

Environmental Statement Update

May 2026

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1. Introduction

1.1 Background

- 1.1.1 MVV Environment Limited (hereafter termed 'the Applicant') has submitted a full planning application for a Carbon Capture Retrofit Ready (CCR) Energy from Waste Combined Heat and Power (EfW CHP) Facility at Canford Resource Park, located off Magna Road in the northern part of Poole. Together with the associated CHP Connection, Distribution Network Connection (DNC) and Temporary Construction Compounds (TCCs), these works are the Proposed Development.
- 1.1.2 The primary purpose of the Proposed Development is to treat residual waste generated by households and commercial and industrial sources 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 residual waste each year.
- 1.1.4 The Proposed Development has a generating capacity of approximately 31 megawatts, exporting around 28.5 megawatts of electricity to the grid. The electrical power exported by the plant will be approximately equivalent to the consumption of around 60,000 typical UK households, close to the number of households in Poole (currently around 65,000)¹.
- 1.1.5 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 and lays the foundations for a future CHP network to connect customers off Magna Road.

1.2 The Current Status of the Proposed Development

- 1.2.1 The planning application was submitted in 2023 and subsequently refused in 2025, which is now subject to a planning appeal.
- 1.2.2 As part of the appeal process, the Planning Inspectorate (PINS) have issued a Regulation 25 request for further information, which predominantly relates to the baseline information in the **2023 ES** and **2024 ES Addendum**. The Regulation 25 request stated the following:
- 1.2.3 *"Following examination of the ES, the Secretary of State notifies you by this letter, pursuant to Regulation 25 of the EIA Regulations, that, to comply with Schedule 4 of those regulations (Information for inclusion in environmental statements) the appellant is required to supply the following further information:*
- *The appellant should either provide justification as to why the baseline data presented in the ES aspect chapters from 2022 is considered to remain representative of the current state of the environment, and why the relevant ES assessment conclusions are considered to remain valid, or provide updates to the baseline data and assessment findings for the following ES aspect chapters: 6 (Air Quality), 7 (Climate Change), 8 (Ecology and Nature Conservation), 11 (Hydrology), 12 (Landscape and Visual), 13 (Noise and Vibration) and 15 (Traffic and Transport).*

¹ BCP Insight. Based Household Projections 2018.



- *A revised non-technical summary (NTS) incorporating all of the elements referred to above.”*

1.2.4 The Appellant responded to the Regulation 25 letter on the 6th March 2026, with a letter which set out the proposed approach to the updates for each topic. In this letter, justification was provided in relation to the robustness of the baseline data for hydrology and traffic and transport, and therefore these elements have not updated their baseline information see **ES Appendix A1.1**.

1.2.5 This ES Update ('the **2026 ES Update**') provides an update to the ES incorporating the full response to the PINS letter and other updates as relevant.

1.3 Key changes from the 2023 ES and 2024 ES Addendum

1.3.1 The key changes to the Proposed Development and associated ES are described in the sections below, but can be broadly summarised as the following:

- Amendments to the redline in relation to the removal of Temporary Construction Compound 2 (TCC2);
- Updated baseline information, where relevant;
- Updated cumulative assessment; and,
- Clarification in relation to the transport scenarios assessed.

Amendments to the redline

1.3.2 The original planning application retained optionality in relation to the construction phase and identified two TCC's, TCC1, the Arena Way site, and TCC2, the 'Greenhouse' site. The application, and accompanying ES, made it clear that the Proposed Development would only progress with one of these two options, but as the decision was yet to be made for completeness, both were considered and assessed.

1.3.3 Based on the outcomes of the assessment presented in the ES and following discussions with the landowner, the Appellant has been able to confirm that TCC1 would be available for use as the TCC for the Proposed Development. On this basis, TCC2 is no longer under consideration and the redline for the Proposed Development, as submitted as part of the appeal, has been updated accordingly.

1.3.4 The location and the extent of the Proposed Development is identified by the updated Red Line Boundary shown on updated **ES Figure 1.1**. In total, the Proposed Development now covers an area of 8.8 hectares (Ha).

1.3.5 On the basis of the update to the redline, the following figures have also been updated and now form part of this ES update.

- **ES Figure 2.1** – Proposed Development Components;
- **ES Figure 3.18** – DNC Compound including HSA; and
- **ES Figure 3.24** – TCC General Arrangements.

1.3.6 Where the original redline is still presented in other ES figures, unless advised by later sections of this report, these have not been updated. The information in the **2023 ES** and **2024 ES Addendum** represent an assessment of the worst case scenario and identify the effects for the TCC's separately and therefore it is considered that the assessment remains robust.



Updated baseline information

- 1.3.7 As discussed above, following the PINS letter and the response provided by the Appellant (**ES Appendix A1.1**), this **2026 ES Update** provides an update to the identified sections of the ES baseline. This update specifically relates to the baseline information provided in relation to the topics listed in the Regulation 25 letter and the subsequent sections of this **2026 ES Update** detail any resulting changes to the previously identified conclusions.
- 1.3.8 The updated baseline information and resulting assessment in this **2026 ES Update** covers the following topics:
- Air quality;
 - Climate change;
 - Ecology;
 - Landscape and visual; and,
 - Noise.

Updated cumulative assessment

- 1.3.9 Given the passage of time since the work undertaken to support the **2023 ES** and the **2024 ES Addendum** and the progression of nearby developments such as Canford Vale, the Appellant has sought to undertake an update to the cumulative search. This is in order to ensure that the cumulative assessment remains accurate and up to date for the purposes of EIA. This approach is set out in more detail in **Section 3** of this **2026 ES Update**. The outcomes of this updated cumulative search are set out in the relevant technical sections below.

Assessed Transport Scenarios

- 1.3.10 The planning application was not refused on highways or transport grounds and did not receive an objection from the highway authority. Further the Statement of Common Ground (SoCG) confirms that the scheme would not result in an unacceptable impact on highway safety, with adequate access and on-site parking, it also confirms that the Proposed Development has no adverse impact on the adopted highway network.
- 1.3.11 Since the preparation of the planning application, it has however become apparent that the traffic forecasts are overly pessimistic. On this basis the traffic forecasts have been reviewed in order to present more realistic forecasts for use in revised environmental assessments.
- 1.3.12 The **2023 ES** considered two scenarios, firstly assuming that all inputs are new to CRP and secondly assuming a proportion is sourced from within CRP such that the net impact would be less. Since the **2023 ES** the amount of waste being processed at the CRP has increased, thus reducing the amount of waste that would involve in additional trips under scenario 2.
- 1.3.13 The traffic assessment as set out in the **2023 ES** has been agreed as acceptable using the scenario 1 figures, which represent a worst case scenario for transport, therefore no further analysis on transport has been undertaken. The updated scenario 2 figures however are relevant to be considered for other environmental assessments and therefore have been used, where relevant, in this **2026 ES Update**. Full details of the basis for the amendments to scenario 2 are set out in **ES Appendix 6.2**.



2. Approach to the ES Update

- 2.1.1 This **2026 ES Update** is intended to supplement the information contained within the **2023 ES** and **2024 ES Addendum** and should therefore be read alongside the submitted documents. **Section 3** below describes the outcomes of the review of the **2023 ES** and **2024 ES Addendum** in accordance with the changes as described in **Section 1.2**, on a chapter by chapter basis.
- 2.1.2 In accordance with the EIA Regulations a **Non-Technical Summary (NTS)** of the ES is required, to set out the findings of the assessment in clear and non-technical language. In order to ensure that the NTS is as clear as possible, this has been replaced in whole as part of this update.
- 2.1.3 New information provided by this **2026 ES Update** is as follows:
- Non-Technical Summary 2026
 - Environmental Statement Contents Page
 - ES Figure 1.1 – Proposed Development Boundary
 - ES Figure 2.1 – Proposed Development Components
 - ES Figure 3.18 – DNC Compound including HSA
 - ES Figure 3.24 – TCC General Arrangements
 - ES Figure 5.1 – Cumulative Sites Map
 - ES Figure A8.1 – Habitat Plan
 - ES Figure A8.2 – Statutory Designations
 - ES Figure A12.13 – LVIA Viewpoint Location Plan
 - ES Figure A13.1 – Assessment Receptor Locations (*in text*)
 - ES Figure A13.2 – Measurement Locations (*in text*)
 - ES Appendix A1.1 – March 2026 Response to PINS Regulation 25 letter
 - ES Appendix 6.1 – 2026 Update of Baseline Conditions
 - ES Appendix 6.2 – Technical Note Transport
 - ES Appendix 6.3 – Traffic Related Air Quality Assessment on Designated Conservation Sites
 - ES Appendix 7.2 – Substitution Effects in the UK Residual Waste Market
 - ES Appendix A8.1 – Update Ecological Baseline Report
 - ES Appendix A8.3: Shadow Habitats Regulations Assessment
 - ES Appendix A12.2a – Landscape and Visual Effects
 - ES Appendix 12.3 – Type 1 – Viewpoint 15



- 2.1.4 Where references are made in the **2023 ES** or the **2024 ES Addendum** to any of the original chapters, appendices or figures listed above, it should now be taken that these references relate to the updated versions listed.



3. ES review and update

Chapter 1 – Introduction

- 3.1.1 The Applicant is part of the MVV Energie AG group of companies. MVV Energie AG is one of Germany's leading energy companies, employing over 6,800 employees and a combined turnover of over €6 billion (to end of September 2025). The Proposed Development represents an investment of approximately £350m.
- 3.1.2 Whilst MVV's corporate goal to become carbon negative i.e., climate positive has changed from 2040 to 2035², the information contained within **ES Chapter 1** of the **2023 ES** and the **2024 ES Addendum** remains an accurate introduction to the ES.
- 3.1.3 There are no changes required to this chapter.

Chapter 2 – Site and Local Context

- 3.1.4 The information contained within **ES Chapter 2** of the **2023 ES** and the **2024 ES Addendum** remains an accurate reflection of the Proposed Development Site and surrounding area and there are no changes required to this chapter.

Chapter 3 – Description of the Proposed Development

- 3.1.5 As described in **Section 1** above, it has been agreed that TCC2 can be removed from the redline boundary on the basis that TCC1 is available and can be used as the location for the TCC for the Proposed Development. Relevant figures are therefore updated to reflect this change.
- 3.1.6 With the exception of the removal of TCC2, the information contained within **ES Chapter 3** of the **2023 ES** and the **2024 ES Addendum** remains an accurate reflection of the Proposed Development Site and surrounding area and there are no changes required to this chapter.

Chapter 4 – Alternatives and Design Iterations

- 3.1.7 With the exception of the removal of TCC2, the information contained within **ES Chapter 4** of the **2023 ES** and the **2024 ES Addendum** remains an accurate reflection of the Proposed Development Site and surrounding area and there are no changes required to this chapter.

Chapter 5 – Approach to Assessment

- 3.1.8 As discussed in the sections above, given the passage of time, an updated cumulative search has been undertaken to update the list of sites which have been assessed.
- 3.1.9 The search has used the same criteria as set out previously in the **2023 ES**, namely searching for schemes above 80 dwellings and 1,000 sqm of uplifted floorspace. The full list of schemes, including updated status of the previously assessed schemes, is shown in **Table 5.1** below. The status of Sites 1-16 have been updated since the previous assessment (those now built out are identified in red text), and Sites 17-34 have been added to the list of schemes since the previous assessment.

² See MVV's Annual Report 2025 for further information - www.mvv.de/fileadmin/user_upload/Investoren/en/geschaeftsjahr_2025/Annual_Report/MVV_Geschaeftsbericht_GJ_2025_engl.pdf



Table 5.1: Cumulative sites update

Map ref.	Site Name	Address	Application ref.	Distance (m)	Details	Status
1	Magna Road, Bournemouth	Magna Business Park, Land south of Magna Road, Bournemouth, Dorset, BH11 9NB	APP/21/01186 /F APP/17/00007 /P	99	Industrial Unit	Permitted – not constructed
2	Wheeler Lane, Bournemouth	Land off Neville Gardens, Wheeler Lane, Bournemouth, Dorset, BH11 9UL	APP/21/00620 /F	372	45 Houses	Permitted – not constructed
3	Arena Way, Wimborne	Energy Site Control Centre, Arena Way, Wimborne, Dorset, BH21 3BW	APP/21/00400 /F	399	Solar Farm	Built out
4	Vantage Way, Poole	Fulcrum Business Park, Vantage Way, Poole, Dorset, BH12 4NU	APP/20/00252 /F	1581	Light Industrial & Office/Warehouse	Built out
5	Vantage Way, Poole	Unit 1, The Fulcrum Centre, Vantage Way, Poole, Dorset, BH12 4NU	APP/20/00418 /F	1631	Office/Light Industry/Storage	Built out
6	Mannings Heath Road, Poole	14 and land adjacent, Mannings Heath Road, Poole, Dorset, BH12 4NQ	APP/21/00309 /F	2111	10 Industrial/Warehouse Units	Permitted – not constructed
7	Leigh Road, Wimborne	Land South of Leigh Road, Wimborne, Dorset, BH21 2DA	3/21/1566/RM 3/18/3305/FU L	2312	174 Houses	Permitted – not constructed
8	Leigh Road, Wimborne	Park Farm, Leigh Road, Wimborne, Dorset, BH21 2DA	3/21/0840/FU L	2494	63 Houses & 12 Flats	Built out
9	Station Terrace, Wimborne	Wimborne Market, Station Terrace, Wimborne, Dorset, BH21	3/21/1556/FU L	3080	66 Sheltered Flats/32 Bungalows/9 Houses	Built out



Map ref.	Site Name	Address	Application ref.	Distance (m)	Details	Status
10	Hillbourne Site	Kitchener Crescent, Poole, Dorset, BH17 7HX	APP/21/00748 /F	3454	81 Houses & 29 Sheltered Flats	Permitted – not constructed
11	81 Sopers Lane, Poole	81 Sopers Lane, Poole, Dorset, BH17 7EN	APP/21/00497 /F	3779	Industrial/Warehouse /Office	Built out
12	Cobham Road, Wimborne	North Peartree Business Centre, Ferndown Industrial Estate, Vulcan Way, Wimborne, Dorset, BH21 7PT	3/21/0674/OU T	3928	26 Industrial Units	Permitted – not constructed
13	23 Whittle Road, Wimborne	Whittle Power, Land on 23 Whittle Road, Ferndown Industrial Estate, Wimborne, Dorset, BH21 7RP	3/20/1945/FU L	4173	Energy Facility	Permitted – not constructed
14	15 Whittle Road, Wimborne	15 Whittle Road, Ferndown Industrial Estate, Wimborne, Dorset, BH21 7RL	3/21/0740/FU L	4249	2 Starter Industrial Units	Permitted – not constructed
15	35 Cobham Road, Wimborne	35 Cobham Road, Ferndown Industrial Estate, Wimborne, Dorset, BH21 7PF	3/20/0880/FU L	4525	Warehouse & Office	Built out
16	Chapel Lane	Eco Sustainable Solutions Ltd, Chapel Lane, Parley Christchurch, BH23 6BG	8/21/0207/FU L	6267	Energy Recovery Facility	Permitted – not constructed
17	Whealers Lane, Bournemouth	Eastlands Farm, Wheelers Lane, Bournemouth, Dorset, BH11 9QJ	APP/23/01066 /P	238	2 Employment Units	Permitted – not constructed
18	Canford Magna	Land North and South of, Magna Road, Poole, Dorset, BH11 9UN	APP/17/00008 /F	290	324 Residential Units	Permitted – not constructed



Map ref.	Site Name	Address	Application ref.	Distance (m)	Details	Status
19	94 Magna Road/Knighton Lane, Poole	Land North Of Bearwood, 94 Magna Road/Knighton Lane, Bearwood, Poole, Dorset, BH11 9NB	APP/19/00237 /P	687	Residential /Commercial Development	Permitted – not constructed
20	Queen Anne Drive, Wimborne	The Oaks Garden Centre And Nursery, Queen Anne Drive, Wimborne, Dorset, BH21 3BA	P/25/02481/F UL	1324	Care Home	Submitted – not approved
21	Oak Academy	Duck Lane, Bournemouth Christchurch Poole, Bournemouth, Dorset, BH11 9JJ	7-2022-2107-EA	1632	School Building	Permitted – not constructed
22	Oakley Lane, Wimborne	UE1 Land North of Merley, Oakley Lane, Wimborne, Dorset, BH21 1SF	APP/19/00955 /P	2240	550 Residential Units & 1 Care Home	Permitted – not constructed
23	Leigh Road, Wimborne	Park Farm, Leigh Road, Wimborne, Dorset, BH21 2DA	3/15/0789/CO U	2430	305 Residential Units/1 Rugby Club/1 Local Centre	Permitted – not constructed
24	26 Canford Bottom, Wimborne	26 Canford Bottom, Colehill, Wimborne, Dorset, BH21 2HD	P/FUL/2024/0 4629	3097	Supermarket	Permitted – not constructed
25	Sopers Lane, Poole	Siemens Plc, Sopers Lane, Poole, Dorset, BH17 7ER	APP/24/00811 /F	3844	10 Industrial & Warehouse Units	Permitted – not constructed
26	Cobham Road, Wimborne	Peartree Business Centre, Cobham Road, Ferndown, Wimborne, Dorset, BH21 7PT	P/OUT/2024/0 1305	3907	4 Industrial/Storage & Distribution Units	Permitted – not constructed
27	Arts University Bournemouth	Fern Barrow, Poole, Dorset, BH12 5HH	APP/21/01745 /R	4277	University Academic Building	Permitted – not constructed



Map ref.	Site Name	Address	Application ref.	Distance (m)	Details	Status
					(New/Extension)	
28	New Road, Ferndown	Lands East of, New Road, West Parley, Ferndown, Dorset, BH22 8EA	3/17/3609/OUT	4350	386 Residential Units / Supermarket / Commercial Units	Permitted – not constructed
29	Gillett Road, Poole	Land South Of, Gillett Road, Poole, Dorset, BH12 5BF	APP/22/01455 /F	4458	Hospital & Commercial Units	Permitted – not constructed
30	Wimborne Road, Wimborne	Land To The North Of, Wimborne Road, Corfe Mullen, Wimborne, Dorset, BH21 3DR	3/15/1122/OUT	4563	112 Residential Units	Permitted – not constructed
31	Fleets Lane, Poole	Fleets Lane, Poole, Dorset, BH15 3BT	APP/22/00895 /F	4567	2 Industrial Warehouse Units	Permitted – not constructed
32	45 Cobham Road, Wimborne	45 Cobham Road, Ferndown Industrial Estate, Wimborne, Dorset, BH21 7QZ	P/FUL/2025/01262	4578	Warehouse	Permitted – not constructed
33	6 North Road, Poole	Unit 1, Park Place, 6 North Road, Poole, Dorset, BH14 0LY	P/25/02304/OUT	4936	115 Apartments	Submitted – not approved
34	Cranborne Road, Wimborne	Land To The East And West Of, Cranborne Road, Furzehill, Burts Hill, Wimborne, Dorset, BH21	3/14/0016/OUT	4987	630 Residential Units, 1 School & 1 Local Centre (New/Extension)	Permitted – not constructed

NOTE: –The assessment of cumulative effects in **ES Chapter 15: Traffic and Transport** is based upon the committed schemes identified for the **Transport Assessment (TA)** through the pre-application process to ensure consistency with the agreed transport modelling.

