensure the despatch lorries would avoid the morning traffic along Magna Road and the nearby roads and reduce the congestion during the morning rush hours*...

No heavy goods vehicles shall be despatched from the site other than between 05:00 - 18:00 on Mondays to Fridays (inclusive), 05:00 - 13:00 on Saturdays, and not at any time on Sundays, Christmas Day, Boxing Day or New Years Day"[24].

6. What does this tell us about CRP site capacity?

- By virtue of APP/22/01334/F to amend restrictions on time of vehicle movement it is admitted by CRL that vehicles on the site are not able to operate effectively due to the level of traffic and congestion. Therefore, on this basis, adding further (significant) vehicle traffic to and from the site will have further impacts to the local amenity and add to further pressure on the local road system, which would likely cause traffic to come to regular standstills with HGVs queuing at the site.
- Any significant queuing on site would also have further unassessed impacts to sensitive habitats and SSSI, requiring further environmental assessments for vehicle emissions. Further assessments are also required due to the now identified number of HGVs. The cumulative impact of all of the CRP waste management vehicle movements must be taken in to consideration, as collectively they contribute to combined volume of traffic and impact to the green belt.

[24] APP/22/01334/F BCP Case Officer Report

- MVV have failed to document full operating hours for waste acceptance, indicating an intent for waste acceptance every day of the year except Christmas day (including Sundays). This would have significant impact on the local amenity and in effect rollback and remove all current protections.
- It appears coincidental that variations to planning conditions for extended vehicle dispatches were submitted by Commercial Recycling (Southern) Ltd (CRL) just months before MVV's proposal was submitted. WH Whites, the site landowner has interests in CRL, accordingly it would be expected that given MVV's interest they would be aware of the site's concerns over congestion on the local road network and to the site itself. This becomes relevant given that AMS acquired CRL in May 2024. Given that AMS and CRL provided letters of support to MVV, it follows that they are engaged with each other and therefore MVV would be well aware of the traffic constraints yet failed to address them within their Traffic Assessment, or provide robust assessment of the cumulative effects[25].
- MVV have proposed longer waste acceptance hours than in operation at their Devonport EfW site even though that site is larger in permitted scale, as documented by MVV. This is likely due to the cumulative effect of existing and futures projects at CRP, of which MVV would be well aware yet failed to assess.
- Futureproofing with required CCS will adds even further unrealistic volumes of vehicle traffic that simply cannot be managed.
- It does not appear that any planning committee or planning officer has reviewed the cumulative total traffic movements/impact related to the CRP to date. Only assessments in isolation appear to have occurred without substantive calculations in any prior planning applications (i.e. no robust figures are apparent in previous CRP related applications).
- Magna Business Park traffic impacts have not been assessed within the MVV TA.
- Are the planning committee and case officer fully cognisant that if approved the intensification of the CRP, green belt site and adjacent sensitive habitats would become one of the largest waste management sites in the UK at 810,000tpa and 1,057,000tps including carbon capture. This remains part of the undocumented impact. This significant scale calls for further cumulative re-assessment or application refusal. It is incumbent upon the applicant to prove there is no significant cumulative impact, which they cannot.

[25] https://www.avonmaterialsupplies.co.uk/AMS/ams-acquire-commercial-recycling/

APPENDIX 1.3

BASED ON MVV TA B HGV MOVEMENT CALCULATIONS – PLUS EXISTING CRP

Table 1a – All CRP HGV Movements

Company	Type of Waste	Capacity	HGVs
MVV (proposed)	Waste Incineration	260,000 tpa	61,880 pa
MVV	CCS	247	27,100 pa
NES	MBT (Mechanical Biological Treatment)	125,000 tpa	13,750 pa
CRL	MRF (Materials Recovery Facility)	175,000 tpa	19,250 pa
AMS	Inert Waste (construction)	250,000 tpa	27,500 pa
AMS	Concrete services (estimated)		15,444 pa
Total	Total permitted 810,000 = 1,620,000m tpa transported including return journeys	**810,000 tpa**	**164,924 pa**

Methodology based on 364 days per year divided by 13 hours. This is a conservative estimate as daily hours including weekend days are calculated across 13 hours. If weekend hours are compressed then time between vehicles over weekdays decreases. This represents only 27.390 less HGV movements than using existing facilities at MVV Devonport as a baseline.

