Canford Energy from Waste
Combined Heat and Power Facility

# Environmental Statement
# Technical Appendix 15.4

## Operational Traffic Management Plan

June 2023

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with energy.

# Contents

# 1. Introduction

## 1.1 Background

1.1.1 MVV Environment Limited (the Applicant) has submit a Full planning application for a Carbon Capture Retrofit Ready (CCRR) Energy from Waste Combined Heat and Power (EfW CHP) Facility at Canford Resource Park (CRP), off Magna Road, in the northern part of Poole. Together with associated CHP Connection, Distribution Network Connection (DNC) and Temporary Construction Compounds (TCC), these works are the Proposed Development.

1.1.2 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.

1.1.3 The Proposed Development would recover useful energy in the form of electricity and hot water from up to 260,000 tonnes of non-recyclable (residual), non-hazardous municipal, commercial and industrial waste each year. The Proposed Development has a generating capacity of approximately 31 megawatts (MW), exporting around 28.5MW of electricity to the grid. Subject to commercial contracts, the Proposed Development will have the capability to export heat (hot water) and electricity to occupiers of the Magna Business Park.

## 1.2 The Applicant and the project team

1.2.1 The Applicant is part of the MVV Energie AG group of companies. MVV Energie AG is one of Germany's leading energy companies, employing approx. 6,500 people with assets of around €5 billion and annual sales of around €4.1 billion. The Proposed Development represents an investment of approximately £290m.

1.2.2 The company has over 50-years' experience in constructing, operating, and maintaining EfW CHP facilities in Germany and the UK. MVV Energie's portfolio includes a 700,000 tonnes per annum residual EfW CHP facility in Mannheim, Germany.

1.2.3 MVV Energie has a growth strategy to be carbon neutral by 2040 and thereafter carbon negative, i.e., climate positive. Specifically, MVV Energie intends to:

- reduce its direct carbon dioxide ($CO_2$) emissions by over 80% by 2030 compared to 2018;
- reduce its indirect $CO_2$ emissions by 82% compared to 2018;
- be climate neutral by 2040; and
- be climate positive from 2040.

1.2.4 MVV's UK business retains the overall group ethos of 'belonging' to the communities it serves whilst benefitting from over 50 years' experience gained by its German sister companies. In the UK, MVV currently consists of six separate companies (see **Table 1-1** in **ES Chapter 1: Introduction**).

1.2.5 MVV's largest project in the UK is the Devonport EfW CHP Facility in Plymouth. Since 2015, this modern and efficient facility has been using up to 265,000 tonnes of municipal, commercial and industrial residual waste per year to generate electricity and heat, notably for Her Majesty's Naval Base Devonport in Plymouth, and export electricity to the grid.

1.2.6 In Dundee, MVV has taken over the existing Baldovie EfW Facility and has developed a new, modern facility alongside the existing facility. Operating from 2021, it uses up to 220,000 tonnes of municipal, commercial and industrial waste each year as fuel for the generation of usable energy.

1.2.7 Biomass is another key focus of MVV's activities in the UK market. The biomass power plant at Ridham Dock, Kent, uses up to 195,000 tonnes of waste and non-recyclable wood per year to generate green electricity and is capable of exporting heat.

## 1.3 The Proposed Development

1.3.1 This Proposed Development is located north of Poole. It will complement the existing waste activities of the integrated waste management park known as Canford Resource Park (CRP), off Magna Road. It is within the administrative area of Bournemouth Christchurch and Poole Council and is centred at National Grid Reference SZ 03436 96720.

1.3.2 The Proposed Development consists of the following key elements:

- EfW CHP Facility;
- CHP Connection;
- Distribution Network Connection (DNC); and
- Temporary Construction Compounds (TCC).

1.3.3 A full description of the Proposed Development is provided in **ES Chapter 3: Description of the Proposed Development**.

## 1.4 Purpose of this Document

1.4.1 As part of the Applicant's commitment to engage with the local community, three public exhibitions were held between 12 to 14 January 2023. The exhibitions occurred at the Hamworthy Club, Magna Road and Bearwood Community Centre, King John Avenue. Feedback at these events indicated local concern about the highway network, including HGV traffic accessing the EfW CHP Facility Site via unsuitable residential roads. Whilst the **ES Chapter 15: Traffic and Transport** concludes operational traffic management is not required to mitigate the environmental impacts of the Proposed Development, to respond to local concerns,

the Applicant proposes to adopt an Operational Traffic Management Plan (OTMP). Unless associated with local collections of residual waste, the OTMP aims to keep HGV traffic on the primary highway network and prevent shortcuts through local towns and villages. This document outlines the measure to be included within the OTMP.