3.1.10 All other information contained within **ES Chapter 5** of the **2023 ES and 2024 ES Addendum** remains an accurate reflection of the approach undertaken in completing the ES and the methodology applied and there are no changes required to this chapter.



Chapter 6 – Air Quality

Baseline environment – Human Health

3.1.11 For human health effects, baseline conditions within 3km of the Proposed Development Boundary have been defined. Where there is updated information available, the baseline airborne concentrations have been updated from those provided in the **2023 ES** and **2024 ES Addendum**. A summary of revised background concentrations is provided in **Table 6.1**. Information on the source and derivation of background concentrations is provided in **Appendix 6.1**.

Table 6.1: Summary of Updated Background Concentrations

Pollutant	Long-term Mean (Annual Unless Stated)	Annual Mean AQAL (a)	Short-term Mean (Hourly Unless Stated)	Short-term AQAL (a)
Particles (PM ₁₀)	17.4 µg/m ³	40	20.5 µg/m ³	50
Particles (PM _{2.5})	11.1 µg/m ³	20	-	No AQAL
Nitrogen Dioxide (NO ₂)	19.6 µg/m ³	40	39.2 µg/m ³	200
Sulphur Dioxide (SO ₂)	6.6 µg/m ³	No AQAL	24- hour 7.8 µg/m ³ 1-hour 13.2 µg/m ³ 15- min 17.7 µg/m ³	125 350 266
Carbon Monoxide (CO)	342 µg/m ³	No AQAL	8 – hour 479 µg/m ³ 1 – hour 684 µg/m ³	10,000 30,000
Hydrogen Fluoride (HF)	0.1 µg/m ³	No AQAL	Weekly 0.2 µg/m ³ 24 – hour 0.2 µg/m ³	16 160
Hydrogen Chloride (HCl)	0.26 µg/m ³	No AQAL	0.52 µg/m ³	750
Ammonia (NH ₃)	1.2 µg/m ³	180	2.4 µg/m ³	2,500
1,3- butadiene	0.18 µg/m ³	2.25	24- hour 0.21 µg/m ³	2.25
Dioxins and Furans (PCDD/Fs)	4.2 fg/m ³	No AQAL	-	No AQAL
Antimony (Sb)	No data	5000	No data	150,000
Arsenic (As)	0.59 ng/m ³	6	-	No AQAL
Cadmium (Cd)	0.080 ng/m ³	5	24-hour 0.094 ng/m ³	30
Chromium (Cr)	1.1 ng/m ³	No AQAL	24-hour 1.3 ng/m ³	2,000
Cobalt (Co)	0.052 ng/m ³	1,000	-	No AQAL
Copper (Cu)	24-hour 3.0 ng/m ³	50	-	No AQAL
Lead (Pb)	2.9 ng/m ³	250	-	No AQAL
Manganese (Mn)	3.2 ng/m ³	150	6.4 ng/m ³	1,500,000



Pollutant	Long-term Mean (Annual Unless Stated)	Annual Mean AQAL (a)	Short-term Mean (Hourly Unless Stated)	Short-term AQAL (a)
Mercury (Hg)	24-hour 3.2 ng/m ³	60	1-hour 5.4 ng/m ³	600
Nickel (Ni)	0.74 ng/m ³	20	1.5	700
Thallium (Tl)	No data	1,000	-	No AQAL
Vanadium (V)	0.72 ng/m ³	No AQAL	24-hour 0.85 ng/m ³	1,000
PAH, as BaP	0.078 ng/m ³	0.25	-	No AQAL
PCBs	0.027 ng/m ³	200	0.054 ng/m ³	6,000

(a) Units same as for measured concentrations.

- 3.1.12 Baseline annual mean concentrations of NO₂, PM₁₀ and PM_{2.5} have decreased (-31%, -7% and -13%, respectively) compared to information provided in the **2024 ES Addendum**. However, higher concentrations measured in previous years have been adopted for the assessment to allow for future emission sources and are considered to be representative of the worst-case.
- 3.1.13 The concentrations of some pollutants have remained unchanged (SO₂, HF, HCl, total organic carbon) since the source of these pollution levels has remained unchanged.
- 3.1.14 Carbon monoxide concentrations are higher than previously assumed (+124%) as Defra no longer provide year adjustment factors and concentrations are now based on the 2001 mapped data. However, the higher concentration is not considered characteristic of current levels.
- 3.1.15 PAH concentrations (+79%) are higher since previous data were obtained from a rural location at Chilbolton Observatory due to the lack of data at the Southampton Centre urban background site. Southampton Centre now has good data availability and data from this more urban location have been used.
- 3.1.16 Dioxin and furan concentrations are higher (+31%) due to the use of data from the semi-rural site at Hazelrigg rather than the mean of the rural sites.
- 3.1.17 For trace metals, some baseline concentrations are slightly higher (cobalt at +4%, manganese at +23%, nickel at +12% and vanadium at +17%), others are lower (arsenic at -8%, copper at -7% and lead at -26%) and the remainder have not changed.

Baseline environment – Habitat Sites

- 3.1.18 Information on background nutrient nitrogen deposition, acidification and airborne concentrations of NO_x, NH₃ and SO₂ have been obtained from information provided by the Centre for Ecology and Hydrology (CEH) and are available on the APIS website. These are provided for each habitat Receptor and a summary of baseline conditions is provided in **Section 2.2 of Appendix 6.1**. Baseline data are obtained from the 2021 mid-year values whereas previously, the 2019 mid-year data were presented.
- 3.1.19 Concentrations of NO_x and NH₃ and nutrient nitrogen deposition and acidification have decreased. At the Dorset Heaths SAC/SPA/Ramsar site, these have changed by -13% for NO_x, -38% for NH₃, -24% for nutrient nitrogen deposition and -21% for acidification. Concentrations of SO₂ have increased (+17%).



Operational Impact on Human Health – Long-term Concentrations

3.1.20 For long-term impacts, the process contribution (PC) is presented and the baseline concentration is used to derive the predicted environmental concentration (PEC, which is the PC plus baseline). Therefore, revised baseline data could change the PEC and the impact descriptor. Maximum predicted long-term concentrations with the updated baseline are presented in **Table 6.2 (Table 6.8 of the 2024 ES Addendum)**.

Table 6.2: Maximum Predicted Long-term Concentrations

Pollutant	Units	AQAL	Facility Contribution (PC)	PC as %age AQAL	PEC (%age AQAL)	Impact Descriptor or Screened Out
PM ₁₀	µg/m ³	40	0.019	0%	44%	Negligible
PM _{2.5}	µg/m ³	20	0.019	0%	56%	Negligible
NO ₂	µg/m ³	40	0.32	1%	35%	Negligible
HF	µg/m ³	16	0.014	0%	1%	Negligible
NH ₃	µg/m ³	180	0.019	0%	1%	Negligible
VOCs (as 1,3-butadiene)	µg/m ³	2.25	0.038	2%	10%	Negligible
PAH	ng/m ³	0.25	0.00034	0%	56%	Negligible
Dioxins/furans	fg/m ³	N/A	0.15	-	-	-
Cadmium (Cd)	ng/m ³	5	0.075	1%	3%	Screened out
Thallium (Tl)	ng/m ³	1,000	0.075	0%	No baseline	Screened out
Mercury (Hg)	ng/m ³	60	0.72	1%	7%	Screened out
Antimony (Sb)	ng/m ³	5,000	1.1	0%	No baseline	Screened out
Arsenic (As)	ng/m ³	6	1.1	19%	29%	Screened out
Chromium (Cr)	ng/m ³	2,000	10.9	1%	1%	Screened out
Chromium VI	ng/m ³	0.25	0.23	90%	178%	Needs further assessment
Cobalt (Co)	ng/m ³	1,000	1.1	0%	0%	Screened out
Copper (Cu)	ng/m ³	50	10.9	22%	28%	Screened out
Manganese (Mn)	ng/m ³	150	1.1	1%	3%	Screened out
Nickel (Ni)	ng/m ³	20	1.1	6%	9%	Screened out



Pollutant	Units	AQAL	Facility Contribution (PC)	PC as %age AQAL	PEC (%age AQAL)	Impact Descriptor or Screened Out
Lead (Pb)	ng/m ³	250	1.1	0%	2%	Screened out
PCBs	ng/m ³	200	1.4 x 10 ⁻⁸	0%	0%	Negligible

3.1.21 There are no changes to any of the impact descriptors as a result of updating baseline conditions. The impacts are assessed as negligible or can be screened out except for chromium VI (CrVI) which requires further assessment.

3.1.22 The updated baseline concentration for Cr VI, is the same as presented in the **2024 ES Addendum**. The EA guidance note for the assessment of Group III metals provides measured concentrations of emissions of metals from energy from waste facilities. In accordance with the guidance note, revised concentrations for CrVI have been predicted using the maximum measured emission concentration (0.00015 mg/Nm³ for CrVI). For this typical emission concentration, maximum predicted ground level concentrations are as follows:

- the PC is 0.00056 ng/m³ and is 0.2% of AQAL of 0.25 ng/m³; and,
- the PEC is 0.22 ng/m³ and is 88% of the AQAL.

3.1.23 Although the PEC is high relative to the target value of 0.25 ng/m³, this is due to the assumed worst-case background concentration. However, the EfW CHP Facility contributes less than 1% and would be assessed as not significant. Therefore, on the basis of Step 2 of the assessment, no further assessment is required for CrVI.

3.1.24 As annual mean baseline concentrations of NO₂, PM₁₀ and PM_{2.5} have decreased, there would be no change to the outcome of the predicted traffic impacts on human health.

Operational Impact on Human Health – Short-term Concentrations

3.1.25 For those pollutants that have short-term (e.g., hourly, 8-hourly, 24-hourly) AQALs, predicted maximum concentrations are presented in **Table 6.3. (Table 6.9 of the 2024 ES Addendum)**

Table 6.3: Maximum Predicted Short-term Concentrations

Pollutant	Averaging Period	Units	AQAL	Facility Contribution (PC)	PC as %age AQAL	Impact Descriptor or Screened Out
PM ₁₀	24-hour mean (90.4 th %ile)	µg/m ³	50	0.072	0%	Negligible
NO ₂	1-hour (99.8 th %ile)	µg/m ³	200	2.3	1%	Negligible
SO ₂	24-hour (99.2 nd %ile)	µg/m ³	125	0.88	1%	Negligible
SO ₂	1-hour (99.7 th %ile)	µg/m ³	350	1.6	0%	Negligible
SO ₂	15-min (99.9 th %ile)	µg/m ³	266	1.9	1%	Negligible



Pollutant	Averaging Period	Units	AQAL	Facility Contribution (PC)	PC as %age AQAL	Impact Descriptor or Screened Out
CO	8-hour	µg/m ³	10,000	2.4	0%	Negligible
CO	1-hour	µg/m ³	30,000	7.2	0%	Negligible
HF	1-hour	µg/m ³	160	0.14	0%	Negligible
HCl	1-hour	µg/m ³	750	0.87	0%	Negligible
NH ₃	1-hour	µg/m ³	2,500	0.72	0%	Negligible
VOCs as 1,3-butadiene	24-hour	µg/m ³	2.25	0.36	16%	Slight adverse
Cd	24-hour	ng/m ³	30	0.72	2%	Screened out
Hg	1-hour	ng/m ³	600	2.9	0%	Screened out
Sb	1-hour	ng/m ³	150,000	43.4	0%	Screened out
Mn	1-hour	ng/m ³	1,500,000	43.4	0%	Screened out
Ni	1-hour	ng/m ³	700	43.4	6%	Screened out
V	24-hour	ng/m ³	1,000	10.9	1%	Screened out
PCBs	1-hour	ng/m ³	6,000	5.2 x 10 ⁻⁷	0%	Negligible

3.1.26 Except for VOCs (1,3-butadiene), the maximum predicted short-term concentrations are less than 10% of the short-term AQALs and would be described as 'negligible' in accordance with the IAQM planning guidance. For VOC's it is assumed that the VOC emission comprises entirely of 1,3-butadiene which has the most stringent EAL. This is a highly cautious assumption and in reality predicted concentrations of 1,3-butadiene would be substantially below this. Therefore, it is concluded that the impact of emissions on short-term pollutant concentrations would be 'not significant'.

Operational Impact on Habitat Sites – EFW CHP Facility

3.1.27 The operational impacts on habitat sites as a result of changes to the baseline conditions are presented in **Chapter 8: Ecology and Nature Conservation** of the **2026 ES Update**.

Operational Impact on Habitat Sites – Traffic Impacts

3.1.28 In October 2025, Natural England published guidance on air pollution and development for local authorities³. This is Natural England's 'standing advice' on the impacts of air pollution on protected sites. It is general advice that Natural England, as a statutory consultee, gives to local planning authorities. It avoids the need for local planning authorities to consult Natural England on every application.

3 <https://www.gov.uk/guidance/air-pollution-and-development-advice-for-local-authorities>



- 3.1.29 This new guidance has resulted in the need to revisit the potential impact of emissions on habitat sites and an assessment is provided in **Appendix 6.3**. This has used updated traffic data provided by Paul Basham Associates (transport consultants for the Proposed Development) as provided in **Appendix 6.2**. This has been revised since previous vehicle movements were weekday flows and did not take account of lower daily movements over the weekend. In addition, these provide operational traffic movements as the annual average daily traffic (AADT) for two scenarios. Scenario 1 assumes that all vehicles associated with the Proposed Development are new vehicles on the local road network and do not take account of existing vehicles that are already accessing the Canford Resource Park. Scenario 2 takes account of these existing vehicles and the reduction in vehicles removing waste from the MRF/MBT and identifies the change in vehicle movements. In total, Scenario 1 vehicle movements will comprise 130 HDVs and 85 LDVs and Scenario 2 will comprise 33 HDVs and 85 LDVs.
- 3.1.30 Following guidance provided in the 2025 Natural England standing advice, a decision making threshold (DMT) has been used to screen out impacts from further assessment. The DMT is 0.15% of existing traffic flows and is an indicator of imperceptible change.
- 3.1.31 The screening assessment has considered the impact on the following:
- Dorset Heaths SAC;
 - Dorset Heathlands SPA/Ramsar;
 - Canford Heath SSSI;
 - Moors River System SSSI;
 - River Avon SAC/SSSI and Avon Valley SPA/Ramsar site; and
 - The New Forest SAC/SPA/SSSI and Ramsar site.
- 3.1.32 A comparison of existing traffic movements with the Proposed Development traffic is provided in **Table 6.4**. Traffic flows are anticipated to increase in time and the future baseline traffic will be higher. Therefore, the comparison is representative of a worst-case.

Table 6.4: Screening of Traffic Impacts on Habitat Sites

Road	Habitat	Existing Flow (AADT)	0.15% of Existing Flow	Development Traffic AADT
A349 south	Dorset Heaths/Heathlands	28,945	43	16
A349 south	Dorset Heaths/Heathlands	20,305	30	16
A31 east	Dorset Heaths/Heathlands	30,329	45	32
A31 east	Dorset Heaths/Heathlands	52,484	79	32
A31 east	Moors River System	52,484	79	32
A31 east	River Avon/Avon Valley	92,129	138	32
A31 east	The New Forest	68,449	103	32

- 3.1.33 The Proposed Development traffic movements are all less than the DMT of 0.15% compared to the existing traffic and the impact would be assessed as imperceptible either



alone or in combination. Therefore, on this basis the impact of the Proposed Development traffic on habitat receptors along the local road network can be screened out.

