
CHAPTER 1.0 INTRODUCTION AND BACKGROUND

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FIGURES (bound separately in Volume 2)

Figure 1.1	Site Location Plan
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1.0 INTRODUCTION AND BACKGROUND

1.1 Introduction

1.1.1 This EIA Report ('EIAR') has been prepared on behalf of Lostock Sustainable Energy Plant Ltd (hereafter referred to as 'LSEP Ltd' or 'the Applicant') in support of an application (the 'Variation Application') to vary their existing consent under Section 36C ('s.36') of the Electricity Act 1989 (as amended). The Variation Application contemporaneously seeks to vary the deemed planning permission ('DPP') direction under Section 90 (2ZA) of the Town and Country Planning Act 1990 (as amended). The Variation Application is for an increase in the annual waste fuel throughput of the Lostock Sustainable Energy Plant ('the Proposal').

1.1.2 The Lostock Sustainable Energy Plant ('LSEP') is located at Lostock Works, Works Lane, Northwich ('the LSEP site'). The LSEP site lies wholly within the administrative area of Cheshire West and Chester Council ('CWACC') and its location is provided in Figure 1.1.

1.2 Background

1.2.1 On 2nd October 2012 the Secretary of State for the then Department of Energy and Climate Change ('DECC') granted a s.36 consent for the LSEP (reference 12.04.09.04/35C). He contemporaneously granted a direction for a deemed planning permission ('DPP') under section 90(2) of the Town and Country Planning Act 1990 ('the 1990 Act').

1.2.2 A variation application to the s.36 consent was submitted to the Secretary of State for Business, Energy and Industrial Strategy ('BEIS') in June 2018. BEIS issued its approval for the varied s.36 consent and simultaneously varied the DPP on 10th July 2019 (referred to in the following sections and chapters of the EIAR as the 's.36 variation consent').

1.2.3 As described in detail within the Supporting Statement submitted in support of this application, a variation to the s.36 variation consent is being sought. The content of s.36 variation applications is set out under Regulation 3 of The Electricity Generating Stations (Variation of Consents) (England and Wales) Regulations 2013 (hereafter

referred to as the '2013 Variation Regulations'). Regulation 3 requires the submission of an EIA report for variation applications where the development was originally subject to EIA.

1.2.4 The original application for the LSEP was subject to EIA and an Environmental Statement ('ES') was submitted in support of the application (referred to in this Chapter and all subsequent chapters of the EIAR Main Report as the 'May 2011 ES'). It is therefore necessary for an EIA report to be prepared in support of the Variation Application. Further details of the need for and the ambit of an EIA report are set out within Chapter 2.0.

1.2.5 This introductory chapter; provides an outline description of the Proposal; describes the LSEP site and its context; provides details of the Applicant; outlines the structure of the EIAR; and identifies the expert organisations that have undertaken the EIA.

1.3 The Proposal

1.3.1 The Proposal is to increase the maximum annual waste tonnage throughput of the consented LSEP facility by circa 128,000 tonnes per annum (tpa). This would increase the current consented 600,000 tpa throughput to a maximum of circa 728,000 tpa.¹

1.3.2 To facilitate this tonnage increase, and to allow greater flexibility for fuel deliveries, it is also proposed to increase the HGV movements to / from the LSEP site from 131 HGV arrivals (262 round trips) per day, to up to 217 HGV arrivals (434 round trips) per day. This will necessitate a variation of condition 9 of the DPP, which controls the HGV movements. In addition, it is proposed to extend the HGV delivery hours beyond those stated within condition 8 of the DPP. At present, these are consented for 07:00 to 19:00 on weekdays and 07:00 to 13:00 on Saturdays. The Proposal seeks to change these delivery hours to 07:00 to 23:00 on weekdays, with Saturday hours unchanged. No deliveries are currently allowed on Sundays or Bank Holidays and the Variation Application does not seek to change this.

¹ Noting that the true capacity of plants such as LSEP is measured in terms of thermal capacity, with the actual tonnage throughput in any given period being dictated by the thermal capacity, the calorific value of the waste treated and the number of hours the plant operates.

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- 1.3.3 No physical amendments to the design or layout of the facility are proposed i.e. the physical plant currently being built via the s.36 variation consent will not be changed.
- 1.3.4 The Proposal would make an important contribution to the acknowledged ‘Capacity Gap’ in residual waste treatment capacity within the UK. This is headlined in a report published by Tolvik in February 2019 entitled ‘Filling the Gap – The Future for Residual Waste in the UK’. The ‘Median Scenario’ projects that the residual waste Capacity Gap is around 7 million tpa between 2025-2035, which is the equivalent to around 20 mid-sized Energy from Waste (‘EfW’) facilities. This gap will remain significant unless further recovery capacity is delivered, either through deployment of new EfW facilities or expanding the capacity of existing facilities (consented or already built).
- 1.3.5 A detailed description of the Proposal is provided within Chapter 3.0 of the EIAR ‘Main Report’. Full details of the need for the Proposal and its benefits are set out within section 5.0 of the Supporting Statement to the Variation Application.