# 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.

## 2.2 Operational workforce

2.2.1 It is anticipated that up to 32 Full-Time Equivalent (FTE) jobs would be created as a result of the Proposed Development. These would include direct employment opportunities for the operation of the EfW CHP Facility, in a mixture of skilled and unskilled roles, as well as indirect employment opportunities for local services such as cleaning and catering. Direct employment opportunities include shift teams, to cover 24-hour operation of the EfW CHP Facility.

## 2.3 Operational traffic routes and restrictions

**2.3.1** The operational traffic routes and restrictions are displayed and summarised on **Figure 2.1.**

## Figure 2.1: Operational traffic routes and restrictions

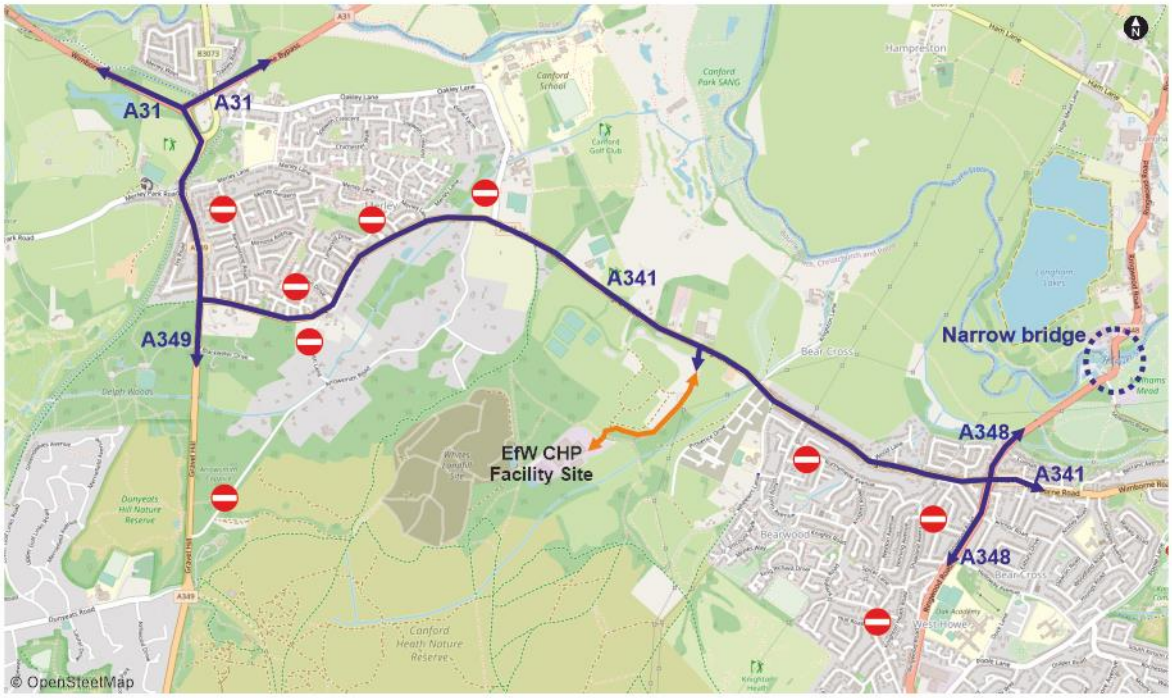
### CANFORD EFW CHP FACILITY:
### OPERATIONAL TRAFFIC ROUTES AND RESTRICTIONS:

**Aim of the EfW CHP Facility Site operational traffic routes and restrictions:**
Heavy Goods Vehicle (HGV) traffic shall use the primary highway network to access the EfW CHP Facility Site, thereby avoid unnecessary journeys through local towns and villages.

**HGV access:**
HGV traffic shall access the EfW CHP Facility Site from the A341 (Magna Road (and its connecting routes). The Applicant will require waste and consumable contractors' to adhere to the permitted HGV routes to access EfW CHP Facility Site.

**HGV routing exemptions:**
1) Local collections of waste and consumables to and from the EfW CHP Facility. Generally these will be refuse collection vehicles (RCVs)
2) In the event of matters beyond the control of the Applicant, such as, temporary road closures, HGV access route restrictions would be temporary suspended.

**Staff, visitor and Light Goods Vehicle (LGVs) access:**
To accommodate local employment/access; no route restrictions




Adopted highway permitted HGV access routes

Arena Way

Operational HGV route restrictions (unless local collections)

## 2.4 Security and monitoring

2.4.1 A high definition (1080p) Closed-Circuit Television (CCTV) monitoring system would be provided to cover and record key areas including the weighbridge, queuing area, access routes, pedestrian routes, un-loading and loading areas. The system would also cover unauthorised access to the EfW CHP Facility Site and be operational 24 hours a day. Space would be provided for storing the recorded material and information for 90-days.