- 3.1.34 During operation, on-site traffic will pass close to areas of the Dorset Heaths European site, parts of which are less than 15 m from the internal roads. At present there is little or no existing traffic using these roads. Therefore, it cannot be demonstrated that the Proposed Development traffic would have an imperceptible impact on these habitats. Therefore, a detailed assessment should be undertaken for vehicles accessing the EfW CHP Facility Site. Furthermore, at this location, all of the vehicles will be new vehicles and the assessment has been based on the Scenario 1 traffic movements.
- 3.1.35 The detailed assessment of on-site traffic movements on habitat sites is presented in **Appendix 6.3**. This has considered the impact of traffic on airborne concentrations of the oxides of nitrogen (NO_x) and ammonia (NH₃), nutrient nitrogen deposition and acidification.
- 3.1.36 At 1.4% and 1.3%, predicted concentrations of NO_x and NH₃ exceed 1% of their respective critical level. However, total NO_x concentrations are well below 70% of the critical level and it is unlikely that this would be exceeded. Background concentrations of NH₃ already exceed the most stringent critical level of 1 µg/m³. Therefore, the emission of NH₃ from road traffic is potentially significant.
- 3.1.37 For nutrient nitrogen deposition, the predicted deposition rate for heathland habitats is 2.6% of the critical load and 2.2% of the critical load for woodland habitats. Therefore, predicted deposition rates are potentially significant as the background deposition rates exceed the critical load for both habitat types.
- 3.1.38 For acidification, predicted deposition rates for heathland habitats are 1.3% to 1.7% (depending on the habitat) of the various critical loads and 1.8% of the critical load for woodland habitats. Therefore, predicted deposition rates are potentially significant as the background deposition rates exceed the critical load for all habitat types.
- 3.1.39 Predicted concentrations and deposition rates in excess of 1% of the critical level or critical load are very localised and cover a very small area of the Dorset Heaths European site. The area exceeding 1% of the relevant critical levels and critical loads at the Dorset Heaths SAC is presented in **Table 6.5**.

Table 6.5: Area of Dorset Heaths SAC where On-site Traffic Impacts Exceed 1% of the Critical Level or Critical Load

Impact Feature	Area (m ²)	Area (ha)	Percentage of Total SAC ⁴
Annual airborne NO _x	244	0.02	<0.001%
Annual airborne NH ₃	202	0.02	<0.001%
Nutrient nitrogen – bogs/fens	1932	0.19	0.003%
Nutrient nitrogen - woodland	1379	0.14	0.002%
Acidification – bogs/fens	555	0.06	0.001%
Acidification – acid grassland	517	0.05	0.001%
Acidification – dwarf shrub heath	182	0.02	<0.001%

⁴ Assuming the Dorset Heaths SAC covers an area of 5,719.54 ha



Impact Feature	Area (m ²)	Area (ha)	Percentage of Total SAC ⁴
Acidification - woodland	760	0.08	0.001%

- 3.1.40 The area exceeding 1% of the relevant critical levels or critical loads is highest for nutrient nitrogen deposition for bogs/fens at 0.19 ha. However, the habitat in that part of the SAC/SPA/SSSI designation is entirely woodland. For woodland habitats, the area exceeding 1% of the relevant critical levels or critical loads is 0.14 ha. For heathland and woodland habitats, the maximum area of potential impact (greater than 1% of the critical levels or critical loads) represents 0.003% and 0.002% of the total area of the Dorset Heaths SAC, respectively.
- 3.1.41 The effect of the traffic impacts on the integrity of the Dorset Heaths European site is presented in **Chapter 8: Ecology and Nature Conservation** of the **2026 ES Update**.

Additional mitigation

- 3.1.42 No further mitigation is required beyond that detailed in the **2024 ES Addendum**.

Residual effects

- 3.1.1 Assuming all mitigation measures included in the Outline DCEMP are implemented, residual effects on both human and ecologically sensitive Receptors would be negligible and therefore not significant.
- 3.1.2 Mitigation measures were adopted to reduce the impact of operational emissions on habitat Receptors. Residual effects on human health would be negligible with or without these mitigation measures and the impact on sensitive human Receptors would be not significant.
- 3.1.3 Potential minor exceedances of relevant acid deposition screening thresholds for bog, acid grassland and dwarf shrub heath within Dorset Heaths SAC/SPA/Ramsar and constituent SSSIs will be mitigated through the provision of a Biodiversity Enhancement Contribution and Trickle Fund, in addition to a future monitoring strategy, to be secured through a Section 106 agreement (refer **Chapter 8: Ecology and Nature Conservation** of the **2026 ES Update**). No significant residual effects are anticipated.
- 3.1.4 Potential minor exceedances of nitrogen and acid deposition screening thresholds for woodland within Moortown Copse SNCI and Bearwood SNCI, and minor exceedances of acid deposition screening thresholds for dwarf shrub heath within Knighton Heath Golf Club SNCI will be mitigated through the provision of a Biodiversity Enhancement Contribution and Trickle Fund, in addition to a future monitoring strategy, to be secured through a Section 106 agreement. No residual effects are anticipated.

Cumulative effects

- 3.1.5 Cumulative effects arising from other point source emissions (13 and 16) to air have been included within the cumulative assessment. There has been no identification of further point source emissions to air. There are also numerous permitted developments that may generate traffic along roads in areas that are influenced by emissions from the Proposed Development. The traffic data used for the detailed traffic-related air quality assessment included agreed permitted development traffic.
- 3.1.6 Cumulative impacts could arise from traffic emissions from vehicles within the Site, the operation of the Emergency Diesel Generator (EDG) and/or the EfW CHP Facility. However, specified mitigation would prevent testing of the EDG when the wind is blowing towards the



Dorset Heaths European site. Therefore, combined traffic and EDG impacts could only arise when the EDG is operating in an emergency (complete loss of power) which is predicted to occur very infrequently for short durations. Furthermore, the impact of the EDG operating for an occasional emergency scenario would be negligible when averaged over the period of one year. Due to the height of the chimney, maximum predicted concentrations arising from the EfW CHP Facility occur at some distance from the source. Close to the site predicted concentrations from the EfW CHP Facility are less than 0.01% of the contribution arising from traffic emissions and there would be no impact from combined traffic and EfW CHP Facility emissions.

- 3.1.7 Therefore, it is concluded that there would be no in combination impacts from traffic, the EDG and/or the EfW CHP Facility emissions.

Conclusion

- 3.1.8 The updated baseline levels would not affect the outcome of the assessment as provided in the **2024 ES Addendum**.

Chapter 7 – Climate Change and Greenhouse Gases

Baseline environment – data sources

- 3.1.9 As set out in above, the Applicant has been requested under Reg 25 to provide an ES Update where there have been changes to the EIA baseline that affect the assessment or conclusions of the **2023 ES**. (A Climate Change Chapter was not part of the **2024 ES Addendum**.)
- 3.1.10 **Section 7.3 of ES Chapter 7 of the 2023 ES** defined the following as being part of the current or future baseline. Each item has been considered to determine whether any subsequent changes would affect the conclusions of the previous assessment.

Table 7.6: 2023 ES Climate Change Chapter Baseline

ES chapter baseline	Update to ES chapter required?
Existing landuses on site (operational Canford Resource Park; areas of habitat; non-operational gasifier/pyrolysis facility)	No. Habitats were <i>de minimis</i> for the GHG impact assessment. No GHG impact comparison to other on-site baseline uses was made.
Carbon intensity of baseline electricity generation	No. Published emission factors and evidence concerning these three points have moved on since the ES chapter was written. If updated data were used, the numerical results of GHG impact calculations would change to a limited degree. However, these small changes in results numbers would not affect the significance of effects conclusions.
Carbon intensity of baseline heat generation	
Carbon intensity of baseline primary metals production	
Baseline treatment of waste at alternative EfW facilities	Yes. This was assessed qualitatively in the ES chapter as an alternative future baseline but without quantified emissions from specific facilities. The Appellant is now submitting further information about the representative alternative facilities used for waste management in the current and likely future baseline and their GHG



ES chapter baseline	Update to ES chapter required?
	emissions inventories as reported to the Environment Agency. This is set out below.

- 3.1.11 Although not mentioned explicitly in the baseline section of **ES Chapter 7** of the **2023 ES**, local and national carbon budgets were also used as context in the assessment of significance. These budgets have moved on since the chapter was written, but again, use of updated budgets would not alter the conclusion as to significance of effects.
- 3.1.12 A climate risk assessment was not scoped in to **ES Chapter 7**. Climate risks/inter-related effects were addressed in relevant other chapters such as ecology and nature conservation. The Met Office UKCP18 climate projections (the future climatic baseline) have been subject to minor updates since the **2023 ES** was written, but this is not considered to affect the qualitative consideration of future climatic baseline in those topic chapters. The flood risk and hydrology assessment contained in the **2023 ES** and the response provided to PINS in March 2026 (**ES Appendix A1.1**) also address climate issues where relevant.

Baseline environment – alternative EfW facilities

- 3.1.13 This section provides an update to the current and future baseline scenario of waste management at alternative EfW facilities that was described in the **2023 ES**.
- 3.1.14 The sections titled '*Comparison with future waste management baseline*' and '*Summary of change compared to future baseline*' on pages 7.18-7.19 of the **2023 ES** explained that without the Proposed Development, waste is likely to be managed at alternative UK or EU EfW facilities. While there are differences in performance, CHP opportunities, CCS opportunities and transport when comparing EfW facilities, the combustion emissions would be similar, and so the section stated the following in **paragraph 7.5.29**:
- “Evaluated on the same basis as the Proposed Development, the business-as-usual future baseline would also be considered to be causing **moderate adverse** or greater effects.”*
- 3.1.15 Under the methodology followed in the assessment, this did not mean that significant effects of the Proposed Development are avoided. This is because the Proposed Development is not causing or responding to the reduction or cessation of operation at another EfW facility.
- 3.1.16 Nevertheless, as the chapter stated in the residual effects **paragraph 7.7.3**, the likely significant adverse effects also occurring in the future baseline should be borne in mind when considering the predicted significant adverse effect (prior to further mitigation) of the Proposed Development.

Waste flows to alternative EfW facilities

- 3.1.17 The **2023 ES** did not confirm specific EfW facilities that were likely, in the future baseline, to manage waste that is intended to be managed by the Proposed Development. Further information about this is now available.
- 3.1.18 The evidence from Waste Data Interrogator, that will be presented in Robert Asquith's⁵ evidence, is that in 2024 the Canford MBT despatched material to EfW facilities located mainly in Slough, Somerset, Buckinghamshire, Oxfordshire and Hampshire (as well as abroad, including Sweden). In the same year other waste management organisations in BCP and Dorset including Suez at Manning's Heath, W&S at Ling Road, BCP Council (from civic amenity sites), Veolia ES at Holton Point, at Eco Sustainable Solutions and AMS (the

⁵ Robert Asquith is a Director of Planning at Savills and is the Appellant's Planning Advisor



Canford MRF) despatched waste to EfW facilities located in Hampshire, Buckinghamshire, Somerset, Wales, and Devon as well as smaller amounts further afield.

- 3.1.19 The future baseline would likely be a mix of the same facilities. There is no known new EfW development in the south or west of England, hence the new facilities known to be coming into service in the next few years will most directly affect markets in the Midlands, north, east, and Scotland.
- 3.1.20 Further information about the specific GHG emissions from the relevant existing facilities in the south and south-west has therefore been obtained.
- 3.1.21 In addition to this, further evidence has been gathered about supply and demand of residual waste (that is, waste that cannot be recycled) in the UK waste market to further substantiate the fact that providing additional residual waste management capacity at the proposed development would cause a substitution effect, reducing the residual waste managed at other less-competitive EfW facilities, rather than representing a net increase in residual waste management via EfW. This further evidence is presented in **ES Appendix 7.2**.

GHG emissions from alternative EfW facilities

- 3.1.22 Information about GHG emissions from operation of these facilities is available from their published annual returns to the Environment Agency (EA), as required by their Environmental Permits.
- 3.1.23 This is shown in the following table as an average of available returns from 2022-24, the latest available period. The GHG emissions shown are those from waste combustion, support fuel combustion and nitrous oxide (N₂O) formation in the exhaust, as reported to the EA. The first row shows the conservatively predicted GHG emissions of the Proposed Development for these same sources.
- 3.1.24 The Slough Multifuel and Bridgewater Resource Recovery facilities are excluded as their data returns were incomplete or missing: both facilities have been undergoing maintenance or reconstruction in recent years.
- 3.1.25 Although waste that would be managed by the Proposed Development is not currently managed or expected to be managed at MVV's Devonport EfW facility, this has been included in the table above as a further point of reference for real-world energy recovery performance with heat export.



Table 7.7: Alternative EfW facility data (2022-24)

Facility	Location	Operator	Permitted waste throughput (tpa)	Waste combusted (tpa)	Biogenic CO ₂ content	GHG emissions (tCO ₂ e/annum exc. biogenic CO ₂)	GHG emissions (tCO ₂ e/annum total)	Permit reference	Notes
Ardley EfW Facility	Oxfordshire	Viridor	378,000	327,485	50%	175,649	347,417	EPR/UP3005LJ	Uncertainty in biogenic fraction in 2022
Canford EfW CHP Facility	BCP	MVV	260,000	260,000	50%	144,200	285,700	EPR/SP3127SF	Based on 2023 ES chapter
Devonport EfW CHP Facility	Plymouth	MVV	275,000	255,774	52%	116,870	242,001	EPR/WP3833FT V8.0	
Exeter ERF	Devon	Viridor	66,000	61,241	52%	26,007	52,799	EPR/HP3538CR/V003	2024 data not available
Greatmoor EfW Facility	Buckinghamshire	FCC	345,000	281,649	56%	124,847	281,263	EPR/UP3734HT/V005	
Integra South West ERF (Marchwood)	Southampton	Veolia	220,000	205,134	52%	88,096	178,276	EPR/BJ7093IY	
Powerfuel Portland	Dorset	Powerfuel Portland	202,000	201,912	59%	83,562	199,322	EPR/AP3304SZ/A001	Based on 2020 ES chapter ⁶
Severn Road RRC (Avonmouth)	Bristol	Viridor	377,000	372,303	54%	167,820	362,763	EPR/SP3301LA	

⁶ Terence O'Rourke for Powerfuel Portland Limited (2020): Portland Energy Recovery Facility Environmental Statement. Chapter 5: Carbon Balance and Greenhouse Gas Emissions.



Facility	Location	Operator	Permitted waste throughput (tpa)	Waste combusted (tpa)	Biogenic CO ₂ content	GHG emissions (tCO ₂ e/annum exc. biogenic CO ₂)	GHG emissions (tCO ₂ e/annum total)	Permit reference	Notes
Sevenside Energy Recovery Centre	S. Gloucestershire	Suez	467,000	391,473	57%	161,846	376,003	EPR/ZP3937KL	

Note: the data in this table shows predictions for the Canford EfW Facility made in its ES on a conservative basis, whereas actual operational data is shown for other facilities (save Powerfuel Portland, where ES predictions are also shown).

- 3.1.26 This data shows that the range of reported and predicted GHG emissions per tonne of waste combusted is 0.86–1.10 tCO₂e/t. As noted, the **2023 ES** used conservative figures which place it at the maximum end of that range, for a reasonable worst-case assessment in line with good practice for EIA. Aside from small differences in N₂O emissions arising from the air pollutant control system, the actual direct GHG emissions from combustion of a given tonne of waste would be similar wherever it is burned. The range shown in the table above reflects different waste compositions combusted at the various facilities.
- 3.1.27 **Table 7.3** and **Table 7.4** further show the energy recovery efficiency and GHG emissions intensity per MWh of energy recovered. The tables are sorted in rank order of highest to lowest energy recovery efficiency and lowest to highest GHG emissions intensity.
- 3.1.28 These tables show an average of the most recent available data from 2022-24 and are intended to allow a broad comparison across facilities, but small differences (which vary year to year depending on plant maintenance and other operational factors) should not be over-interpreted.

Table 7.3: Energy recovery efficiency rank (higher is better)

Facility	Energy recovery efficiency (MWh/t waste)
Canford EfW CHP Facility	1.01
Devonport EfW CHP Facility	0.91
Severn Road RRC (Avonmouth)	0.73
Greatmoor EfW Facility	0.70
Powerfuel Portland	0.68
Severnside Energy Recovery Centre	0.65
Ardley EfW Facility	0.64
Integra South West ERF (Marchwood)	0.55
Exeter ERF	0.38

Table 7.4: Energy recovery GHG emissions intensity rank (lower is better)

Facility	Non-biogenic GHG emissions intensity (tCO ₂ e/MWh)
Devonport EfW CHP Facility	0.50
Canford EfW CHP Facility	0.55
Powerfuel Portland ⁷	0.61

⁷ Powerfuel Portland's ES incorporated an assumption of 59% biogenic CO₂ in its maximum-throughput case with some hard plastics removed from the waste stream, whereas the Canford EfW CHP Facility ES central scenario is 50% biogenic CO₂. Robert Asquith's evidence is that there is not understood currently to be any waste actually contracted to the Portland Powerfuel facility to confirm this high level of biogenic CO₂ and that pre-treatment would must be required elsewhere, as it does not form part of the planning permission or permit for that proposed facility.