Total CRP HGV and car movements:

- 214,402 movements pa
- 590 vehicles per day (364 days)
- 1 vehicle every 79 seconds (over 13 hours per day)

Total CRP combined HGV only movements:

- 164,924 movements pa
- 454 HGVs per day (364 days)
- 1 vehicle every 102 seconds (over 13 hours per day)

Total MVV HGV only movements (not including CCS or cars)

- 61,880 movements pa
- 170 movements per day
- 1 HGV every 4min 17seconds

Total MVV HGV only movements including CCS movements (not including cars)

- 88,980 movements pa
- 245 movements per day

- 1 HGV every 189 seconds

MVV Traffic Assessment HGVs only based on 364 days (LGVs / cars not included):

Methodology – the tables below are calculated against 364 operating days and operating hours at image 1. Vehicle movements are averaged across the daily hours. All movements only relate to HGVs (not including LGVs and cars). MVV only based on 66,880 HGVs pa as per the MVV TA.

MVV only

Day Type	Days	Hours/Day	Movements/Day	Movements/Hour	Time Between Vehicles
Mon–Sat	**312**	**13**	**~80**	**13.84**	**260 sec**
Sunday	**52**	**8**	**110**	**13.84**	**260 sec**

MVV + CRP

Day Type	Combined Movements/Day	Total Operating Hours	Movements/Hour	Time Between Vehicles
Weekday (Mon–Fri)	260 (CRP) + 180 (MVV) = **440**	11 (CRP)	**40.0**	**90 sec**
Saturday	141 (CRP) + 180 (MVV) = **321**	13 (MVV)	**24.7**	**146 sec**
Sunday	0 (CRP) + 110 (MVV) = **110**	8 (MVV)	**13.75**	**262 sec**

MVV + CCS only

Day Type	Days	Movements/Day	Hours/Day	Movements/Hour	Time Between Vehicles
Mon–Sat	312	88,980 × (4,056 ÷ 4,472) ≈ 80,712 → **259/day**	13	19.9	**181 sec**
Sunday	52	88,980 × (416 ÷ 4,472) ≈ 8,268 → **159/day**	8	19.9	**181 sec**

What is not documented by the applicant is how other waste management traffic would also would operate at the CRP site. Table 1 below gives a breakdown of the volume of total permitted and proposed waste processing at the CRP.

In addition to the outlined existing permitted waste processing and the concrete business with fleets of specialised concrete HGVs, there are additional operating companies located at CRP, such as Biffa waste services and other commercial businesses whose transport activities

have not been documented by the applicant. The assessment also fails to document the volume of other, unrelated HGV movements passing the site on the A341.

MVV Traffic Assessment for Vehicles pa

Source	Vehicle	Volume (tonnes)	Average weight	Vehicles pa
C&I	RCV	54,000	10	5400
	WF	54,000	24	2250
LACH	RCV	77,000	8	9,625
	WF	75,000	23	3,261
	Total	260,000	-	20,536

Table 2: Calculation of annual vehicle movements

MVV Assessment - 5.16 Based on information from the Environment Agency's Waste Data Interrogator, it is likely that of the 260,000tpa capacity of the EfW CHP Facility, the sources would be:

o 30,000-tpa from the adjacent MRF

o 110,500-tpa from the adjacent MBT

o 119,500-tpa from elsewhere

However, the planning inspectorate report (para 8.5) on Powerfuel's Portland ERF makes the above MVV asserted scenario is unlikely and no evidence exists that the MBT will cede waste to MVV (110,500-tpa), Indeed, they are at liberty to dispose of waste where they choose, as confirmed by the BCP environmental team[26]. Moreover, such an arrangement is only subject to contracts expiring in 2027, and the current incumbent of those contracts has expressly stated their preference to take the MBT output to the Portland proposal, which it is at liberty so to do.[27]. Tellingly, the company operating the MBT are the only waste management company located at CRP who have not provided a letter of support to MVV[28].

Given the above, there is no basis on which MVV can make this claim, and again they shown to only be able to provide highly speculative, finger in the wind assessments. Moreover, their traffic assessment is supposedly based on weighbridge information from their Devonport waste incinerator, which does not account for all traffic to the site, nor does it explain from where the waste has been derived (imported), or what percentages are from genuine LACW sources.

According to MVV. the Devonport plant creates 264 HGV movements per day, every day of the year less Christmas Day. This equates to 96,096 HGV movements per year (264 HGVs x 364 days). The Devonport EfW is permitted to process 265,000tpa, whilst the Canford

[26] Magwatch email correspondence with BCP Environmental team/FOI.

