

**CONTENTS**

Introduction .....	i
— Planning and EIA .....	i
— Application Submission Package .....	i
The Site .....	i
— Land Use .....	i
— Sensitive Receptors .....	ii
The Proposed Development .....	ii
Policy Background .....	ii
Alternatives .....	iii
Air Quality .....	iii
Landscape and Visual Impact .....	iv
Transportation .....	iv
Noise .....	v
Geology and Water .....	v
Ecology .....	vi
Cultural Heritage .....	vi
Socio Economic .....	vii
Climate Change .....	vii
Cumulative Impacts .....	viii
Conclusions .....	viii



## INTRODUCTION

1. This document comprises a Non Technical Statement (NTS) and has been prepared by SLR Consulting Limited (SLR) on behalf of Biffa Waste Services Limited (the applicant). The NTS is part of a package of documents being submitted to Staffordshire County Council in support of a planning application in respect of land at Kingswood Lakeside Business Park, Cannock. The planning application is for the construction and operation of an Energy Recovery Facility (ERF) and ancillary facilities, comprising offices and welfare facilities, visitor centre, bottom ash recycling and maturation, access roads and weighbridge facilities, electrical compound, together with peripheral landscaping and security fence.

- Volume 1: Planning and Sustainability Statement
- Volume 2: Design and Access Statement
- Volume 3: Environmental Statement (ES); and
- Volume 4: A Non Technical Summary of the ES.

6. The NTS is a formal part of the Environmental Statement and has been produced as a separate document to accompany the planning submission, being a mandatory part of the ES. This provides, in non-technical language, a brief summary of the likely significant effects that the proposed development would have on the environment. Notwithstanding the above, the text to the NTS is also included at the front of Volume 3, the Environmental Statement.

## Planning and EIA

2. The European Environmental Impact Assessment Directive<sup>1</sup> (the “EIA Directive”) requires that, before granting ‘*development consent*’ for projects, including development proposals, authorities should carry out a procedure known as environmental impact assessment (or “EIA”) of any project which is likely to have significant effects on the environment. In the UK, development consent includes the grant of planning permission.
3. An Environmental Statement (ES) is a report of an EIA that is required to be submitted with a planning application.
4. Under the EIA legislation, the planning application for Kingswood is to be accompanied by an ES

## THE SITE

7. The application site is located within the Kingswood Lakeside Business Park, situated approximately 2km south east of Cannock town centre, and 2.5km west and south-west of Norton Canes and Heath Hayes respectively.

8. The Kingswood Lakeside Business Park is generally bounded by the M6 Toll to the south, the A460 (Eastern Way) to the west and Poplars Landfill Site to the north; the eastern edge is demarcated woodland belts and balancing ponds. A new spine road (Orbital Way/Blakeney Way) has been constructed through the business park, linking the A460 with the A5.

9. The application site extends to approximately 8 ha, and is shown edged in red on the plans within the ES, and in particular, Drawing KW 2/2. It lies to the north of Blakeney Way and west of Cley Road, from which it gains access.