Facility	Non-biogenic GHG emissions intensity (tCO ₂ e/MWh)
Severn Road RRC (Avonmouth)	0.62
Severnside Energy Recovery Centre	0.63
Greatmoor EfW Facility	0.64
Integra South West ERF (Marchwood)	0.78
Ardley EfW Facility	0.85
Exeter ERF	1.12

3.1.29 The tables show that the Proposed Development is expected to perform comparably or better than alternative EfW facilities with respect to energy recovery efficiency and hence GHG emissions intensity per MWh of energy recovered. In particular, it is expected to perform better than the Ardley, Greatmoor and Integra South West (Marchwood) facilities that are considered the most likely future baseline option for waste management as set out above.

3.1.30 This assumes that the average 5 MW_{th} of heat export across annual operating hours is achieved, as proposed in the planning application and assumed in the **2023 ES**. If the heat export is excluded, then on electricity recovery efficiency the Proposed Development is predicted to have an efficiency of 0.86 MWh/t waste and emissions intensity of 0.65 tCO₂e/MWh⁸. This would still place it in the middle range of the facilities as set out above, again noting that the **2023 ES** takes a conservative approach.

3.1.31 The sections titled ‘*Comparison with future waste management baseline*’ and ‘*Summary of change compared to future baseline*’ on pages 7.18-7.19 of the **2023 ES** made a qualitative comparison of likely GHG emission impacts of waste management at alternative UK EfW facilities in the future baseline, based on the chapter author’s experience of assessing and reviewing reported emissions from such facilities, at the time identifying Bridgewater and Avonmouth as comparators:

“GHG emissions from treatment of the waste at another UK EfW facility would likely be broadly similar, overall, to the Proposed Development. Some existing UK EfW facilities are better located for CCUS clusters and/or have announced CCUS deployment plans; and some are more or less favourably located for heat networks. However, it is most likely that the future baseline residual waste treatment capacity would be provided in one or more non-CHP, non-CCUS EfW facilities, with Bridgewater or Avonmouth being typical representative examples.

*Evaluated on the same basis as the Proposed Development, the business-as-usual future baseline would also be considered to be causing **moderate adverse** or greater effects.”*

3.1.32 This statement is supported by the further quantitative comparison that has now been made.

3.1.33 This includes comparison with a broader range of EfW facilities in the south west and further evidence that Ardley, Marchwood and Greatmoor facilities are the most appropriate comparators, being likely destinations for the waste in the future baseline.

⁸ Under the central scenario in the **2023 ES** that assumes 50% biogenic content in waste. Waste compositions with differing biogenic content would have differing CVs and hence either a different annual facility throughput or different level of energy recovery.

Substitution of GHG emissions

- 3.1.34 As noted above, in the **2023 ES** chapter a qualitative comparison to GHG effects of waste management at alternative facilities in the future baseline was made. However, the chapter did not treat this definitively as a substitution of baseline GHG emissions when reaching the conclusions as to significance of effects.
- 3.1.35 Further evidence about the future baseline scenario is now available, as set out in **ES Appendix 7.2**, which shows that the Proposed Development would necessarily cause substitution of waste combustion and hence substitution of GHG emissions from other UK EfW facilities.
- 3.1.36 It therefore falls to consider what the significance of effects conclusion should be with that substitution taken into account.
- 3.1.37 The magnitude of net change in GHG emissions impact would be that of the facilities in the future baseline subtracted from that of the Proposed Development. As discussed above, for the same tonne of waste, combustion emissions would be essentially the same. With the relatively high energy recovery efficiency of the Proposed Development, there would be greater avoided emissions from avoided baseline energy generation. And transport emissions would be lower due to the BCP and Dorset area waste being managed closer to source, in this direct comparison.
- 3.1.38 The net GHG emissions balance due to substitution, where residual waste management at the Proposed Development substitutes fully for residual waste management at other UK EfW facilities in the future baseline, would therefore be around zero or less than zero tonnes of CO₂e/annum. The exact figure would depend on which facility or facilities are substituted.
- 3.1.39 The **2023 ES** significance criteria are shown below, quoted from **paragraph 7.2.33** of the **2023 ES**. These are not changed by the supplementary ISEP guidance now published in April 2026⁹.
- **“Major Adverse:** *the Proposed Development’s GHG impacts would not be compatible with the UK’s net zero trajectory. Its GHG impacts would not be mitigated, or would be compliant only with do-minimum standards set through regulation. The Proposed Development would not provide further emissions reductions required by existing local and national policy for projects of this type. A project with major adverse effects is locking in emissions and does not make a meaningful contribution to the UK’s trajectory towards net zero.*
 - **Moderate Adverse:** *the Proposed Development’s GHG impacts would not be fully compatible with the UK’s net zero trajectory. Its GHG impacts would be partially mitigated and may partially meet the applicable existing and emerging policy requirements, but it would not fully contribute to decarbonisation in line with local and national policy goals for projects of this type. A project with moderate adverse effects falls short of fully contributing to the UK’s trajectory towards net zero.*
 - **Minor Adverse:** *the Proposed Development’s GHG impacts would be compatible with the UK’s 1.5°C trajectory and would be fully consistent with up-to-date policy and good practice emissions reduction measures. A project with minor adverse effects is fully in line with measures necessary to achieve the UK’s trajectory towards net zero.*
 - **Negligible:** *the Proposed Development would achieve emissions mitigation that goes well beyond existing and emerging policy compatible with the 1.5°C trajectory, such that*

⁹ ISEP (2026): Assessing greenhouse gas emissions and evaluating their significance with supplementary guidance (Edition 2.1). <https://www.isepglobal.org/resources/blogs/2026/april/defining-significance-in-a-net-zero-era-the-next-step-for-greenhouse-gas-emissions-assessment-in-environmental-impact-assessment/>, accessed 24/04/26

radical decarbonisation or net zero is achieved well before 2050. A project with negligible effects provides GHG performance that is well ‘ahead of the curve’ for the trajectory towards net zero and has minimal residual emissions.

- **Beneficial:** *the Proposed Development would result in emissions reductions from the atmosphere, whether directly or indirectly, compared to the without-project baseline. As such, the net GHG emissions would be below zero. A project with beneficial effects substantially exceeds net zero requirements with a positive climate impact.”*

3.1.40 Taking into account the substitution of GHG emissions that would otherwise have occurred in the future baseline, one could argue that the Proposed Development would be judged under these criteria as having a negligible or beneficial effect: the net balance of change in emissions, counting the substitution of GHG emissions at another UK EfW facility, would likely be around zero or somewhat below zero.

3.1.41 However, reading the 2022 ISEP guidance as a whole, including Figure 5 and explanatory text around it on pages 23-26, the test of significance is a project’s compatibility with and contribution to an emissions-declining trajectory towards net zero for the UK by 2050.

3.1.42 The boldface paragraph on page 24 of the 2022 guidance summarises this, stating:

“The crux of significance therefore is not whether a project emits GHG emissions, nor even the magnitude of GHG emissions alone, but whether it contributes to reducing GHG emissions relative to a comparable baseline consistent with a trajectory towards net zero by 2050”

3.1.43 It is also reflected in the wording of the final sentence in the beneficial effect definition.

3.1.44 In talking of substituting for waste combustion GHG emissions at another EfW facility in the current and future baseline, the Proposed Development would be providing a *continuation* of emissions in that baseline. It is not a net increase, but nor is it a net decrease.

3.1.45 In talking further of avoiding more GHG emissions from baseline energy generation due to greater energy recovery efficiency than another EfW facility, and of having lower transport emissions, then this is indeed a net decrease compared to the future baseline. However, that would be to a fairly limited degree, relative to the magnitude of the combustion emissions, as Graph 7-1 and Graph 7-2 in Chapter 7 of the **2023 ES** illustrated.

3.1.46 A net continuation of baseline emissions at their full rate, or a relatively limited reduction in net emissions, is not compatible with the negligible or beneficial effects definitions. One must therefore return to the definitions of minor, moderate or major adverse effects. This returns to the reasoning set out in the **2023 ES**, which noted that electricity, heat and metals recovery all contribute to mitigating the combustion GHG emissions but that this was not fully in line with a trajectory to net zero, which will require the waste sector, as with other sectors, to substantially further reduce emissions. CCS for EfW facilities will be a key plank of achieving that.

3.1.47 A ‘moderate adverse – significant’ effect conclusion therefore remains applicable.

Conclusion

3.1.48 The **2023 ES** chapter reached three conclusions.

3.1.49 Firstly, taking into account embedded mitigation, the Proposed Development would have combustion GHG emissions (excluding biogenic CO₂) of 144,200 tCO₂e/annum and a net operational impact of 88,495 tCO₂e/annum (**paragraph 7.5.17**) causing a **moderate adverse** effect on climate change that would be **significant**, prior to further mitigation (**paragraph 7.5.25**).

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- 3.1.50 Secondly, a similar **moderate adverse** and **significant** effect is likely to occur due to managing waste at an alternative EfW facility in the future baseline without the Proposed Development (**paragraph 7.5.29**). That qualitative statement has now been supported by further quantitative assessment, as reported above. Substitution of emissions in the future baseline by the Proposed Development has been considered. This would be a continuation of baseline emissions or small net decrease and therefore leads to the same significance of effect conclusion.
- 3.1.51 Finally, additional mitigation is feasible and was recommended for the Proposed Development (**paragraphs 7.6.2 to 7.6.8**), of which the most important is carbon capture and storage. With this additional mitigation, the residual impact could be below zero tCO₂e/annum due to biogenic CO₂ sequestration. This could reduce the effect to a **negligible** level or could be a **beneficial** effect that would be **significant**.
- 3.1.52 These conclusions have not changed.

Chapter 8 – Ecology and Nature Conservation

Baseline environment

- 3.1.53 Update ecological baseline surveys have been undertaken, in order to ensure that this **2026 ES Update** assessment remains robust and reflective of current legislation, guidance and site conditions that were previously set out within the **2023 ES** and **2024 ES Addendum**. These surveys and their findings are summarised in **Table 8.1** and described in detail within the Update Ecological Baseline Report 2026 (**Appendix A8.7** of this **2026 ES Update**), which supplements the previous information set out within the initial Baseline Report (**Appendix 8.1** of the **2023 ES**):

Table 8.8: Updated Ecological Baseline Surveys

Survey	Scope and Timing	Key Findings
Desk Study	Updated biodiversity records from Dorset Environmental Records Centre (DERC) and MAGIC ¹⁰ review (February 2026)	No changes to nearby designated sites and no notable new species records identified.
Habitat Survey	Update habitat survey and Habitat Condition Assessment (October 2025)	No significant changes to habitats within the Site.
Breeding Bird Survey	Single update survey visit (April 2026)	Findings similar to previous survey; limited activity from common and widespread species.
Bat Roosting Surveys	Preliminary roost assessment of buildings and Ground Level Tree Assessment (September 2025)	Buildings remain of none/negligible suitability; several trees with potential roost features identified immediately adjacent to the Site.
Bat Activity Surveys	Seasonal NBW and automated detector surveys (summer & autumn 2025; spring 2026 pending)	No significant changes in species diversity, distribution or abundance identified to date. The final spring survey results will be reported in an addendum, including any additional assessment or mitigation if findings differ materially from

¹⁰ www.magic.gov.uk

Survey	Scope and Timing	Key Findings
		those to date. However, given consistency with previous bat data and no significant habitat or management changes, the current assessment is considered robust.
Badger Survey	Update walkover survey (October 2025)	Same as previously – no evidence of presence recorded; however, presence cannot be ruled out due to local records and suitable habitat.
Great Crested Newt Survey	eDNA surveys of ponds within 250m (spring 2026, ongoing)	To be confirmed in an addendum following completion of the survey, however, it is likely this species remains absent based on previous surveys, unchanged habitat and no new records.

3.1.54 It was not considered necessary to update the reptile survey, given that significant changes in local population distribution or size for this species group do not tend to occur over such timeframes¹¹ in the absence of changes to habitat or its management¹², and the habitat survey confirmed no significant changes to the habitats or their suitability for reptiles across the Site. Furthermore, TCC2, which was located within the most suitable and largest expanse of reptile habitat within the Site boundary, has since been removed from the Proposed Development. This will therefore reduce the potential impacts on the local reptile populations. As such, the previous reptile survey information and population valuation is considered to still be valid to inform the updated assessment presented in this **2026 ES Update**.

3.1.55 Following a detailed review of the updated baseline information, which broadly aligns with that collected previously, the valuation of Important Ecological Features (IEFs) as set out within the **2023 ES** and the **2024 ES Addendum** remains unchanged.

3.1.56 As part of this **2026 ES Update**, current information on background nutrient nitrogen and acid deposition, and airborne concentrations of nitrogen oxides (NO_x), sulphur dioxide (SO₂) and ammonia (NH₃), in addition to information on current critical levels and loads for relevant habitats, have been obtained from the Air Pollution Information System (APIS)¹³ website.

3.1.57 Background concentrations of NO_x and NH₃ and both nitrogen and acid deposition have decreased in the updated 2021 mid-year values compared to the previously available 2019 mid-year data used, whereas concentrations of SO₂ have increased. Further details are provided in **Chapter 6 – Air Quality** and associated **Appendix A6.1** of this **2026 ES Update**.

3.1.58 The current Critical Levels and Critical Loads for the relevant ecological receptors are unchanged except for the following (full details provided in **Appendix A6.1** of this **2026 ES Update**):

- The Critical Load function for acid deposition on dwarf shrub heath habitat at Dorset Heaths SAC/SPA/Ramsar has reduced (from a CL_{maxN} of 0.872 to 0.699);
- The Critical Load function for acid deposition on coniferous woodland habitat at Dorset Heaths SAC/SPA/Ramsar has reduced (from a CL_{maxN} of 1.013 to 0.87); and

¹¹ Edgar, P., Foster, J. and Baker, J. (2010). Reptile Habitat Management Handbook. Amphibian and Reptile Conservation, Bournemouth.

¹² CIEEM (2019). Advice Note on the Lifespan of Ecological Reports and Surveys.

¹³ <https://www.apis.ac.uk/>

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- The Critical Load function for acid deposition on several other habitats across the receptor locations at other nearby designated sites has changed slightly, predominantly increasing.

Potential Environmental Impact and Effects

Construction Phase

- 3.1.59 The nature and extent of potential construction phase effects remain broadly consistent with those reported in the **2024 ES Addendum**, with the exception of a slight reduction in impacts associated with the removal of TCC2 from the Proposed Development. These potential effects on designated sites, habitats and species IEFs during construction still comprise those resulting from temporary and permanent habitat loss and degradation, temporary disturbance to species, and risks of pollution or accidental damage to adjacent designated sites.
- 3.1.60 Given that TCC1 is now confirmed as the TCC to be used, and this TCC was the least ecologically constrained of the two owing to the lower value/suitability of habitats within it in addition to its location further from the boundary of Dorset Heaths SAC/SPA/Ramsar, the magnitude of temporary habitat loss and associated potential impacts to species is slightly reduced compared to the previous assessment set out in the **2023 ES** and **2024 ES Addendum**, however, the overall assessment of impact at the geographical scale is unchanged for all IEFs.

Operational Phase

- 3.1.61 Operational effects broadly remain as previously assessed and are primarily associated with emissions to air, lighting, and disturbance from ongoing site activity. The most notable potential pathway for impact remains to be the deposition of airborne pollutants on nearby designated sites from the stack emissions, which is also where the most differences to the update baseline conditions were noted given the changes to background concentrations/deposition in the latest 2021 mid-year values in addition to the changes to published Critical Loads/Levels for certain ecological features.
- 3.1.62 The updated assessment confirms that predicted changes in pollutant concentrations and deposition remain small in magnitude, and potential impacts to designations, habitats and species IEFs are overall still consistent with those previously reported in the **2024 ES Addendum**. This conclusion has been discussed with and agreed by Natural England (NE) during updated consultation in April 2026, as set out in the update sHRA Report (**Appendix A8.3** of this **2026 ES Update**).
- 3.1.63 The main changes to the modelled impacts as a result of the updated baseline and Critical Loads include a slight increase in the predicted worst-case magnitude and extent of acid deposition on woodland and heathland habitats, whilst modelled impacts for the remaining pollutants and habitats are either unchanged or show a slight betterment due to the reduced background levels.
- 3.1.64 Full details of the updated air quality assessment in relation to the nearby internationally designated sites is provided in the Update Shadow Habitats Regulations Assessment (sHRA) Report (**Appendix A8.3** of this **2026 ES Update**).

Traffic and Air Quality

- 3.1.65 In October 2025, NE released updated guidance on air pollution and development¹⁴ which advises a different approach to screening impacts compared to the previously used

¹⁴ <https://www.gov.uk/guidance/air-pollution-and-development-advice-for-local-authorities>

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guidance set out in **Appendix A8.3** of the **2024 ES Addendum**. As such, the assessment of potential air quality impacts from traffic has been updated in line with this new guidance.

- 3.1.66 The updated assessment of traffic has found that whilst the anticipated increases in traffic emissions at the EfW CHP Facility Site, which lies immediately adjacent to important ecological features including Canford Heath SSSI, Dorset Heaths SAC and Dorset Heathlands SPA, are slightly above the 1% of the relevant Critical Levels/Loads screening criteria, the ecological features would not be significantly adversely affected. This is due to the very small area of potential impact, and the habitat within this area being entirely mature woodland, not the more sensitive habitats (such as heathland, bog or grassland) that the SAC and SSSI are designated for. The structure and function of the mature woodland itself would not be impacted, nor would any SPA birds that utilise this habitat. Further details are provided within the update sHRA Report (**Appendix A8.3** of this **2026 ES Update**).
- 3.1.67 Overall, these above detailed slight positive and negative changes are not considered to represent a significant difference to the impacts presented previously, as such, the overall assessment of impact at the geographical scale is unchanged for all IEFs.