1.4 The LSEP Site

- 1.4.1 The LSEP site is located within the wider Tata Chemicals Europe (formerly Brunner Mond) Lostock Works site which itself is located near Lostock Gralam, approximately 2km to the east of the centre of Northwich within the administrative area of CWACC.
- 1.4.2 The Lostock Works site is occupied by a number of independent businesses. Tata Chemicals Europe’s operations form the main use of the site as the UK’s only producer of soda ash (sodium carbonate) and related products. These uses occupy a total of 68 hectares, including a significant area of waste treatment lagoons. A number of other companies producing chemical and chemical related products are also clustered within the Lostock Works site. The Lostock Works site is overwhelmingly characterised / dominated by very large scale, heavy industrial uses.
- 1.4.3 The Lostock Works site is served by its own rail siding which extends into the LSEP site, and which branches off the Manchester to Chester main line. The Trent and Mersey Canal also cuts through the Lostock Works site in a north / south direction.

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- 1.4.4 Access to / from the Lostock Works site is gained via a dedicated junction off the A530 Griffiths Road. To the south of the Lostock Works site entrance, the A530 connects to the A556 dual-carriageway, which links to the M6 motorway at junction 19, circa 8km to the north east. To the north of the Lostock Works site entrance, the A530 connects to the A559 Manchester Road. However, HGVs cannot access Manchester Road from the A530 due to an intervening low railway bridge.
- 1.4.5 The LSEP site comprises an area of circa 10.3 hectares centred on land at the former Lostock Power Station site. This coal-fired power station ceased operation in 2000. Enabling works are currently being carried out on the LSEP site, which includes demolition of the former power station. Most of this is now complete and full commencement of the construction phase of the LSEP development occurred in March 2019.

1.5 The Applicants

- 1.5.1 The LSEP is being delivered by LSEP Ltd, which is a joint venture between Copenhagen Infrastructure Partners (CIP) and FCC Environment.
- 1.5.2 CIP was created in 2012 and is one of the largest institutional investors in renewable energy in the world. Within the UK, CIP is currently investing in 3 major UK EfW facility projects and has already funded and constructed 4 large scale Biomass Power Plants.
- 1.5.3 CIP manages a worldwide portfolio of developments worth more than €8bn and has investments across a range of sustainable energy technologies including offshore wind, onshore wind, biomass, solar and energy from waste in locations across Europe, North America and South East Asia.
- 1.5.4 FCC is a global environmental, water and infrastructure development company and is one of the UK's leading recycling, energy and waste management companies, employing around 2,400 staff.
- 1.5.5 FCC's UK based waste management operations are responsible for:
- The recycling of over 1.6M tonnes of waste per year;
 - The generation of around 117MW of power, from 6 EfW facilities; and

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- The diversion of over 1.5M tonnes from landfill (through the treatment of residual waste in their EfW facilities).

1.6 This Document

1.6.1 This EIAR (**Main Report, Volume 1**) has been prepared to support a detailed s.36 variation application. The remaining chapters of the EIAR are as follows:

Chapter 2.0: Approach to the Environmental Impact Assessment;

Chapter 3.0: Scheme Description;

Chapter 4.0: Traffic and Transportation;

Chapter 5.0: Air Quality, Odour and Human Health;

Chapter 6.0: Noise and Vibration;

Chapter 7.0: Landscape and Visual;

Chapter 8.0: Socio-Economics;

Chapter 9.0: Climate Change; and

Chapter 10.0: Summary of Effects.

1.6.2 The Illustrative Figures that support the Main Report are contained within **Volume 2**.

1.6.3 A series of **Technical Appendices (Volume 3)** are provided that include details of the methodology and information used in the assessment, detailed technical schedules and, where appropriate, raw data.

1.6.4 All the chapters of the Main Report are summarised in a **Non-Technical Summary (Volume 4)** to provide a review of the Proposal, and the possible environmental implications, in concise lay terms.

1.7 Assessment Team

1.7.1 In accordance with Regulation 17 paragraph 5(a) of The Electricity Works (Environmental Impact Assessment) (England and Wales) Regulations 2017² ('the 2017 EIA Regulations'), the Applicant has engaged competent experts to prepare the EIAR and each of the technical assessment chapters of the Main Report

² <https://www.legislation.gov.uk/uksi/2017/580/contents/made>

(Chapters 4.0 to 9.0) include a statement outlining the relevant expertise and / or qualifications of the experts that prepared the chapter.

- 1.7.2 The EIAR was compiled and coordinated by AXIS, a multi-disciplinary planning, environmental and transportation consultancy specialising in the environmental impact assessment of major infrastructure projects and in particular energy from waste facilities. AXIS have prepared Chapters 1.0 to 4.0, 7.0, 8.0 and 10.0 of the Main Report.
- 1.7.3 Additionally, a wider team of specialist consultants have provided expert assessment in respect of the following:
- Fichtner Consulting Engineers – Air Quality, Odour and Human Health / Climate Change;
 - Argus Ecology – Ecological Interpretation of Air Quality Aerial Emissions on Features of Ecology and Nature Conservation; and
 - NVC – Noise and Vibration
- 1.7.4 AXIS is one of the UK's leading consultancies with regard to the planning of energy recovery facilities (from waste and biomass fuels), having secured planning permission for over 35 such projects. The AXIS' project team includes: Chartered Town Planners; Members of the Chartered Institute of Ecology and Environmental Management; and Chartered Landscape Architects.