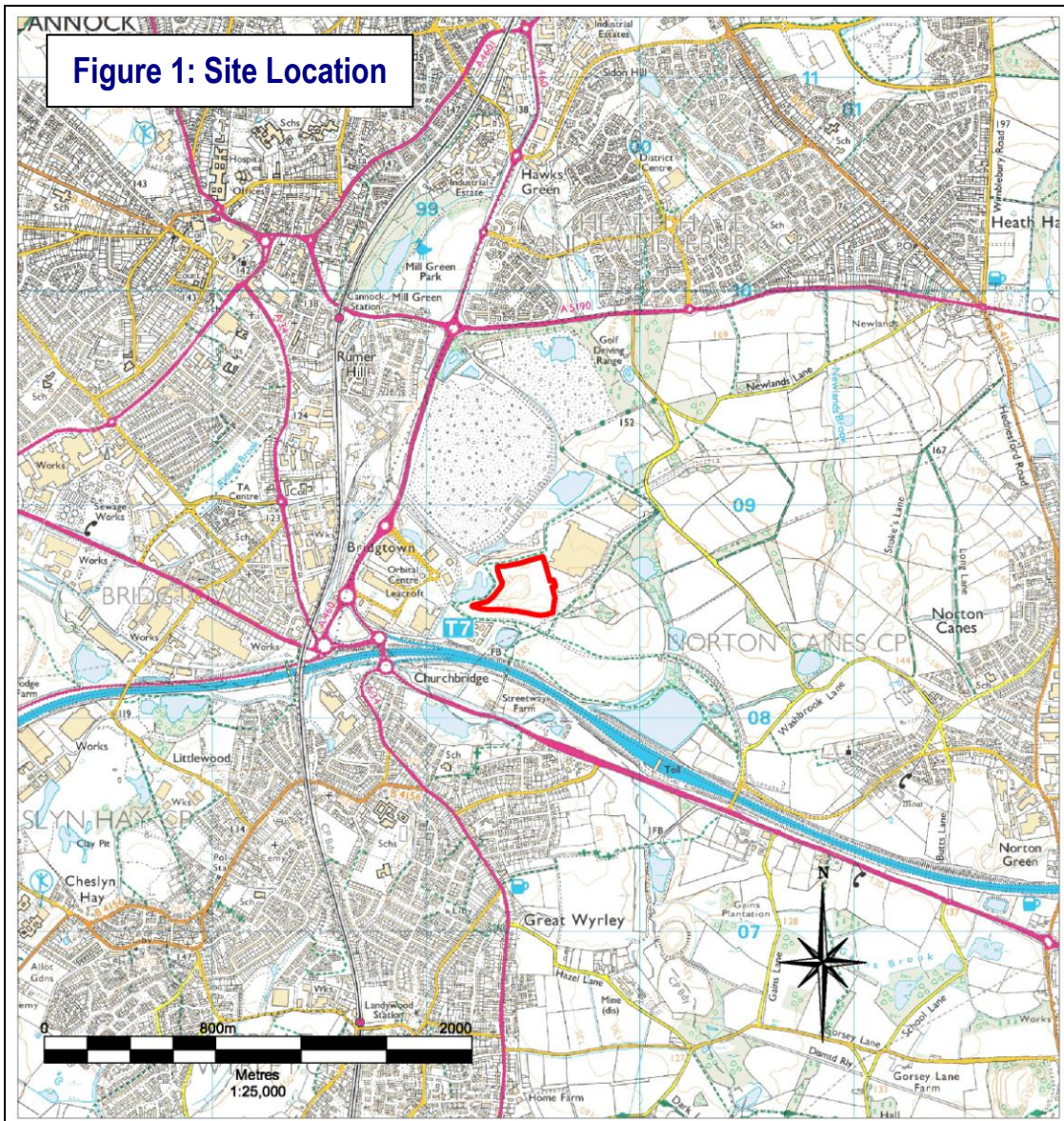
## Application Submission Package

5. This NTS comprises Volume 4 of a larger multi volume submission to accompany the planning application. In addition to the formal planning application forms and certificates, the full submission comprises:

10. The application site is bounded to the south by Blakeney Way and its associated landscaped corridor, and Cley Road to the east. To the north the application site is bounded by the existing Poplars landfill site, and in particular the environmental management infrastructure (landfill gas compound and leachate lagoons), whilst to the west the site is bordered by a public footpath, beyond which is a water body known as Leacroft Lake.

<sup>1</sup> Council Directive 85/337/EEC on the assessment of the effects of certain public and private projects on the environment, as amended by Council Directive 97/11/EC and Article 3 of Council Directive 2003/35/EC. Consolidated version at: <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=CONSLEG:1985L0337:20030625:EN:PDF>

11. Structured landscaping is evident around the boundary of the application site in the vicinity of Leacroft Lake, Blakeney Way and east of Cley Road.



**Land Use**

development land, recreation (fishing) and waste management (landfill).

- 12. The application site currently does not have an active land use. It formed part of a former open cast coal site that has been fully worked and backfilled. Works are currently ongoing (compaction and loading of the fill) to prepare the site for development.
- 13. Outline planning permission has been granted by Cannock Case Council in March 2002 for a proposed Employment Park, comprising B1, B2 and B8 uses (planning permission ref. CH/99/0123). Under this permission, some 36ha of land would be developed within a landscaped setting.
- 14. Land use adjoining the application site comprises a mix of B8 distribution/warehousing units,
- 15. Immediately to the north-east of the application site are three large distribution and warehousing units. To the south of the application site is an office park (Morston Court) and a large expanse of development land (which has the benefit of outline planning permission), between which is a balancing pond. To the north of the application site is the Poplars landfill. To the west of the application site is Leacroft Lake, which is used by a local fishing club. Beyond Leacroft Lake is a further area of office accommodation / warehousing, comprising three two storey buildings. To the south-west of Leacroft Lake, and on the southern side of Orbital Way off Voyager Drive, is a retail area (Orbital Centre), including a supermarket and number of retail

outlets (electrical and homeware retailers), whilst a further industrial premises lies between Orbital Way and the retail park.