Decommissioning Phase

- 3.1.68 Given the limited changes to the updated ecological baseline and no changes to the Proposed Development itself, effects from the decommissioning phase are considered to remain the same as reported in the **2024 ES Addendum**.

Additional mitigation

- 3.1.69 The mitigation measures set out in the **2024 ES Addendum** are considered to remain appropriate and effective. Given that the updated baseline conditions and impact assessment are materially unchanged, no additional mitigation measures are required beyond those already set out and previously agreed with NE.
- 3.1.70 In summary, those measures comprise:
- Preparation and implementation of a Demolition and Construction Environmental Management Plan (DCEMP), based on the Outline DCEMP that accompanies the planning application;
 - Preparation and implementation of an Ecological Construction Method Statement (ECMS) alongside a detailed Arboricultural Method Statement (AMS);
 - Implementation of sensitive external lighting scheme;
 - Preparation and implementation of a Landscape, Ecology and Arboricultural Management Plan (LEAMP) based on the Landscape, Ecology and Arboricultural Management Framework document that accompanies the planning application;
 - Contributions to monitoring and management of air quality impacts - following discussions with NE, an additional mitigation package is proposed to address potential exceedances of relevant acid deposition screening thresholds across the BCP Council area which includes Dorset Heaths SAC/SPA/Ramsar site. Namely a financial contribution to be delivered via a Biodiversity Enhancement Contribution and a Trickle Fund, in addition to a Monitoring and Supportive Management Plan; and
 - Adjustment to HSA boundary - as a small part of the DNC Compound (approximately 850m²) will encroach within area designated as HSA, it has been agreed with NE that to mitigate this loss, the existing HSA boundary has been redrawn to include additional adjacent land which will serve the same function. An area of approximately 8,650m² has been identified which would provide a net increase in the HSA of 7,800m², or 17%.

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- 3.1.71 This has been discussed with and agreed by NE during updated consultation in April 2026 as set out in the update sHRA Report (**Appendix A8.3** of this **2026 ES Update**).

Residual effects

- 3.1.72 Taking into account the updated baseline information and impact assessment, in addition to the previously agreed mitigation measures, the assessment of residual effects remains as previously reported in the **2024 ES Addendum**. No significant adverse residual effects on any IEFs are predicted. Furthermore, with the commitment to deliver a minimum 25% biodiversity net gain, a small residual positive (beneficial) effect for habitats during the operational phase of the development is anticipated at the Site level, however, in EIA terms this is Not Significant.

Cumulative Effects

- 3.1.73 To inform this **2026 ES Update**, an updated search for potential cumulative schemes has been undertaken, which has identified 17 new schemes for consideration alongside those previously reported in the **2023 ES** and the **2024 ES Addendum**. The status of several previously listed schemes has also been updated. This updated list is provided in **Chapter 5** of this **2026 ES Update**.
- 3.1.74 Given the locations and types of these new schemes, in addition to no changes to the traffic-related aspects of the assessment (as cumulative transport effects were agreed with the Local Planning Authority to be based on committed schemes identified for the Transport Assessment through the pre-application process) no changes to or additional cumulative effects are anticipated.
- 3.1.75 The potential cumulative effects are therefore considered to remain the same as reported in the **2024 ES Addendum**.

Conclusion

- 3.1.76 The updated ecological baseline surveys and subsequent review of the impact assessment informed by the updated baseline and recent updated guidance confirm that the findings of the **2024 ES Addendum** remain valid.
- 3.1.77 The findings from the updated assessment of potential air quality impacts from stack emissions set out in detail within the update sHRA Report (**Appendix A8.3** of this **2026 ES Update**) have furthermore been discussed with and agreed by NE during updated consultation in April 2026.

Chapter 9 – Geology, Hydrogeology and Ground Conditions

- 3.1.78 As described in Chapter 1 of this **2026 ES Update**, the Regulation 25 letter which was issued on the 20th February 2026 detailed a requirement for further information in relation to the baseline information of chapters 6, 7, 8, 11, 12, 13 and 15, as well as corresponding updates to the NTS. As there were no updates requested for Geology, Hydrogeology and Ground Conditions, no additional baseline information has been provided. An update to the cumulative effects assessment is provided below in relation to the new schemes which are identified in **Table 5.1**.

Cumulative effects

- 3.1.79 As described in **ES Chapter 9** of the **2023 ES**, there is a requirement for all new developments is that land contamination shall be managed to prevent impacts to

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surrounding Receptors, as set out by Part IIA of the Environmental Protection Act 1990. These requirements prevent the aggregation of cumulative impacts across developments surrounding the Proposed Development.

- 3.1.80 As such, there are not considered to be any cumulative effects with respect to ground conditions.

Chapter 10 – Historic Environment

- 3.1.81 As described in Chapter 1 of this **2026 ES Update**, the Regulation 25 letter which was issued on the 20th February 2026 detailed a requirement for further information in relation to the baseline information of chapters 6, 7, 8, 11, 12, 13 and 15, as well as corresponding updates to the NTS. As there were no updates requested for Historic Environment, no additional baseline information has been provided. An update to the cumulative effects assessment is provided below in relation to the new schemes which are identified in **Table 5.1**.

Cumulative effects

- 3.1.82 **ES Figure 5.1** and the updated cumulative list as set out in **Table 5.1**, has been reviewed in relation to the findings of the heritage assessment as presented in the **2023 ES**. The additional schemes identified through the updated search are not within Views 3 and 10, as are reviewed as part of the heritage assessment.
- 3.1.83 On this basis, it has been confirmed that the heritage assessment would not change as a result of those additional schemes.

Chapter 11 – Hydrology

- 3.1.84 The primary aim of this chapter is to review changes to the baseline flood risk data used to produce **ES Chapter 11** (Hydrology) of the **2023 ES** and **2024 ES Addendum** and assess whether the conclusions of the chapter remain valid.
- 3.1.85 The Environment Agency (EA) has released updated fluvial and surface water flood mapping been updated (NaFRA2) since the submission of the planning application. There has been no additional information made available in relation to the risk of flooding from groundwater flood risk or artificial sources since the planning application. Therefore, the focus of this chapter has been on fluvial and surface water flood risk.
- 3.1.86 The Site remains entirely within Flood Zone 1. Therefore, the baseline fluvial flood conditions remain unchanged relative to those reported within the **2023 ES** and **2024 ES Addendum**.
- 3.1.87 The only area of the Site where the baseline surface water conditions have changed is within TCC 1, where the probability of flooding has changed from low to high.
- 3.1.88 The flood risk in this area is still considered low due to the shallow nature of expected flooding and insignificant consequences this would have on its usage as a temporary construction compound.
- 3.1.89 The inherent mitigations covered within **ES Chapter 11** (i.e., management of surface water during construction phase through the DCEMP) ensures that there will be no detrimental impacts as a result of the change in the probability of surface water flooding.
- 3.1.90 Therefore, despite a change in probability of surface water flooding in one area of the Site, the conclusions of **ES Chapter 11** remain valid.

Cumulative effects

- 3.1.91 The cumulative schemes identified in **Table 5.1** above have been reviewed in relation to hydrology.
- 3.1.92 As the effects of the Proposed Development are not considered significant with regard to **ES Chapter 11**, the Proposed Development would not contribute to any cumulative impacts.
- 3.1.93 Potential flood risk effects are regulated by the EA to ensure flood risk is not increased elsewhere. Local and national policy dictates that peak surface water runoff rates are either reduced to greenfield runoff rates or at the very least are not increased.
- 3.1.94 The cumulative schemes would increase the demand for potable water, foul drainage and sewerage treatment as a result of the increased resident population and occupants of commercial uses. Upgrades to infrastructure would be subject to site-specific discussions with Bournemouth Water to ensure adequate supply and Wessex Water to ensure adequate capacity is available for each committed development.
- 3.1.95 Assuming upgrades to service infrastructure are undertaken as necessary, the cumulative effect would be insignificant. Therefore, the additional schemes identified in **Table 5.1** will not affect the findings of the assessment of cumulative effects in the **ES Chapter 11**.

Chapter 12 – Landscape and Visual

Introduction

- 3.1.96 This chapter presents an updated assessment of the landscape and visual effects where applicable in relation to the Carbon Capture Retrofit Ready (CCRR) Energy from Waste Combined Heat and Power (EfW CHP) Facility. Together with the associated CHP Connection, Distribution Network Connection (DNC) and Temporary Construction Compounds (TCCs), these works form the Proposed Development. This update should be read in conjunction with the previous **2024 ES Addendum, ES Chapter 12: Landscape and Visual**.
- 3.1.97 This updated chapter relies on the same methodology as presented in the **2024 ES Addendum** and provides a review of the updated baseline conditions in the vicinity of the Site and surrounding area; to assess the Proposed Development in relation to the effects it would have upon landscape and visual receptors. Whilst the previous Landscape and Visual work was undertaken by a different consultant, the author of this chapter has reviewed their work and is content that their assessment is still relevant and compliant with the necessary guidance.

Baseline Conditions

- 3.1.98 This ES chapter has been updated in relation to an area of recent development, ‘Canford Vale’ (referred to as cumulative scheme: Map Ref 19 in **Table 5.1**, see **ES Figure 5.1**), which is being constructed in phases, with occupants in some of the properties. This development of 695 new homes, a community hub comprising retail uses, flexible workspace, community uses and 60 bed care home was not considered as part of the cumulative assessment in the previous **2023 ES** or the **2024 ES Addendum**.

Local Published Landscape Character Assessments

- 3.1.99 As identified in the **2024 ES Addendum**, the area to the north of Magna Road is located within the River Terrace Landscape Character Type (LCT) as defined in the Dorset Landscape Character Assessment (DLCA), and the Merley-Canford River Terrace

Landscape Character Area (LCA). The introduction of the Canford Vale scheme would not alter the assessment on this LCT/LCA during the construction or operational phases, or cumulatively from what was presented in the **2024 ES Addendum**, as set out in **Technical Appendix A12.2a**.

- 3.1.100 Elements within the construction phase of the Proposed Development are likely to be experienced by the wider River Terrace LCT/LCA which includes the Canford Vale development; this includes noise, light, vibration and traffic movement. Given the enclosed nature of the EfW CHP Facility Site, it is likely that visually only the taller elements of the construction phase will be perceived across the character area. Overall, it is considered that there will be a very low magnitude of change, over a short period, resulting in minor to negligible effects which are not significant.
- 3.1.101 At Year 1 the Proposed Development will have replaced all pre-existing land uses with the EfW CHP Facility and associated parking etc. The built form will create the addition of elements that are evident but do not conflict with the key characteristics of the existing landscape within the context of River Terrace LCT/LCA, as a result the overall magnitude of change is likely to increase slightly to low locally, but quickly dissipates as distance from the Proposed Development Site increases. The effects for both year 1 and 15 are considered to be minor, and not significant.

Residential Groups/Settlements

- 3.1.102 **Paragraph 12.3.38** of the **2024 ES Addendum** provides a summary of the residential groups, categorised from A to F and illustrated in **Figure 12.11** of the **2024 ES Addendum**.
- 3.1.103 The Canford Vale development would form residential receptor Group G, and is reviewed as follows:
- G – Canford Vale: A large area of development comprising up to 695 new homes, a community hub comprising retail uses, flexible workspace, community uses and 60 bed care home. The development is being undertaken in phases, with some areas constructed and parts currently under construction at the time of the Landscape and Visual Site visit in March 2026. Views from private residential properties, are assessed in line with the **2024 ES Addendum** assessment, are likely to be of high sensitivity to change. At the closest point this development is approximately 535m to the northeast of the EfW CHP Facility Site at their nearest point. Based on observations from the Site visit, it is possible that from the upper storeys of these properties and from locations such as their car parking/driveway areas to the fronts of the properties, glimpses towards the EfW CHP Facility Site could be possible, where the existing chimney on the Site is identifiable above the tree canopy.
- 3.1.104 An assessment of this receptor group, and the corresponding photo viewpoints (PVPs) number 15 is set out in **Technical Appendix A12.2a**.
- 3.1.105 An additional representative viewpoint, number 15, has been selected to be representative of residents within the new Canford Vale development. The location of the viewpoint has been recorded at the closest point within the scheme, where the residential properties front onto Knighton Lane. The locations of the 15 photo viewpoints (PVPs) are illustrated on **Figure A12.13**, the locations of the existing 14 photoviews have been replicated as shown on Figure 12.13 in the **2024 ES Addendum**. The accompanying photograph for Viewpoint is contained at **Appendix A12.3**, the original 14 photoviews are contained in **Appendix EDP 4 (2024 ES Addendum)**.

Table 12.1: Summary of Additional Representative Photo Viewpoint.

VVP No.	Location	Grid Reference	Distance and Direction to Site	Receptor Group Sensitivity
15	View north-east from the western edge of Canford Vale	404779, 097304	535 m; SW	Residential – High Sensitivity

- 3.1.106 For the Canford Vale, Group G (PVP 15) due to the orientation of the dwellings within the far western extent of the Canford Vale development, views towards the construction activities are limited to those on the western edge with gable end views. It is likely that the taller elements of the construction phase relating to cranes may be glimpsed in the distance, however, this will form a minor component in the view and will be temporary in nature. The magnitude of change is therefore considered to be very low. When combined with the high sensitivity of the receptor, this results in a Minor adverse level of effect which is not significant.
- 3.1.107 At year 1, it is likely that properties at the western edge of Canford Vale will be able to identify the chimney and upper parts of the EfW CHP Facility in the middle distance as it breaks the horizon. This will be across a small geographic extent, where the building is likely to be screened by intervening vegetation and topography. The magnitude of change is likely to be low, resulting in moderate/ minor adverse effects, which are not significant.
- 3.1.108 At all stages, receptors at PVP 15, and residential receptor Group G will experience a worst case moderate/minor adverse level of effect which is not significant in visual terms. (See **Technical Appendix A12.1a**).

Cumulative Effects

- 3.1.109 The **2024 ES Addendum** provided a list of cumulative developments where cumulative landscape and visual effects are likely to occur. As part of this **2026 ES Update** no further assessment with regard to the cumulative schemes listed in **Table 5.1** is required, as these schemes are considered either too distant or well-screened from the Proposed Development, obscured by existing intervening development, topography and vegetation, and any cumulative landscape and visual effect would be minimal, if experienced at all.

Additional mitigation

- 3.1.110 No further mitigation is required beyond that detailed in the **2024 ES Addendum**.

Residual effects

- 3.1.111 As no additional mitigation measures are proposed, the residual effects remain as reported in **Section 12.5** (Potential Environmental Impact and Effects) and presented in **Table 12.8** of the **2024 ES Addendum**.

Conclusion

- 3.1.112 An assessment of landscape and visual components of the Proposed Development has been undertaken based upon the updated baseline position, which considers the development at Canford Vale.
- 3.1.113 As presented in this section, effects have been assessed with regards to landscape character or visual receptors (Residential Group G or PVP 15) in relation to the Canford Vale development with regards to the construction and operational phases or when

considering cumulative effects. Effects for all considerations would not be significant in EIA terms.

Chapter 13 – Noise and Vibration

Introduction

- 3.1.114 A baseline noise and vibration survey was undertaken in July 2022, with the results used as the basis of the assessment contained within the **2023 ES** and **2024 ES Addendum**.
- 3.1.115 In order to present an assessment against the current baseline environment, it has been necessary to undertake a contemporary baseline survey, using primarily the same methods and locations as the initial survey.
- 3.1.116 The predicted noise levels associated with both the construction and operational phases of the development have not changed since the **2024 ES Addendum**. Therefore, this chapter summarises the updated baseline environment, with a revised assessment of the predicted construction and operational noise effects resulting from any baseline amendment.

Baseline environment

Current Baseline

- 3.1.117 The sensitivity of Noise Sensitive Receptors has been assessed using expert judgement and described using a semantic scale. The Receptor sensitivity judgements are guided by the understanding of baseline conditions within the local vicinity.
- 3.1.118 Although the majority of sensitive Receptors in the area are residential premises, there is also a nearby school and noise sensitive commercial premises.
- 3.1.119 **Table 13.9** presents the scale used to categorise the sensitivity of each Receptor.