[27] Planning inspectorate on Portland ERF (Powerfuel)

[28] Planning inspectorate on Portland ERF (Powerfuel)

proposal is for 260,000tpa (1.9% or 5,035 HGVs less). Extrapolating the same methodology would mean the expected HGV movements at Canford EfW would be 94,276. This is almost double the number of MVVs calculated HGV movements for Canford (as per their Transport Assessment) and does not include additional calculations/HGV movements for carbon capture (CCS).

Using MVV figures from their Devonport EfW as a baseline, the volume of HGV movements is 41% higher than documented in their Canford submission.

APPENDIX 2

AIR SAFETY

At the EIA Scoping stage, the Council offered the following advice to the applicant:

> ‘The Applicant's specialist safeguarding consultant contacted their counterpart at Bournemouth Airport and commented that if the proposed development would not penetrate any safeguarded surfaces, then there would be no requirement for an Instrument Flight Procedure (IFP) check to be undertaken. IFP design relates to route planning for aircraft and is a complicated, technical and highly regulated process. The Airport's representative carried out a brief initial assessment in this regard which indicated that there would be no effect on some relevant surface, approach and departure area considerations. However, it also identified a significant penetration of the Airport's "Type A" surface. The "Type A" surface describes parameters which enable an aircraft operator to comply with the relevant International Civil Aviation Organisation (/CAO) limitations. The responsibilities of the /CAO include establishing the requirements that exist internationally for aviation safety. These limitations are intended to ensure that for each flight, accurate take-off performance calculations are made and, in the event of an engine failure, an aircraft can either abandon the take-off run and stop safely or become airborne and clear obstacles by the required margins. Such assessments are not generic. Rather, they are unique to the aircraft type being used by the individual airline at the specific setting, so any one airline may have different assessments against the same obstacle environment. The Applicant's consultant was therefore advised that an in-depth IFP assessment would be required to support an application. This would be needed in addition to provision of other relevant details, including for example in relation to risk of bird strike.
>
> If the Applicant's IFP assessment identifies any performance impacts in relation to current arrangements, then this is very highly unlikely to be acceptable to the Airport and the airlines operating from it as it may (for example) demand reduced payloads or changes in the type of aircraft operating. Any changes to IFPs to accommodate the scheme would also be unacceptable. Even if an alternative could be identified it would have to be agreeable to the airlines and acceptable in terms of the altered impacts on local people from modified flight paths, and even then, go through a full redesign and approval process which would be expected to take a period of years. In essence, any impact from the proposed development in this regard is unlikely to be acceptable. The Airport represents infrastructure of considerable economic importance to the BCP area and wider sub-region. It was impacted heavily by the pandemic and any threat to its recovery from that will be strongly opposed. In this context any planning application for a facility of the nature anticipated at Canford will be subject to very careful scrutiny.’

bpp Consulting who, on behalf of Dorset Council, produced an independent report*, Rebuttal of Appellant's*[29] *Planning (Need) Proof of Evidence* (dated 28 November 2023)

Appendix 3 - Page 26 demonstrates that 16ktpa of RDF from NES MBT did not arise from BCPD

P17 - Table 8 shows that residual waste arisings that may be catered for by the Appeal proposal will always fall below the proposed peak capacity of the plant and could equate to just over 50% of the proposed capacity by 2050. That is only 25 years into a probable 40 year life. When projecting arisings to the end of the proposed plant projected life (2065) applying this approach I find that the Plan area residual waste arising may be around 89,000 tonnes. This represents less than 45% of the proposed Appeal plant capacity of 202,000tpa

P2 1.7 -. I remain of the view that a value of c185,000 tonnes of residual waste that may be suitable for incineration was produced in the Plan area in 2022 and that this amount can be expected to fall over time.

Conclusion

1.9 I conclude between the two methods applied that, to 2050 available residual waste arisings from the Plan area will be significantly less than the capacity of the plant proposed at this Appeal. Bearing in mind that the plant is intended to principally serve the Plan area, and the LACW produced within the Plan area is contracted for management elsewhere, this reduces the available tonnage of residual waste further. In addition, if capacity at the recently consented EfW plant at Parley, one of the sites allocated in the Dorset Waste Plan, of c60,000tpa is counted, the tonnage falls further. It should also be borne in mind that the EfW plant at Bridgwater (109,000 tpa capacity) is already accommodating the residues from the Canford Magna MBT plant, and so the residual waste need of the Plan area is already adequately provided for, without substantial landfilling or RDF export, and there is no apparent need for an additional plant of the capacity proposed in the Plan area.

[29] Portland Powerfuel