16. Finally, to the east of the application site is a further area of development land (again with the benefit of outline planning permission), to the north of which is an area of open space, comprising a combination of grassland and woodland planting

**Sensitive Receptors**

17. The application site is free of any international and national land use constraints relating to cultural heritage, ecology or landscape. It is though adjacent to the Green Belt.
18. The nearest residential area is located within Churchbridge/Great Wyrley, to the south. Properties fronting Leacroft Lane are just over 500m from the nearest boundary<sup>2</sup> of the application site, whilst properties on Pool View/Honeysuckle Way are around 650m from the nearest site boundary. In the area between the application site and these properties are the M6 Toll and A5. A small number of properties front the southern side of the A5 are around 590m from the nearest site boundary.
19. Section 2 within the ES (Volume 3) provides further information on the application site and its environs, whilst Figure 1 above illustrates the location of the application site.

**THE PROPOSED DEVELOPMENT**

20. The development is for the construction of a facility that would generate energy and heat (subject to suitable end users) from the treatment by combustion of up to 400,000 tonnes of residual non-hazardous waste per annum. All waste accepted at the ERF would be non-hazardous material, derived from commercial and industrial sources from the same general areas that are currently served by Poplars landfill, namely within Staffordshire, and the northern fringes of the Birmingham conurbation. The facility would also be able to accept residual municipal solid waste (MSW); however, the majority of the municipal waste in the area will be treated at the recently approved Four Ashes ERF facility. The proposed ERF would employ a modern energy from waste (EfW) process which

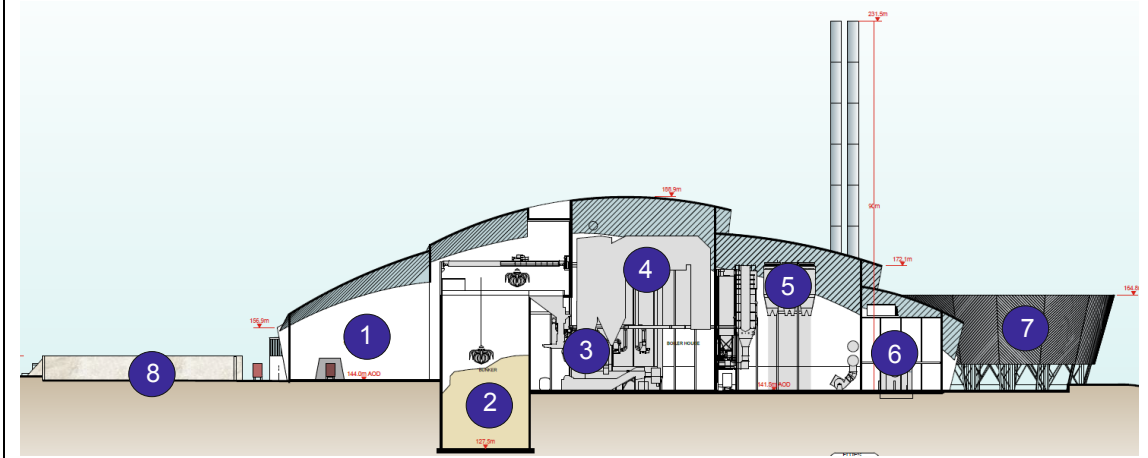
would use proven, highly regulated technology. In this respect, the applicant and SLR has liaised closely with Von AE & E Inova<sup>3</sup>, a leading thermal technology provider, with regard to the design and operation of the facility.

21. The whole of the energy recovery process would be housed within a single architecturally designed building. The building would be around 164m long and up to 77m wide, being approximately rectangular in shape, and occupying a footprint of around 10,400 m<sup>2</sup>. The curving roofline would result in the height of the building varying from around 16m to a maximum height of 47m.
22. Figure 2 overleaf illustrates the internal arrangement of plant and main components in elevation and plan. The northern part of the building contains the tipping hall (1) and associated bunker (2) (where all of the imported waste is unloaded), beyond which are the incinerator grate (3), boiler (4), flue gas treatment plant (5) and turbine room (6) (where electricity is generated). Outside of the building are the air cooled condensers (7) and IBA maturation area (8). The ERF has been designed to accommodate two parallel process lines, each with a nominal throughput of 200,000tpa.
23. To the north-east of the main building, is the bottom ash maturation area. This area, which extends to approximately 1.1ha, is positively drained concrete hardstanding, bounded by a reinforced concrete push walls. Within the IBA maturation area would be a processing plant, comprising screens and conveyors, within an open fronted building, together with a wheel wash and office accommodation.
24. Adjoining the western façade of the ERF building would be the office accommodation, visitor centre and welfare facilities, all housed within an architecturally designed two storey building.
25. The facility would have two flue stacks, located adjacent to each other on the eastern side of the building. They have been designed to be slender and minimal in order to make them as visually unobtrusive as possible. The height of the flue stacks has been determined by dispersion modelling.

<sup>2</sup> Measured from the façade of the building using Google Earth  
Kingswood ERF - Volume 3

<sup>3</sup> [http:// www.aee.co.at/products-services/energy-from-waste/](http://www.aee.co.at/products-services/energy-from-waste/)  
ii SLR Consulting Limited

**Figure 2**



26. Ancillary to the main building and bottom ash storage and maturation area would be peripheral roadways, which would operate on a one way system, weighbridges and car parking all set within a landscaped environment. The perimeter of the facility would be securely fenced.