Table 13.9: Receptors and sensitivity

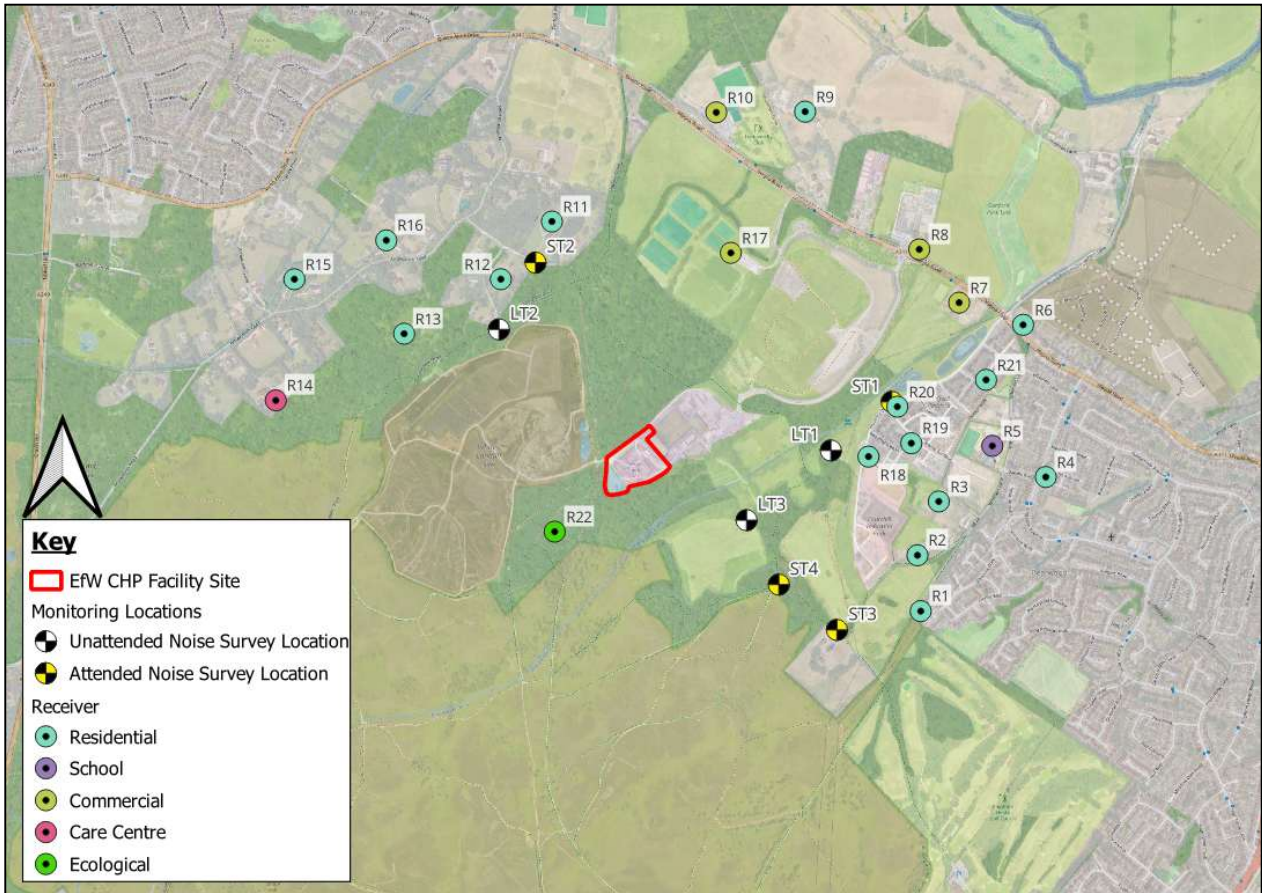
Receptor ID	Receptor Address	Approx Number of Properties	Receptor Type	Sensitivity
R1	188 Viscount Walk, Bournemouth, BH11 9TJ	28	Residential	Medium
R2	Pine Lodge, Wheelers Lane, Bournemouth, BH11 9QW	1	Residential	Medium
R3	Wheelers Lane, Bournemouth, BH11 9QJ	4	Residential	Medium
R4	171 King John Ave, Bournemouth, BH11 9SJ	30	Residential	Medium
R5	Bearwood Primary & Nursery School, Barons Rd, Bournemouth, BH11 9UN	1	School	Medium
R6	154 Magna Rd, Bournemouth, BH11 9NB	15	Residential	Medium

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Receptor ID	Receptor Address	Approx Number of Properties	Receptor Type	Sensitivity
R7	Waggy Tails Rescue, 143 Magna Rd, Poole, Bournemouth, Wimborne, BH21 3AW	1	Commercial	Low
R8	White House, Canford Magna Garden Centre, 170 Magna Rd, Bournemouth, Wimborne, BH21 3AP	1	Commercial	Low
R9	Moortown Dr, Bournemouth, Wimborne, BH21 3AR	15	Residential	Medium
R10	The Hamworthy Club, Magna Rd, Canford Magna, Bournemouth, Wimborne, BH21 3AP	1	Commercial	Low
R11	Arrowsmith Rd, Bournemouth, BH21 3BE	3	Residential	Medium
R12	Arrowsmith Rd, Bournemouth, Wimborne, BH21 3BE	4	Residential	Medium
R13	Maranello, Bournemouth, Wimborne, BH21 3BE	1	Residential	Medium
R14	Magna Care Centre, Arrowsmith Rd, Poole, Bournemouth, Wimborne, BH21 3BQ	1	Care Centre	Medium
R15	Tanglewood, Bournemouth, Wimborne, BH21 3BG	8	Residential	Medium
R16	Hyperion, Arrowsmith Rd, Bournemouth, Wimborne, BH21 3BE	4	Residential	Medium
R17	Canford Park Sports Pitches Club House, Magna Rd, Bournemouth, Wimborne, BH21 3AP	1	Commercial	Low
R18	Canford Park (To become Provence Dr, Bournemouth, BH11 9FE)	10	Residential	Medium
R19	Canford Park (To become Neville Gardens, Bournemouth, Wimborne, BH11 9QJ)	10	Residential	Medium
R20	Canford Park (To become 67 Provence Dr, Bournemouth, Wimborne, BH11 9FE)	10	Residential	Medium
R21	Canford Park (To become 28 Becket Cres, Bearwood, Poole, Bournemouth, BH11 9FN)	10	Residential	Medium
R22	Ecological Receptor	-	Ecological	Medium

3.1.120 A map of Receptors is presented on **Figure A13.1**. These locations are identical to those presented in the **2023 ES** and **2024 ES Addendum**.

Figure A13.1: Assessment Receptor Locations



3.1.121 The existing noise environment in the vicinity of the Proposed Development is dominated by the existing CRP and Magna Road/A341 to the north. The main traffic exists on Magna Road/A341 between Oakley and Bear Cross.

3.1.122 Unattended long term (LT) sample measurements were undertaken between 12:45 on Monday 16 March 2026 and 15:45 hours on Tuesday 24 March 2026 at monitoring locations LT1-LT3.

3.1.123 Attended short term (ST) sample measurements were undertaken between 10:00 and 15:15 hours on Thursday 17 March 2026 at monitoring locations ST1-ST4.

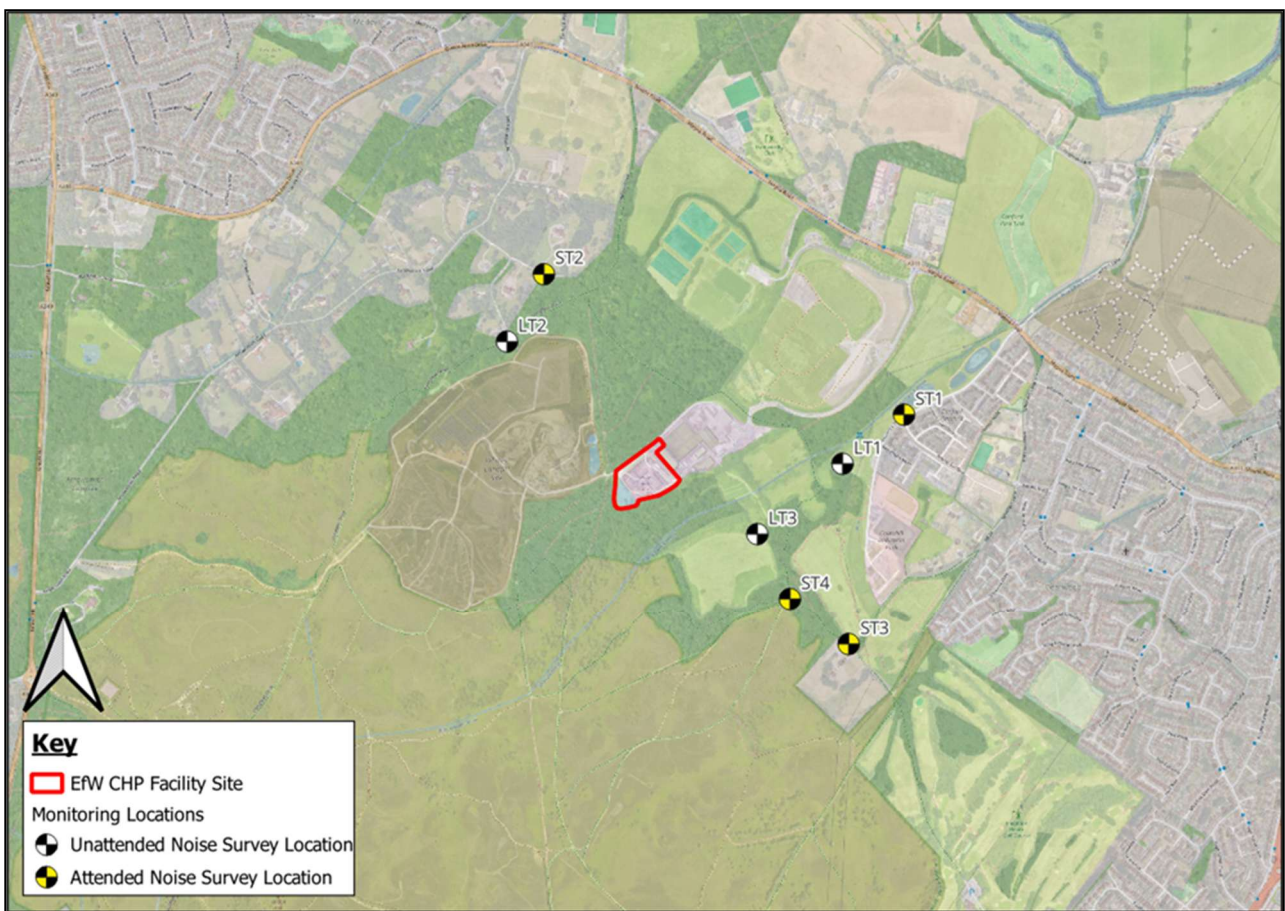
3.1.124 Unattended and attended monitoring locations LT1-LT3 and ST1-ST4 are shown in **Table 13.10** and **Figure A13.2**.

Table 13.10: Attended Baseline Noise Monitoring Locations

ID	Monitoring Co-ordinates	Free-field/facade
LT1	50.770330, -1.9440470	Free-Field
LT2	50.773700, -1.9583242	Free-Field

ID	Monitoring Co-ordinates	Free-field/facade
LT3	50.768408, -1.9476086	Free-Field
ST1	50.771660, -1.9415637	Free-Field
ST2	50.775606, -1.9568617	Free-Field
ST3	50.765474, -1.9439819	Free-Field
ST4	50.766627, -1.9462351	Free-Field

Figure A13.2: Measurement Locations



Attended Sound Survey Results

3.1.125 The survey results are summarised in **Table 13.11**.

Table 13.11: Baseline noise monitoring Results

Rec. ID	Date of Measurement	Start Time	Duration (mins)	Measured Noise Levels, dB re. 2 X 10 ⁻⁵ Pa.				
				L _{Amax,F}	L _{A10,15min}	L _{Aeq,15min}	L _{A50,15min}	L _{A90,15min}
ST1	17/03/2026	10:00	15	77.3	59.2	57.4	45.4	39.4

Rec. ID	Date of Measurement	Start Time	Duration (mins)	Measured Noise Levels, dB re. 2×10^{-5} Pa.				
				$L_{Amax,F}$	$L_{A10,15min}$	$L_{Aeq,15min}$	$L_{A50,15min}$	$L_{A90,15min}$
ST2		12:30	15	76.7	59.4	57.1	44.1	39.5
		14:00	15	78.5	62.9	59.2	48.1	40.8
		11:45	15	59.4	47.6	45.7	44.5	42.8
		13:30	15	56.7	46.8	44.5	43.5	41.1
		15:00	15	62.9	47.6	45.4	43.1	40.5
ST3		10:30	15	68.6	49.6	46.8	43.1	40.2
		13:00	15	79.2	48.4	49.1	44.1	41.6
		14:30	15	71.1	55.0	51.8	45.4	41.7
ST4		11:00	15	64.3	46.8	44.6	41.6	39.2

3.1.126 **Table 13.11** shows that ambient daytime $L_{Aeq,15min}$ noise levels ranged between 44.5 and 59.2 dB across all locations. Background $L_{A90,15min}$ noise levels ranged from 41.6 to 48.1 dB across the three attended measurement locations.

3.1.127 During the attended survey on the 17 March 2026, the main source of sound observed at ST1 was road noise from Provence Drive. Other sources of environmental sound observed at ST1 included audible activity from the existing recycling facility and road noise from Magna Road.

3.1.128 During the attended survey on the 17 March 2026, the main source of sound observed at ST2 was road noise from the existing recycling facility. Other sources of environmental sound observed at ST2 included local wildlife, aircraft flying and road noise from Magna Road.

3.1.129 During the attended survey on the 17 March 2026, the main source of sound observed at ST3 was local wildlife and wind gusts blowing in foliage. Other sources of environmental sound observed at ST3 included industrial activities and road noise emanating from a southerly location.

3.1.130 During the attended survey on the 17 March 2026, the main source of sound observed at ST4 was activities from the existing recycling facility. Other sources of environmental sound observed at ST4 included local wildlife and occasional wind gusts through foliage.

Unattended Sound Survey Results

3.1.131 Daytime $L_{Aeq,T}$, evening $L_{Aeq,T}$ and night-time $L_{Aeq,8hr}$ ambient sound levels presented in **Table 13.12**, **Table 13.13** and **Table 13.14** have been processed in line with the methodology described in **Section 13.3** of the **2023 ES**. The range of 15-minute values over which each logarithmic or mean value has been calculated is shown in parenthesis.

3.1.132 A summary of the unattended monitoring results at LT1 is presented in **Table 13.12**.


Table 13.12: Summary of unattended sound monitoring results at LT1

Measured Sound Pressure Levels, dB re. 2 x 10 ⁻⁵ Pa.													
Day	Date	Daytime				Evening & Weekend				Night-time			
		L _{Amax,F}	L _{A10,T}	L _{Aeq,T}	L _{A90,T}	L _{Amax,F}	L _{A10,T}	L _{Aeq,T}	L _{A90,T}	L _{Amax,F}	L _{A10,8hr}	L _{Aeq,8hr}	L _{A90,8hr}
Mon	16-Mar-26	66 ^[2] (48-80)	48 ^[2] (37-54)	49 ^[2] (36-56)	40 ^[2] (35-42)	51 (43-76)	40 (37-42)	47 (35-55)	34 (33-36)	50 (42-74)	39 (35-53)	41 (33-50)	33 (30-41)
Tue	17-Mar-26	67 (51-79)	50 (43-60)	51 (41-60)	39 (37-42)	55 (47-75)	43 (40-56)	46 (38-57)	39 (36-41)	53 (43-85)	41 (35-56)	44 (34-54)	36 (32-46)
Wed	18-Mar-26	63 (52-76)	47 (43-56)	47 (41-55)	40 (38-45)	52 (44-76)	41 (37-54)	46 (35-56)	37 (33-39)	52 (42-81)	39 (32-55)	46 (30-59)	33 (28-44)
Thu	19-Mar-26	65 (50-82)	48 (43-60)	50 (42-58)	39 (35-44)	55 (45-75)	42 (38-50)	46 (36-53)	37 (34-39)	51 (41-76)	40 (35-53)	44 (32-57)	33 (27-44)
Fri	20-Mar-26	64 (49-82)	47 (41-59)	49 (39-59)	36 (33-44)	54 (41-74)	40 (36-49)	46 (35-55)	34 (33-36)	52 (38-77)	38 (30-55)	46 (29-58)	31 (26-40)
Sat	21-Mar-26	63 (54-75)	49 (40-55)	47 (37-53)	37 (33-40)	59 (43-76)	43 (37-57)	46 (36-57)	33 (30-35)	50 (40-75)	39 (33-54)	42 (31-50)	32 (28-40)
Sun	22-Mar-26	-	-	-	-	61 (38-82)	44 (33-57)	49 (32-58)	33 (28-40)	52 (37-75)	38 (31-56)	43 (29-52)	31 (26-42)
Mon	23-Mar-26	66 (56-79)	49 (40-61)	52 (39-61)	37 (33-43)	45 (40-54)	36 (35-39)	35 (33-37)	33 (32-35)	50 (40-69)	38 (29-57)	43 (29-52)	33 (28-41)
Tue	24-Mar-26	65 ^{[2][3]} (58-79)	51 ^{[2][3]} (50-54)	50 ^{[2][3]} (47-53)	44 ^{[2][3]} (42-45)	-	-	-	-	-	-	-	-
Mean Average		65 (63-67)	48 (47-50)	49 (47-52)	38 (36-40)	54 (45-61)	41 (36-44)	45 (35-49)	35 (33-39)	51 (50-53)	39 (38-41)	44 (41-46)	33 (31-36)

Notes:
 [1] the range of 15-minute levels measured during the monitoring periods are shown in parenthesis; [2] incomplete daytime periods due to equipment set-up / retrieval; [3] Excluded due to elevated wind levels

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- 3.1.133 The results of the unattended sound monitoring show that during daytime periods, ambient sound levels ranged between 47 and 52 dB $L_{Aeq,T}$, with a mean level of 49 dB $L_{Aeq,T}$.
- 3.1.134 Mean background sound levels measured during the daytime periods ranged between 36 and 40 dB $L_{Aeq,T}$. The overall mean 12-hour daytime background sound level measured over the 9-day monitoring period was 38 dB $L_{Aeq,T}$.
- 3.1.135 The results of unattended sound monitoring show that during evening periods, ambient sound levels ranged between 35 and 49 dB $L_{Aeq,T}$, with a mean level of 45 dB $L_{Aeq,T}$.
- 3.1.136 Mean background sound levels measured during the evening periods ranged between 33 and 39 dB $L_{Aeq,T}$. The overall mean 4-hour daytime background sound level measured over the 9-day monitoring period was 35 dB $L_{Aeq,T}$.
- 3.1.137 During night-time periods ambient sound levels ranged between 41 and 46 dB $L_{Aeq,8hr}$, with a mean level of 44 dB $L_{Aeq,8hr}$.
- 3.1.138 Mean background sound levels measured during the night-time periods ranged between 31 and 36 dB $L_{A90,8hr}$ with an overall mean value of 33 dB $L_{A90,8hr}$.
- 3.1.139 A summary of the unattended monitoring results at LT2 is presented in **Table 13.13**.


Table 13.13: Summary of unattended sound monitoring results at LT2

Day	Date	Measured Sound Pressure Levels, dB re. 2 x 10 ⁻⁵ Pa.											
		Daytime				Evening & Weekend				Night-time			
		L _{Amax,F}	L _{A10,T}	L _{Aeq,T}	L _{A90,T}	L _{Amax,F}	L _{A10,T}	L _{Aeq,T}	L _{A90,T}	L _{Amax,F}	L _{A10,8hr}	L _{Aeq,8hr}	L _{A90,8hr}
Mon	16-Mar-26	64 ^[2] (49-78)	49 ^[2] (40-54)	49 ^[2] (39-56)	39 ^[2] (36-41)	57 (45-77)	44 (38-50)	48 (36-56)	35 (32-39)	53 (43-67)	42 (34-58)	43 (31-53)	32 (26-42)
Tue	17-Mar-26	66 (53-75)	50 (42-58)	50 (40-58)	39 (35-42)	47 (39-72)	38 (35-49)	43 (33-54)	34 (30-36)	48 (36-76)	36 (27-60)	46 (25-56)	29 (23-44)
Wed	18-Mar-26	63 (49-75)	48 (40-58)	47 (37-57)	37 (33-45)	49 (41-76)	36 (33-50)	40 (31-48)	32 (29-34)	50 (40-73)	36 (29-58)	43 (27-54)	30 (25-41)
Thu	19-Mar-26	63 (51-79)	47 (39-53)	46 (38-57)	35 (28-41)	48 (40-62)	35 (32-48)	37 (31-46)	30 (28-33)	49 (39-73)	35 (28-56)	44 (26-55)	28 (22-41)
Fri	20-Mar-26	64 (54-77)	48 (40-55)	47 (38-57)	33 (30-40)	52 (41-75)	35 (32-45)	45 (31-55)	30 (29-32)	51 (37-78)	35 (26-56)	46 (25-56)	27 (22-41)
Sat	21-Mar-26	66 (52-77)	50 (39-59)	50 (36-57)	35 (31-40)	58 (42-83)	43 (35-57)	46 (33-55)	33 (29-37)	49 (37-70)	35 (26-57)	43 (25-52)	27 (21-40)
Sun	22-Mar-26	-	-	-	-	60 (41-78)	44 (32-56)	47 (31-55)	32 (28-38)	49 (40-69)	37 (30-53)	42 (28-50)	29 (23-43)
Mon	23-Mar-26	67 (57-79)	50 (41-62)	51 (40-58)	36 (31-43)	45 (39-63)	36 (33-44)	35 (31-41)	32 (28-35)	49 (38-77)	36 (26-57)	44 (24-54)	27 (20-43)
Tue	24-Mar-26	67 ^{[2][3]} (60-74)	54 ^{[2][3]} (49-60)	51 ^{[2][3]} (46-57)	42 ^{[2][3]} (39-47)	-	-	-	-	-	-	-	-
Mean Average		65 (63-67)	49 (47-50)	49 (46-51)	36 (33-39)	52 (45-60)	39 (35-44)	43 (35-48)	32 (30-35)	50 (48-53)	37 (35-42)	44 (42-46)	29 (27-32)

Notes:

[1] the range of 15-minute levels measured during the monitoring periods are shown in parenthesis; [2] incomplete daytime periods due to equipment set-up / retrieval; [3] Excluded due to elevated wind levels.

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- 3.1.140 The results of unattended sound monitoring show that during daytime periods, ambient sound levels ranged between 46 and 51 dB $L_{Aeq,T}$, with a mean level of 49 dB $L_{Aeq,T}$.
- 3.1.141 Mean background sound levels measured during the daytime periods ranged between 33 and 39 dB $L_{Aeq,T}$. The overall mean 12-hour daytime background sound level measured over the 9-day monitoring period was 36 dB $L_{Aeq,T}$.
- 3.1.142 The results of unattended sound monitoring show that during evening periods, ambient sound levels ranged between 35 and 48 dB $L_{Aeq,T}$, with a mean level of 43 dB $L_{Aeq,T}$.
- 3.1.143 Mean background sound levels measured during the evening periods ranged between 30 and 35 dB $L_{Aeq,T}$. The overall mean 4-hour daytime background sound level measured over the 9-day monitoring period was 32 dB $L_{Aeq,T}$.
- 3.1.144 During night-time periods ambient sound levels ranged between 42 and 46 dB $L_{Aeq,8hr}$, with a mean level of 44 dB $L_{Aeq,8hr}$.
- 3.1.145 Mean background sound levels measured during the night-time periods ranged between 27 and 32 dB $L_{A90,8hr}$ with an overall mean value of 29 dB $L_{A90,8hr}$.
- 3.1.146 A summary of the unattended monitoring results at LT3 is presented in **Table 13.14**.


Table 13.14: Summary of unattended sound monitoring results at LT3

Measured Sound Pressure Levels, dB re. 2 x 10 ⁻⁵ Pa.													
Day	Date	Daytime				Evening & Weekend				Night-time			
		L _{Amax,F}	L _{A10,T}	L _{Aeq,T}	L _{A90,T}	L _{Amax,F}	L _{A10,T}	L _{Aeq,T}	L _{A90,T}	L _{Amax,F}	L _{A10,8hr}	L _{Aeq,8hr}	L _{A90,8hr}
Mon	16-Mar-26	63 ^[2] (49-78)	47 ^[2] (39-50)	48 ^[2] (38-54)	42 ^[2] (37-43)	59 (52-76)	43 (40-48)	46 (38-55)	38 (35-39)	51 (43-64)	41 (37-51)	41 (36-48)	36 (32-43)
Tue	17-Mar-26	62 (54-85)	47 (44-57)	49 (42-59)	41 (38-45)	54 (46-72)	45 (41-56)	46 (40-56)	41 (38-43)	50 (41-63)	40 (34-54)	43 (32-50)	36 (30-48)
Wed	18-Mar-26	63 (52-77)	47 (40-52)	47 (40-55)	40 (37-48)	54 (46-76)	40 (37-55)	46 (36-57)	36 (33-38)	53 (42-61)	39 (33-52)	41 (30-49)	33 (27-45)
Thu	19-Mar-26	64 (46-81)	47 (38-67)	52 (37-63)	38 (34-45)	56 (41-75)	40 (37-51)	46 (36-54)	35 (34-37)	55 (37-74)	39 (32-52)	44 (30-56)	33 (26-46)
Fri	20-Mar-26	61 (49-78)	45 (38-53)	48 (36-59)	37 (32-45)	51 (36-72)	37 (33-46)	45 (32-54)	33 (30-35)	48 (34-76)	36 (28-52)	44 (26-57)	29 (24-42)
Sat	21-Mar-26	62 (55-78)	47 (41-53)	47 (38-54)	37 (32-41)	55 (38-75)	41 (35-54)	45 (34-56)	33 (30-37)	47 (39-63)	37 (32-51)	39 (30-48)	32 (27-41)
Sun	22-Mar-26	-	-	-	-	57 (37-77)	42 (32-52)	48 (30-57)	33 (28-39)	46 (35-64)	35 (29-52)	40 (28-49)	31 (26-44)
Mon	23-Mar-26	64 (53-77)	47 (40-59)	51 (38-60)	39 (36-44)	47 (44-53)	40 (37-41)	38 (36-39)	36 (33-37)	52 (42-63)	41 (29-52)	42 (27-49)	34 (24-45)
Tue	24-Mar-26	67 ^{[2][3]} (57-83)	53 ^{[2][3]} (48-67)	54 ^{[2][3]} (46-63)	45 ^{[2][3]} (42-50)	-	-	-	-	-	-	-	-
Mean Average		63 (61-64)	47 (45-47)	49 (47-52)	39 (37-42)	54 (47-59)	41 (37-45)	45 (38-48)	36 (33-41)	50 (46-55)	39 (35-41)	42 (39-44)	33 (29-36)

Notes:
 [1] the range of 15-minute levels measured during the monitoring periods are shown in parenthesis; [2] incomplete daytime periods due to equipment set-up / retrieval; [3] Excluded due to elevated wind levels.

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- 3.1.147 The results of unattended sound monitoring show that during daytime periods, ambient sound levels ranged between 47 and 52 dB $L_{Aeq,T}$, with a mean level of 49 dB $L_{Aeq,T}$.
- 3.1.148 Mean background sound levels measured during the daytime periods ranged between 37 and 42 dB $L_{A90,12hr}$. The overall mean 12-hour daytime background sound level measured over the 9-day monitoring period was 39 dB $L_{Aeq,T}$.
- 3.1.149 The results of unattended sound monitoring show that during evening periods, ambient sound levels ranged between 38 and 48 dB $L_{Aeq,T}$, with a mean level of 45 dB $L_{Aeq,T}$.
- 3.1.150 Mean background sound levels measured during the evening periods ranged between 33 and 41 dB $L_{A90,4hr}$. The overall mean 4-hour daytime background sound level measured over the 9-day monitoring period was 36 dB $L_{Aeq,T}$.
- 3.1.151 During night-time periods ambient sound levels ranged between 39 and 44 dB $L_{Aeq,8hr}$, with a mean level of 42 dB $L_{Aeq,8hr}$.
- 3.1.152 Mean background sound levels measured during the night-time periods ranged between 29 and 36 dB $L_{A90,8hr}$ with an overall mean value of 33 dB $L_{Aeq,8hr}$.

Derivation of Ambient and Background Sound Levels

- 3.1.153 The results of the unattended sound monitoring provide an indication of the diurnal variation in sound levels in the vicinity of the Proposed Development, whilst short-term attended measurements provide an indication of the variation in sound levels between the unattended locations and attended locations ST1, ST2, ST3 and ST4.
- 3.1.154 The results of the attended sound measurements have been compared with the corresponding levels measured at LT1, LT2 and LT3, with the difference used to derive a correction factor to extrapolate Daytime, Evening & Weekend and Night-time $L_{Aeq,T}$ and $L_{A90,T}$ sound levels at the attended monitoring locations. The extrapolated free-field ambient sound levels at all measurement locations are presented in **Table 13.15**. Values presented in parenthesis represent the ambient noise change from the previous baseline survey, conducted in 2022.

Table 13.15: Derived free-field ambient sound levels

Measurement Location	Derived Free-field Ambient sound levels, dB re. 2x 10 ⁻⁵ Pa		
	Daytime $L_{Aeq,T}$	Evening $L_{Aeq,T}$	Night $L_{Aeq,8hr}$
LT1	49 (0)	45 (+1)	44 (+1)
LT2	49 (+1)	43 (0)	44 (+3)
LT3	49 (-1)	45 (+1)	42 (-2)
ST1	57 (+8)	45 (+1)	44 (+1)
ST2	45 (-4)	43 (-1)	44 (+3)
ST3	53 (+3)	45 (+1)	42 (-2)
ST4	48	45	42

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- 3.1.155 Apart from the daytime levels derived at both ST1 and ST2, ambient noise levels display only slight (up to 3 dB) changes when compared to the initial, 2022 survey. At ST1, the large increase in ambient noise levels can be explained by the introduction of multiple industrial units to the east of the measurement position, since the previous survey date. At the time of the initial survey, the road passing ST1 didn't feature the amount of HGV traffic that is now present along this route. At ST2, the dominant sources of noise were noted to be similar in nature to the initial survey, but a lower level was measured.
- 3.1.156 The extrapolated free-field background sound levels at all measurement locations are presented in **Table 13.16**. Values presented in parenthesis represent the background noise change from the previous baseline survey, conducted in 2022.

Table 13.16: Derived free-field background sound levels

Measurement Location	Derived Free-field Background Sound Levels, dB re. 2x 10 ⁻⁵ Pa	
	L _{A90,16hr}	L _{A90,8hr}
LT1	39 (-3)	32 (-2)
LT2	34 (0)	26 (+2)
LT3	39 (-7)	32 (-6)
ST1	40 (-2)	32 (-2)
ST2	36 (0)	26 (+2)
ST3	40 (-5)	32 (-6)
ST4	39	32

- 3.1.157 Apart from the day and night-time levels derived at both LT3 and ST3, background sound levels display only slight (up to 3 dB) changes when compared to the initial, 2022 survey. The large decrease in the background sound levels at LT3 and ST3 is likely caused by the reduction or removal of a continuous noise source in the area.

Potential Environmental Impact and Effects

Construction phase

- 3.1.158 The predicted construction phase noise levels have been reassessed against the change in baseline noise conditions. The predicted construction noise levels have not changed since the **2023 ES**.

3.1.159

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3.1.160 **Table 13.17 and Note:** [1] ABC Method assessment;

[2] 5dB Change Method;

[3] not applicable during period;

[4] Evening works limited to 16:00 on Saturdays only; and

[5] Night-time works are limited to the operation of generators prior to mains power connection.

3.1.161 present the assessment for each time period based on the updated ABC categorisations (as defined in the **2023 ES**) and the highest monthly predicted noise levels.



Table 13.17: Assessment of Construction Noise Levels

Rec. No.	Sensitivity	Daytime (Mon-Fri 07:00-19:00, Sat 07:00-13:00)				Evening (Mon-Fri 19:00-23:00, Sat 13:00-23:00) ^[4]				Night-time (23:00-07:00) ^[5]			
		Baseline, L _{Aeq,T}	ABC Category	Threshold, dB	Magnitude of Impact	Baseline, L _{Aeq,T}	ABC Category	Threshold, dB	Magnitude of Impact	Baseline, L _{Aeq,T}	ABC Category	Threshold, dB	Magnitude of Impact
R1 ^[1]	Medium	53	A	65	Negligible	45	A	55	Negligible	42	A	45	Negligible
R2 ^[1]	Medium	53	A	65	Minor	45	A	55	Negligible	42	A	45	Minor
R3 ^[1]	Medium	53	A	65	Minor	45	A	55	Negligible	42	A	45	Minor
R4 ^[1]	Medium	49	A	65	Minor	45	A	55	Negligible	44	B	50	Negligible
R5 ^[2]	Medium	49	-	65	Minor	N/A ^[3]				N/A ^[3]			
R6 ^[1]	Medium	57	A	65	Negligible	45	A	55	Negligible	44	B	50	Negligible
R7 ^[2]	Low	57	-	65	Negligible	45	-	55	Negligible	N/A ^[3]			
R8 ^[2]	Low	45	-	65	Minor	43	-	55	Negligible	N/A ^[3]			
R9 ^[1]	Medium	45	A	65	Minor	43	A	55	Negligible	44	B	50	Negligible
R10 ^[2]	Low	49	-	65	Minor	45	-	55	Negligible	N/A ^[3]			
R11 ^[1]	Medium	45	A	65	Minor	43	A	55	Minor	44	B	50	Negligible
R12 ^[1]	Medium	49	A	65	Negligible	43	A	55	Negligible	44	B	50	Negligible
R13 ^[1]	Medium	49	A	65	Negligible	43	A	55	Negligible	44	B	50	Negligible
R14 ^[1]	Medium	49	A	65	Negligible	43	A	55	Negligible	44	B	50	Negligible
R15 ^[1]	Medium	49	A	65	Negligible	43	A	55	Negligible	44	B	50	Negligible
R16 ^[1]	Medium	49	A	65	Negligible	43	A	55	Negligible	44	B	50	Negligible
R17 ^[2]	Low	45	-	65	Minor	43	-	55	Minor	N/A ^[3]			
R18 ^[1]	Medium	49	A	65	Minor	45	A	55	Negligible	44	B	50	Minor
R19 ^[1]	Medium	49	A	65	Minor	45	A	55	Negligible	44	B	50	Negligible
R20 ^[1]	Medium	57	A	65	Negligible	45	A	55	Negligible	44	B	50	Negligible
R21 ^[1]	Medium	57	A	65	Negligible	45	A	55	Negligible	44	B	50	Negligible
R22	<i>Ecological Receptor</i>												

Note: [1] ABC Method assessment;
 [2] 5dB Change Method;
 [3] not applicable during period;
 [4] Evening works limited to 16:00 on Saturdays only; and
 [5] Night-time works are limited to the operation of generators prior to mains power connection.

3.1.162 The results presented in

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- 3.1.163 **Table 13.17** indicate that predicted construction noise levels fall below the Significant Observed Adverse Effect Level (SOAEL) criteria at residential or non-residential Receptors.
- 3.1.164 Receptors of medium sensitivity with a **Minor** impact will result in **Slight** significance of effect. Low sensitivity Receptors experiencing a **Minor** impact will result in a **Neutral or Slight** significance of effect.