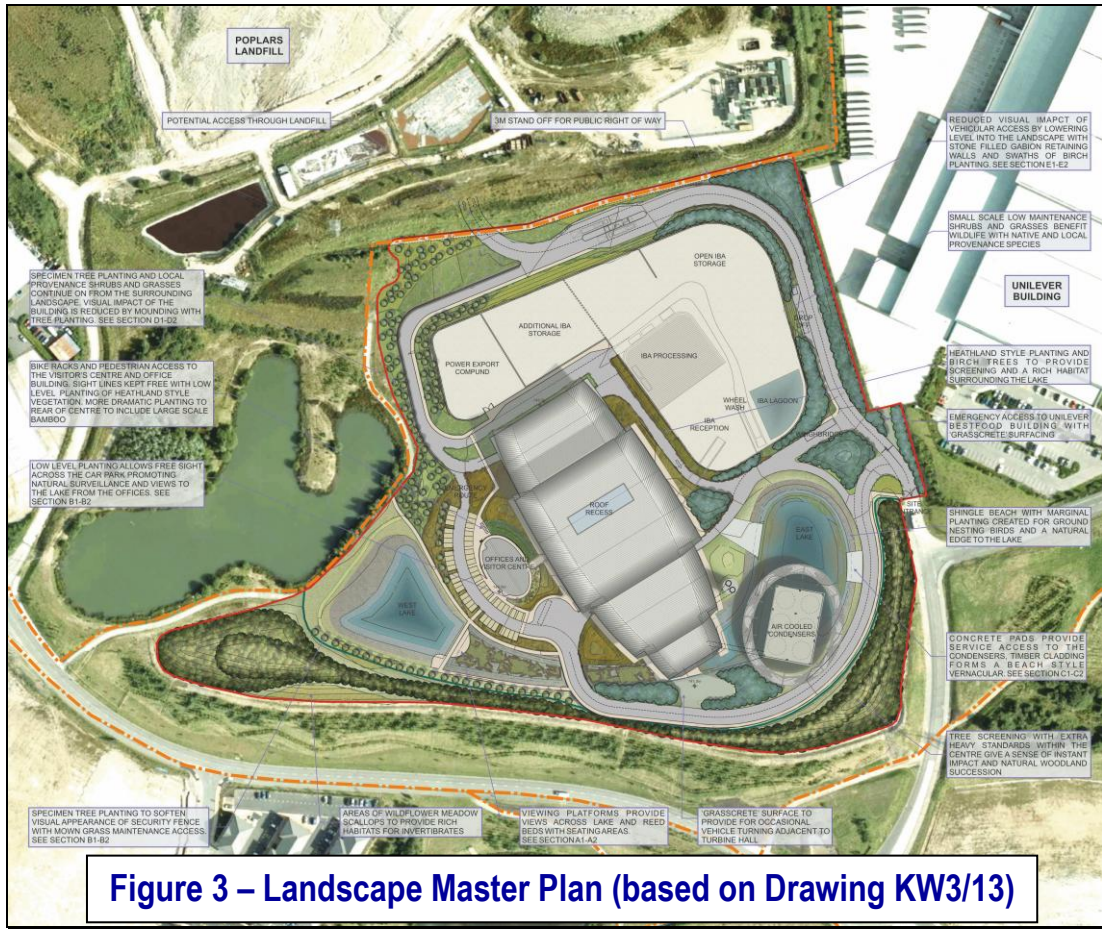
27. It is understood that the ERF would generate in excess of 31 MW of electricity annually for supply to the National Grid and the plant itself (referred to as “parasitic load”), which would improve resource efficiency and offset reliance on fossil fuels. In addition, the Applicant is considering the potential local use of heat<sup>4</sup>.

28. The architecturally designed building would be set within a landscaped context. The key landscape features in terms of ecology include two new wildlife ponds, a small reed bed, an open shingle beach/pond margin suitable for use by little ringed plover, lowland heathland, species-rich grassland and new areas of native woodland.

29. A full description of the proposed development, including the processes to be undertaken, is included in Section 3 of the ES.



<sup>4</sup> Appendix 14/2 in Volume 3 “Environmental Statement” Kingswood ERF - Volume 3



**Figure 3 – Landscape Master Plan (based on Drawing KW3/13)**

**POLICY BACKGROUND**

- 30. The Government is committed to a plan led system, with the Development Plan forming the basis of all planning decisions. Legislation confers a presumption in favour of development proposals which accord with the Development Plan, unless material considerations indicate otherwise.
- 31. The planning application will therefore be determined in accordance with prevailing policies at national and local level. National planning policies comprise a series of Planning Policy Guidance Notes (PPGs) and Planning Policy Statements (which are replacing the PPGs), Local policies translate national strategic issues into site specific proposals through the Development Framework, comprising County Structure Plan, Waste Local Plan and Cannock Chase Local Plan, together with the emerging Waste Core Strategy.
- 32. Planning constraints have been identified in paragraph 14 above. The application is free from land use planning constraints; however, it is located adjacent to the green belt. This designation has been taken into account within the ES, as has the Cannock Chase Area of Outstanding Natural Beauty.
- 33. The Development Framework seeks to reconcile the development needs of society against safeguarding the environment and amenity of local communities. In so doing, the Development Framework sets out a series of Policies which seek to guide developments in terms of acceptable limits and design, whilst ensuring interests of archaeological, cultural heritage, ecological interest and importance are protected, and that the local amenity and environment of communities are not derogated through pollution to air, land or water.
- 34. The development Framework also seeks to provide guidance on the location of new development. The emerging Waste Core

Strategy specifically indicates that preference is given for “general industrial land (including urban and rural general industrial (B2& B8) estates),...

- 35. At the same time, consideration has been given to policies relating to the provision of energy. National Policy and guidance indicates that obtaining energy from waste falls within the scope of “renewable energy”, which forms an integral part of the overall energy strategy.
- 36. Through the EIA process, it has been able to demonstrate that the development proposals would not conflict with the stated aims and policies of the Development Framework.

**ALTERNATIVES**

- 37. The ES has examined briefly alternative sites to Kingswood; alternative technologies; and alternative ways of developing the site.
- 38. In terms of alternatives sites, the ES notes the following:
  - Current adopted plans do not provide specific advice. The Waste Local Plan makes reference to derelict and degraded land.
  - The emerging Waste Core Strategy identifies general industrial land for enclosed facilities.
  - An assessment of alternative sites was undertaken in connection with the County Council’s Four Ashes facility. Like the Four Ashes Site, the application site scored very highly.
- 39. For alternative technologies consideration has been given to technologies such as Mechanical Biological Treatment (MBT); Mechanical Heat Treatment (MHT), Anaerobic Digestion (AD) and Advanced Thermal Treatment (ATT):
  - MBT/MHT processes are generally not energy producing processes
  - MBT/MHT plants require long term secure markets for recyclates and/or outputs, with the latter requiring availability of EfW/ATT plants;
  - all thermal treatment technologies produce air emissions but both EfW and ATT technologies are controlled by the same EU Directive on emission standards;
  - EfW technologies use proven and robust equipment with an established track record of reliability;

- as yet ATT technologies are largely unproven at full commercial-scale;
- overall, the thermal efficiency of ‘waste to electricity’ is similar for both EfW and ATT technologies;
- all residual waste treatment processes produce residuals/rejects requiring disposal to landfill to a greater or lesser degree.

- 40. An assessment has been undertaken which also shows that energy from waste out performs other technologies.
- 41. Finally, in relation to alternative methods of designing the site, consideration was given to:
  - Orientation of building within the site;
  - Grouping of various elements of the facility
  - Design of offices;
  - Height of flue stack;
  - The “do nothing” scenario.
- 42. In the light of the alternatives considered it is considered that the optimal scheme is being proposed.

**AIR QUALITY**

- 43. An assessment of the air quality impacts associated with the proposed Kingswood ERF has been undertaken. The assessment has considered:
  - Air Quality Strategy Pollutants from vehicles;
  - Air Quality Strategy and WID Pollutants from point sources (ERF stacks);
  - Dust and litter emissions during the construction and operational phases; and
  - Odours and bioaerosols arising from the operational phase.
- 44. The assessments of dust, litter, odour and bioaerosols during operation have been undertaken qualitatively and have found that there is a low risk of significant impact during the operational phase. Moreover, diverting waste from the adjacent landfill, which is an outdoor activity, to an indoor treatment activity, allows for more effective control of odour levels associated with the landfill due to the reduced inputs and reduced odour potential of the waste destined for landfill.
- 45. The findings of the assessment of combustion emissions from the proposed ERF facility has found that for all pollutants the maximum