Operational Phase

Residential Dwellings

- 3.1.165 Operational noise predictions have not changed since the **2024 ES Addendum**. At the time of the previous assessment, a sound model was constructed to calculate the propagation of sound away from the Proposed Development and sound levels at the residential Receptors, as described in the **2023 ES Appendix 13.1**.
- 3.1.166 A summary of the previously calculated operational sound levels against the updated baseline is presented in **Table 13.18** for Normal Mode.

Table 13.18: Assessment of Operational Noise Levels – Normal Mode

Receptor	Sensitivity	Rating Level		Background Sound Level		Excess of rating over background sound level	
		Daytime dB (L _{Ar,1hr})	Night-time dB (L _{Ar,15min})	Daytime dB (L _{A90,1hr})	Night-time dB (L _{A90,15min})	Daytime dB	Night-time dB
R1	Medium	25	22	40	32	-15	-10
R2	Medium	27	24	40	32	-13	-8
R3	Medium	28	24	40	32	-12	-8
R4	Medium	24	20	39	32	-15	-12
R5	<i>Non-residential</i> ^[3]						
R6	Medium	28	20	40	32	-12	-12
R7	<i>Non-residential</i> ^[3]						
R8	<i>Non-residential</i> ^[3]						
R9	Medium	26	24	36	26	-10	-2
R10	<i>Non-residential</i> ^[3]						
R11	Medium	32	33	36	26	-4	+7
R12	Medium	25	25	34	26	-9	-1
R13	Medium	25	26	34	26	-9	0
R14	Medium	20	21	34	26	-14	-5
R15	Medium	20	20	34	26	-14	-6

Receptor	Sensitivity	Rating Level		Background Sound Level		Excess of rating over background sound level	
		Daytime dB (L _{Ar,1hr})	Night-time dB (L _{Ar,15min})	Daytime dB (L _{A90,1hr})	Night-time dB (L _{A90,15min})	Daytime dB	Night-time dB
R16	Medium	23	22	34	26	-11	-4
R17	<i>Non-residential</i> ^[3]						
R18	Medium	35	27	39	32	-4	-5
R19	Medium	30	23	39	32	-9	-9
R20	Medium	37	26	40	32	-3	-6
R21	Medium	27	23	40	32	-13	-9
R22	<i>Non-residential</i> ^[3]						

Note: [1] Specific and Rating Levels calculated at a free-field location, 1.5 m above local ground;
[2] where multiple facades may be exposed to the specific sound, the façade with the highest calculated Specific Sound Level is presented; and
[3] Non-residential Receptors are beyond the scope of BS 4142.

3.1.167 A summary of the previously calculated operational sound levels against the updated baseline is presented in **Table 13.19** for Bypass Mode.

Table 13.19: Assessment of Operational Noise Levels – Turbine Bypass Mode

Receptor	Sensitivity	Noise Rating Level		Background Sound Level		Excess of rating over background sound level	
		Daytime dB (L _{Ar,1hr})	Night-time dB (L _{Ar,15min})	Daytime dB (L _{A90,1hr})	Night-time dB (L _{A90,15min})	Daytime dB	Night-time dB
R1	Medium	25	22	40	32	-15	-10
R2	Medium	27	24	40	32	-13	-8
R3	Medium	28	24	40	32	-12	-8
R4	Medium	24	20	39	32	-15	-12
R5	<i>Non-residential</i> ^[3]						
R6	Medium	28	21	40	32	-12	-11
R7	<i>Non-residential</i> ^[3]						
R8	<i>Non-residential</i> ^[3]						
R9	Medium	26	24	36	26	-10	-2
R10	<i>Non-residential</i> ^[3]						

Receptor	Sensitivity	Noise Rating Level		Background Sound Level		Excess of rating over background sound level	
		Daytime dB (L _{Ar,1hr})	Night-time dB (L _{Ar,15min})	Daytime dB (L _{A90,1hr})	Night-time dB (L _{A90,15min})	Daytime dB	Night-time dB
R11	Medium	33	33	36	26	-3	+7
R12	Medium	26	26	34	26	-8	0
R13	Medium	26	27	34	26	-8	+1
R14	Medium	21	21	34	26	-13	-5
R15	Medium	20	21	34	26	-14	-5
R16	Medium	23	23	34	26	-11	-3
R17	<i>Non-residential</i> ^[3]						
R18	Medium	35	27	39	32	-4	-5
R19	Medium	30	24	39	32	-9	-8
R20	Medium	37	27	40	32	-3	-5
R21	Medium	28	24	40	32	-12	-8
R22	<i>Non-residential</i> ^[3]						

Note: [1] Specific and Rating Levels calculated at a free-field location, 1.5 m above local ground;
[2] where multiple facades may be exposed to the specific sound, the façade with the highest calculated Specific Sound Level is presented; and
[3] Non-residential Receptors are beyond the scope of BS 4142.

3.1.168 The predicted rating levels at R11, which represents 3 properties, result in a potential **Moderate adverse** impact, depending on the context (see below).

3.1.169 The predicted rating levels at R12 and R13, which represent a total of 25 properties, result in a **Minor adverse** impact, depending on the context.

3.1.170 At all other Receptors, there is a **Negligible** impact resulting in a **Neutral or Slight Adverse** significance of effect.

3.1.171 The effects described above (and presented in **Table 13.19**) are no different to those detailed in the **2024 ES Addendum**.

Context

3.1.172 When considering the significance of an effect, British Standard (BS) 4142 advises that the context of the impact should be considered. The context of the effect should consider factors such as: the absolute level of sound; the character and level of the residual sound compared to the character and level of the specific sound; the sensitivity of the Receptor; and whether dwellings or other premises used for residential purposes will already incorporate design measures that secure good internal and/or outdoor acoustic conditions.

3.1.173 The Proposed Development will operate 24-hours a day 365-days a year. Residual waste will only be accepted between 07:00 and 20:00 hours.

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- 3.1.174 At the Receptors predicted to have an adverse effect, the background assessment level is based on measured levels at LT2.
- 3.1.175 The daytime (07:00 – 23:00 hrs) baseline ambient sound levels measured at LT2 ranged from 45 to 50 dB $L_{Aeq,16hr}$. The specific daytime sound levels at R11, R12, and R13 fall below these daily ambient levels by at least 16 dB.
- 3.1.176 The night-time (23:00 – 07:00 hrs) baseline ambient sound levels measured at LT2 ranged from 42 to 46 dB $L_{Aeq,8hr}$. The specific night-time sound levels at R11, R12 and R13 fall below these nightly ambient levels by at least 12 dB.
- 3.1.177 The existing CRP has industrial premises, including a Mechanical and Biological Treatment (MBT) facility and Materials Recycling Facility (MRF), which processes waste during daytime hours. The character of noise produced by the existing activities are similar to the Proposed Development.
- 3.1.178 Calculations indicate that the continuous operation of the EfW CHP Facility will not produce tonal, impulsive and/or intermittent sounds and therefore may be described, using terminology referred to in the Environment Agency (EA)'s guidance, as a bland/characterless sound, which is likely to reduce the sensitivity of the situation.
- 3.1.179 Based on the comparison of predicted rating levels against baseline sound levels, a potential moderate impact is predicted at R11 during the night-time period. The night-time background sound level at this location is 26 dB $L_{A90,15min}$.
- 3.1.180 The main noise-sensitive activity undertaken during the night-time period is resting/sleeping within bedrooms. ProPG: Planning & Noise¹⁵ indicates that a partially open window can offer an attenuation of between 10 and 15 dB(A) from external noise sources. Subtracting this attenuation from the specific operational sound pressure level of 30 dB(A) results in an internal noise level of between 15-20 dB(A).
- 3.1.181 In line with guidance presented in the EA's noise guidelines, barely audible or detectable noise should be categorised as 'low impact or no impact'. Although the performance of human hearing ranges from person to person, a continual noise source of between 15-20 dB(A) is considered to be barely audible or not detectable.
- 3.1.182 When considering these factors, the magnitude of impact at R11 during night-time hours can be reduced from **Moderate** to **Minor**. The **Minor** impact indicates a **Slight adverse** effect at R11, this is not significant in EIA terms.

Non-Residential Dwellings

- 3.1.183 **Table 13.20** presents the assessment of operational noise levels calculated at non-residential Receptors. The operational noise level is logarithmically summed with the existing ambient level to calculate the combined external noise level. However, as the operational free-field noise level is 10 dB or more below the existing ambient sound level, this results in no calculated increase.
- 3.1.184 The different modes of the operation do not affect the operational noise levels at the Receptors presented in **Table 13.20**.

¹⁵ Association of Noise Consultants, Institute of Acoustics and Chartered Institute of Environmental Health, 2017. *ProPG: Planning & Noise – New Residential Development*.

Table 13.20:Operational Noise Assessment – Non-Residential dwellings

Rep ID	Sensitivity	Operational Free-Field Noise Level, dB $L_{Aeq,1hr}$	Existing Free-Field Ambient Sound Level, dB $L_{Aeq,12hr}$	Combined External Free-field Noise Level ^[1] , dB $L_{Aeq,1hr}$	Internal Noise Level ^[2] , dB $L_{Aeq,1hr}$	Magnitude of Impact
R5	Medium	22	49	49	34	Negligible
R7	Low	25	57	57	42	Negligible
R8	Low	29	57	57	42	Negligible
R10	Low	23	57	57	42	Negligible
R17	Low	28	57	57	42	Negligible

Note [1] logarithmic sum of operational noise level and existing sound level; and
 [2] Internal noise level calculated assuming a 15 dB reduction in free-field levels for a partially open window.

3.1.185 As there is no calculated increase in the external noise level when combined with the operational noise level, there is **Negligible** impact at all non-residential Receptors, resulting in a **Neutral or Slight adverse** significance of effect; this is not significant in EIA terms.

Additional mitigation

Construction Phase

3.1.186 All predicted adverse effects due to construction activity are **Negligible or Minor adverse** significance. Therefore, further mitigation is not required. However, an Outline Demolition and Construction Environmental Management Plan (DCEMP) accompanies the ES, see **Appendix 3.2** of the **2024 ES Addendum**. The Outline DCEMP sets out the management and control measures for the construction process to ensure that no adverse noise and vibration effects arise.

Operational Phase

3.1.187 With the embedded mitigation, as described in the **2023 ES** and the **2024 ES Addendum**, all predicted adverse effects due to operational activity are **Negligible or Minor adverse** significance. Therefore, further mitigation is not required.

Residual Effects

Construction phase

3.1.188 During the construction phase, all effects are temporary adverse effects that are no greater than **Slight adverse**, therefore, **not significant**.

Operational phase

3.1.189 When considering the implementation of proposed mitigation, the permanent adverse effects are no greater than **Slight**, therefore, **not significant**.

Conclusion

3.1.190 An update to the measured baseline levels in the vicinity of the Proposed Development has resulted in the requirement to reassess predicted noise levels associated with both the

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construction phase and the operational phase. The predicted noise levels associated with each phase of the Proposed Development have not changed since the **2024 ES Addendum**.

- 3.1.191 During the Proposed Development's construction phase, there are no Moderate or higher effects of significance predicted at residential/non-residential sensitive Receptors.
- 3.1.192 The comparison of background/rating levels for the operational phase indicates a potential moderate impact at a single residential Receptor (R11) during night-time operation. However, upon consideration of the context, this impact is reduced to minor. This results in a slight adverse effect, which is not significant in EIA terms.

Chapter 14 – Population and Health

- 3.1.193 As described in Chapter 1 of this **2026 ES Update**, the Regulation 25 letter which was issued on the 20th February 2026 detailed a requirement for further information in relation to the baseline information of chapters 6, 7, 8, 11, 12, 13 and 15, as well as corresponding updates to the NTS. As there were no updates requested for Population and Health, no additional baseline information has been provided. An update to the cumulative effects assessment is provided below in relation to the new schemes which are identified in **Table 5.1**.

Cumulative effects

- 3.1.194 It has been confirmed that traffic modelling does not need to be updated due to the addition of new cumulative schemes. On this basis, there would be no associated impact on air quality and noise modelling from traffic flows that inform the human health assessment.
- 3.1.195 The occupation of all cumulative residential developments would introduce additional sensitive Receptors to the Study Area. Applying the UK average household size of 2.4 people per dwelling (and not considering any net additional effects i.e., individuals moving from within the Study Area), the additional population would equate to approximately 7,039 people. In the context of changes in local air quality, accounting for the increase in population within the Study Area (a total population of 437,363 people excluding cumulative residential developments) it remains the case that there would be no measurable change to population health outcomes is reported. As a result, the residential cumulative developments identified are not anticipated to change the results or conclusions of the main assessment undertaken in the above sections.
- 3.1.196 Non-residential developments included as part of the updated cumulative list have the potential to increase employment opportunities locally. As being in good quality and long term employment is a key wider determinant of good health and wellbeing, there is potential for cumulative benefits. However, due to the low quantity of such developments and difference in sector, there would be limited interaction between these and the Proposed Development.

Chapter 15 – Traffic and Transport

- 3.1.197 The original traffic survey data used within the **2023 ES** in relation to **ES Chapter 15: Traffic and Transport** was collected in June 2022 on Magna Road (A341). As part of that assessment, all traffic generated by the identified committed developments was considered and highlighted in **paragraph 15.2.45** of **ES Chapter 15: Traffic and Transport**. The response provided to PINS sets out the position in relation to the traffic baseline, this is also summarised below (see **ES Appendix A1.1**).

Baseline

- 3.1.198 In respect to Magna Road, the **ES Chapter 15: Traffic and Transport** summarised that the 2022 baseline AADT vehicle flows along Magna Road were 16,696 (**para 15.5.22 and 15.5.7**).
- 3.1.199 Using a Department for Transport (DfT) traffic counter located along Magna Road (site 779621 located circa 675m to the west of the 2022 counts) the most recent flows in 2024 showed an AADT of 15,341, meaning the flows along Magna Road have decreased from the 2022 recorded flows, showing more than an 8% reduction in AADT flows.
- 3.1.200 The development traffic impact related to the Site was set out in **paragraph 15.5.22 of ES Chapter 15: Traffic and Transport** and confirmed a 1.59% increase in AADT vehicle trips. This was based on an Operational Phase (Scenario 1 which is the worst case) development AADT flow of 264 vehicles (**paragraph 15.2.21**).
- 3.1.201 Once the Operational Phase 264 trips are added to the 2024 DfT baseline, a 1.72% in AADT vehicle trip increase occurs, which equates to an AADT of 15,605 vehicles. This figure is below the 2022 recorded flows and therefore it is considered that the assessment which was undertaken and presented within the **2023 ES** is robust and remains representative of the current state of the environment.
- 3.1.202 The DfT count also recorded that HGVs attribute 2,763 AADT flows which is higher than the recorded 1,617 HGVs in the 2022 AADT flows used in Chapter 15: Traffic and Transport (**paragraph 15.5.7**). This would mean the HGV impact from the Proposed Development is actually less in percentage terms than what was presented within Chapter 15: Traffic and Transport.
- 3.1.203 Having regard to the above, the 2024 DfT data demonstrates that the assessment which was undertaken and presented within the ES is robust and remains representative of the current state of the environment.

Assessment scenarios

- 3.1.204 As set out in **Section 1 of this 2026 ES Update**, the traffic assessment scenarios have also been reviewed, however this has not directly affected the transport assessment or conclusions.

Chapter 16 – Assessment Summary and Mitigation Implementation

- 3.1.205 Taking into consideration the amendments to the Proposed Development as set out within **Section 1 of this 2026 ES Update**, the likely effects of the Proposed Development remain unchanged from the **2023 ES and 2024 ES Addendum**, as such, **ES Chapter 16** remains an accurate reflection of the conclusions of the ES and the mitigation proposed is unaltered.

4. Conclusion

4.1.1 The amendments as set out in **Section 1** of this **2026 ES Update** have been considered in the context of the EIA Regulations 2017 and the letter from PINS, in order to determine whether the changes result in the requirement for further assessment in EIA terms.

4.1.2 In conclusion, following consideration of the amendments and the assessment work undertaken to date a part of the submitted **2023 ES** and **2024 ES Addendum**, and the additional baseline data and assessment work as set out in the technical sections above, it has been determined that the effects as assessed and presented as part of the overall ES package¹⁶ represent an accurate assessment and that no additional significant environmental effects arise through the changes.

4.2 Next steps

4.2.1 This **2026 ES Update** has been submitted to PINS in accordance with the Regulation 25 letter issued on 20 February 2026. Whilst there is no formal requirement set out within the EIA Regulations for the ES Update to be publicised, the Appellant has chosen to make this available for a period of 30 days between the period of the 1 May and 31 May 2026.

4.2.2 The **2023 ES** and the **2024 ES Addendum** can be viewed via BCP Council's planning page at <https://boppa.poole.gov.uk/online-applications/>.

4.2.3 The **2026 ES Update** documents can be viewed and downloaded from the project website at <https://www.mvv-canfordchp.co.uk/documents>.

4.2.4 A copy of the ES is available on USB at a charge of £25.00. Enquiries in respect of these or printed copies of the ES and Appendices should be made to Savills and the address below:

Savills
Wessex House
Priors Walk
East Borough
Wimborne
BH21 1PB
01202 856800

¹⁶ The ES package comprises the **2023 ES**, the **2024 ES Addendum**, and the **2026 ES Update**