- predicted long-term and short term impacts are considered to be negligible.
46. The impact of ERF combustion emissions on sensitive ecosystems are predicted to be insignificant.
  47. Whilst the proposed ERF would generate HGV movements, the application site has extant planning permission for industrial and distribution/warehouse uses which would generate more traffic. In the absence of the ERF therefore, a greater volume of traffic would be generated. The findings of a DMRB assessment of the effects of the development traffic on air quality at the closest sensitive receptors to affected roads indicates that the significance of impacts would 'negligible' for PM<sub>10</sub> and NO<sub>2</sub>.
  48. The potential risk for combined impacts of emission from the ERF stack and traffic emissions has found that whilst the highest impact is classed as 'small' because the levels at this location are above the air quality objective (hence the subject to an AQMA designation), the impacts are classified as 'slight adverse'.
  49. In summary the proposed ERF is not predicted to lead to exceedences of applicable air quality standards for either human or ecological receptors.
- of the application site, as this is being specifically prepared to accommodate future development. The effect relates more to the visual change caused by the construction of a built form on what is currently an open flat space.
53. The existing high level of industrial / commercial development, pylons and large scale engineered features associated with the M6 (Toll) reduces the sensitivity of the adjacent landscape to the development proposed
  54. The main effects would be on the perceived character of the landscape caused by the development of a large building. This is however modified by the existing landscape context which already contains some large scale buildings and structures.
  55. The visual effect of the proposed development would be quite widespread given the topography, and scale of the proposed development, so viewpoints have been chosen to represent the worst case scenario of potential views across the study area and to represent the key receptors and designations.
  56. The most significant visual impacts were recorded to the south of the application site. However, the future development of adjacent plots is considered to be a modifying factor, reducing the significance of impact experienced from these locations.

**LANDSCAPE AND VISUAL IMPACT**

50. A landscape and visual assessment of the proposed development has been completed in accordance with accepted guidance, and is presented in Section 7 of the ES.
51. A study of the landscape and visual components of the site and the local area was undertaken through desktop study and fieldwork. This study identified the main landscape and visual receptors and resulted in a baseline appraisal, against which landscape and visual impacts could be assessed. The main landscape and visual implications of the development and their potential impacts were identified, and mitigation was developed to minimise these impacts. Comparing the sensitivity of the receptors to the magnitude of predicted change, then allowed the significance of these resultant impacts to be assessed.
52. The proposed development would not involve any adverse effects with regards the landscape
57. More broadly the effect is modified by the existing context, most notably the presence of large pylons, the Unilever building and the Poplars Landfill, which are likely to have an effect on both the visibility and perception of the proposed development. Distance is also an important factor as this would potentially affect the apparent scale should there be high levels of development in the foreground of the view.
58. The woodland cover over Cannock Chase serves to limit views from this potentially sensitive area.

**TRANSPORTATION**

59. The ES has assessed the traffic and transport implications of the proposed development in accordance with recognised standards and guidelines issued by the Department for Transport.

- 60. The construction of the facility would generate 50 two-way HGV movements per day and an additional 400 two-way car trips could be generated daily by construction workers.
- 61. During the operation of the facility, it is expected that waste vehicle movements would be in the order of 240 two-way trips per day, which is less than is already consented for the application site. The facility is likely to employ around 40 staff potentially generating up to 80 two-way traffic movements per day.
- 62. The impact of this traffic on the local highway network has been assessed in detail and it has been confirmed that, during the construction and operation of the ERF, the highway network would continue to operate satisfactorily with no capacity or queuing issues predicted.
- 63. An accident analysis of Orbital Way has been undertaken which concluded that 12 accidents have been recorded in the past 5 years, all of which resulted in slight injuries. The accidents were a result of driver error and there is no substantiating evidence to suggest that the layout of the highway network was a contributing factor in any of the recorded accidents.
- 64. A review has been undertaken of the options for travelling to the site by sustainable means. Whilst there are bus stops near the site, there are currently no bus services provided. There is a shared footway / cycleway facility provided on Orbital Way which could be used by employees or those visiting the site from nearby residential settlements.
- 65. In conclusion, from a transport perspective, the site is ideally located. It has good links to the primary road network, there are no safety concerns and the road network could easily accommodate the traffic that would be generated during the construction and operation of the proposed facility.

**NOISE**

- 66. The assessment has considered both the potential for the construction and operation of the proposed ERF to give rise to noise and vibration impacts at the closest noise-sensitive receptors.
- 67. The noise assessment has involved measurement of background noise levels at four locations around the application site and making

- a series of noise level predictions based in accordance with British Standards and guidelines issued by the Government. The predicted noise levels have then been assessed against criteria in accordance with recognised guidance.
- 68. The assessment has found that predicted noise levels during construction operations would, at worst, have a minor, barely perceptible impact on the existing ambient noise climate at the nearest noise-sensitive receptors assessed. Vibration from construction operations would be imperceptible.
- 69. The predicted daytime noise rating levels produced by fixed plant associated with the operation of the ERF would give a positive indication that complaints are unlikely at all of the nearest noise-sensitive receptors assessed. During the night, the assessment has demonstrated that predicted night-time noise rating levels generated by the fixed plant at the proposed ERF would lead to a situation between marginal significance and complaints unlikely and at all locations during the night-time with the exception of two locations, where the assessment shows that complaints would be unlikely.
- 70. It also indicates that on-site HGV movements would have no impact on the existing measured ambient noise levels at any of the nearest noise-sensitive receptors assessed.
- 71. The cumulative impact of all operations assessed against the existing ambient noise levels would, at worst, lead to a minor, barely perceptible, impact at the nearest noise sensitive locations.

**GEOLOGY AND WATER**

- 72. Consideration has been given to the local geology, hydrogeology and hydrology of the application site and surrounding area.
- 73. The geology of the site has been described, having regard to published data and site investigations..
- 74. The application site consists of an historic open cast coal mine of approximately 55m depth which has been infilled by overburden. The Coal Board has confirmed there are worked coal seams up to a depth of 320m beneath the site.

- 75. The groundwater is currently artificially lowered at the application site to approximately 23m-40m below ground level due to Coal Authority dewatering of old mine workings.
- 76. There are no surface water features on the application site although Leacroft Lake exists to the west of the site. Currently the application site does not benefit from any formal surface water drainage.
- 77. The application site is not located within an area that is liable to flooding. Notwithstanding this, a flood risk assessment has been provided to demonstrate that the proposals would not lead to any impacts off site.
- 78. The potential impacts of the proposed development upon the geological, hydrogeological and hydrological environment have been identified and assessed. Where appropriate, mitigation measures, such as traffic management, containment, and sustainable drainage schemes, have been incorporated into the design of the development to ameliorate identified impacts. Overall, the assessment indicates that the proposals would not have any significant adverse impacts upon the geological or water environments.
- 79. The groundwater is currently artificially lowered at the application site to approximately 23m-40m below ground level due to Coal Authority dewatering of old mine workings.
- 80. A comprehensive landscaping and habitat creation scheme involving the planting of new woodland and the creation of two new ponds, lowland heathland, reedbed and a shingle island and beach (as habitat for little ringed plover) are proposed.
- 81. The new habitats would significantly enhance wildlife interests locally and have been designed to tie in with neighbouring features such as Leacroft Lake.
- 82. The assessment has concluded that the proposed Kingswood Energy from Waste facility would be compliant with national and local planning policies relating to the protection of nature conservation interests

**ECOLOGY**

**CULTURAL HERITAGE**

- 79. An ecological impact assessment has been undertaken following published guidelines on the likely effects upon flora and fauna.
- 80. Background information from the Staffordshire Ecological Record and other sources was collated in respect of existing species records and designated nature conservation sites.
- 81. An ecological walkover survey of the site was undertaken to record the site's flora and fauna.
- 82. The walkover found that the application site comprised of bare, undisturbed ground and as such no noteworthy habitats or species are present.
- 83. No impacts on legally protected ecological sites within 2km have been predicted.
- 84. It is possible that little ringed plover, a wading bird which favours bare ground to nest in, may breed within the site. A scheme would therefore need to be implemented to prevent this species from nesting and causing delays during the construction phase. Following development, this species and others would be encouraged to colonise the site.
- 85. An assessment of the potential impact of the proposed development on cultural heritage features in and around the application site has been undertaken. This is reported in Section 12 of the ES.
- 86. The application site is located within a historic landscape of medieval and post-medieval date, most of which post-dates 1945.
- 87. No designated heritage assets or parts thereof lie within the application site.
- 88. Only one locally-listed site, now destroyed, lay within the application site (the Cannock extension of the Wyrley and Essington Canal).
- 89. There is negligible potential for the survival of archaeological remains within the application site due to the extraction which has been carried out there.
- 90. The settings of the designated heritage assets in the vicinity of the site have already generally been adversely affected by more recent urban development.
- 91. The proposed development would have no direct impact on archaeological remains.
- 92. The proposed development would have only negligible indirect impact on the settings of designated heritage assets.

96. The proposed development would be consistent with planning policy and guidance relating to archaeology and cultural heritage.

employment opportunities the ERF would create would bring benefits to the local labour market and provide training opportunities.

**SOCIO ECONOMIC**

**CLIMATE CHANGE**

97. This ES has considered the potential positive and negative social and economic impacts of the proposed ERF, on the community within 3km from the application site.

102. The ES has considered the implications the proposed ERF may have on climate change, and also the potential impact of climate change on the facility.

98. Whilst the affected Lower Super Output Areas<sup>5</sup> are not the most deprived in Cannock, they do rank fairly high in terms of Employment Deprivation, Income Deprivation and Education, Skills and Training Deprivation. Biffa has a role to play in alleviating these indices of deprivation through a commitment to ensuring that the socio-economic prospects associated with the development are translated into real opportunities for local people. This would be achieved by focusing on local recruitment, introducing training schemes, and using locally based firms where practicable. Although the Lower Super Output Areas in South Staffordshire were found to be less disadvantaged than those in Cannock Chase, the creation of additional jobs would help to maintain the current high employment rates and may reduce the unemployment rate.

103. The Environment Agency life cycle assessment software 'Waste and Resource Assessment Tool for the Environment' (WRATE) was utilised to model the potential environmental impacts of the proposed facility. This has shown that the facility would result in an overall reduction in environmental impacts such as global CO<sub>2</sub> emissions. This can be attributed to the generation of electricity from waste and the subsequent displacement of fossil fuel electricity generation;

104. Whilst the ERF would produce carbon emissions, these are less harmful greenhouse gases than methane, which would be produced if the waste was landfilled.

99. The construction and operation of the ERF would have direct and indirect employment opportunities for the residents of Cannock and the surrounding area. In addition to construction workers, the facility directly employ civil engineers, project managers and during operation would require management and sales staff, plant operatives and administration staff etc.

105. The ERF and offices would be powered by energy produced on site and the surplus energy would be exported to the National Grid. Recovered energy avoids the need to produce electricity from non renewable (fossil) sources, which in turn reduces emissions associated with the extraction and combustion of fossil fuels.

100. Indirect benefits include the generation of a significant amount of usable energy in the form of heat and power and the avoidance of landfill tax and potential fines associated with not implementing sustainable forms of waste management. In addition, the construction and operation of the ERF would create a demand for haulage, HGV drivers, equipment and materials suppliers and other ancillary businesses.

106. In accordance with Government guidance, the ERF has been designed to minimise energy use and carbon emissions during construction and operation. The site has also been designed to attenuate surface water runoff and ensure that the facility would not give rise to additional surface water runoff or down stream flooding, again in accordance with Government and Environment Agency guidance.

101. This section has confirmed that the location and operation of a facility like the ERF close to Cannock meets many of the socio economic objectives for the area. The type and amount of

107. Finally The ERF would have the potential to provide heat to existing and future developments in a 5km area around the site. New development in the vicinity of the facility could be future proofed by ensuring the infrastructure is in place to allow CHP system to be fitted retrospectively.

<sup>5</sup> A geographical area used for statistical data gathering  
Kingswood ERF - Volume 3

**CUMULATIVE IMPACTS**

108. The final section of the ES considers cumulative impacts and the inter relationship between individual environmental issues.
109. In considering the potential for cumulative impacts, it has to be borne in mind that the application site benefits from outline planning permission for B1/B2/B8 uses, in common with the surrounding land, and this forms the baseline against which impacts are to be assessed.
110. Cumulative impacts, which considers the proposed ERF with other developments in the area, be they historic, current or planned, have been considered in the context of other waste management facilities and uses of land. The only other waste management facility in the immediate vicinity of the application site is Poplars Landfill Site, operated by Biffa.
111. Whilst both the ERF and the landfill manage residual waste, the nature of the processes are very different; one being open and the other fully enclosed. As such, the proposed ERF has more in common with other industrial operations than the landfill. Notwithstanding this, the ERF is intended to accept a large proportion of the waste stream that is currently accepted at the landfill, with inputs to the landfill reducing to around 100,000t per annum of non-combustible residual waste. The proposed ERF would not, therefore, lead to a significant intensification of waste related use in the area.
112. With regard to other land uses around the application site, none have been identified that would result in any cumulative impacts in terms of air quality, traffic, noise, surface water or landscape and visual amenity.
113. Finally, inter relationships between impacts looks at how particular elements of the development may interact. The approach taken in the EIA has been to assess how a particular type of effect (e.g. movement of HGVs) may become a source of impact that results in an effect to a completely different category of receptor (such as noise or air quality).
114. For the ERF, no significant impacts have been identified for any of the environmental topics considered as part of the EIA. Thus, no receptors are likely to experience any significant accumulated impacts from two or more sources.

**CONCLUSIONS**

115. This non-technical summary has outlined the findings of the Environmental Impact Assessment of the development proposals contained within the Environmental Statement that accompanies the planning application for an ERF at Kingswood Lakeside, Cannock.
116. The Environmental Impact Assessment has considered the likelihood of significant environmental impacts occurring from the proposed development upon the site itself and its surroundings. The environmental issues addressed as part of the scheme have been identified through a combination of review of published data; desk based and site survey work; and consultation with the Council and other organisations.
117. The ES has not identified any significant impact from the proposed development. Of the assessments undertaken, the greatest impact is in respect to landscape and visual impact. However, the impact is modified by the existing context, most notably the presence of large pylons, the Unilever building and the Poplars Landfill, which are likely to have an effect on both the visibility and perception of the proposed development. Distance is also an important factor as this would potentially affect the apparent scale should there be high levels of development in the foreground of the view.
118. Through the adoption of the mitigation measures embodied within the project design, or imposed through planning conditions, any impacts identified can be maintained within acceptable limits.