

**DEVELOPMENT CONTROL COMMITTEE
Update List**

15th August 2011

PAGE NO.	LIST A	LIST B	Updated Information
7		11/00044/FUL	
18		11/00156/FUL	
23		11/00186/COND	<p>In addition 5 further objections have been received. Four of these objections are from Runcorn residents. These objections raise issues that have already been dealt with in the report.</p> <p>CPRE have also expressed their concerns and are opposed to any change to condition 57 on the following grounds:</p> <ul style="list-style-type: none"> • on the basis of the impact on the local population. • Condition 57 is a significant condition • That the arguments are about the road/ rail modal change and not water. • Arguments that depend on a bridge that has not been built • Impact of air quality. • The use of the Runcorn Curve for freight should be considered. <p>No additional evidence has been provided to support these objections.</p>

			At the last Committee the item was deferred for additional information please see below.
47		11/00240/FUL	

PLAN NUMBER: 11/00186/COND

APPLICANT: INEOS Chlor

PROPOSAL: Application pursuant to condition 57 (permission granted by Secretary of State) asking Halton Borough Council for agreement in writing, to increase the quantity of refuse derived fuel delivered to the energy from waste power station by road from 85,000 tonnes to 480,000 tonnes per annum at

ADDRESS OF SITE: Land off Picow Farm Road at INEOS Chlor

WARD: Heath

UPDATE FOLLOWING THE DEFERRAL FROM THE JULY COMMITTEE

Information provided by INEOS

INEOS were asked to provide additional information following the deferral from the 4th July Development Control Committee. The information submitted is attached.

INEOS have said that they have identified scenarios that have on balance a reasonable prospect of being achieved.

An addendum to the transport carbon assessment has been provided. This addendum covers two additional scenarios;

- one in which 100,000 tpa is delivered from North Wales and 295,000 tpa is delivered from within the northwest
- and the second which has the full 395,000 tpa delivered from sources within the Northwest region.

These scenarios show a reduction in co2 emissions achieved by road over rail delivery.

In relation to water transport INEOS have stated that the RDF could enter from the east by water (ie from the eastern end of the Manchester ship canal) but this would involve double handling and that this option had been reviewed by Peel and they were unable to present an economically viable proposal compared to rail. INEOS have also stated that there are currently no known

sources of RDF to the west of the country that could feasibly be imported via Eastham Docks.

INEOS have also provided a Q and A document that is attached.

MEAS, HAGATI, Cheshire West and Chester Council and GVA have been provided with the additional documentation the following responses have been received:

Response by MEAS (response attached)

MEAS have reviewed the documents submitted by INEOS and have looked at the suggested sourcing of the waste derived fuel. They have stated that:

- They are not commenting on the factors used in calculating Green House Gas emissions (the figures used by INEOS are from a Governmental Source)
- They have also reviewed “Questions and Answers” document and concur with its principal statements where they relate to likely waste sources.
- The modelling outcome is consistent with policy statements in relation to the proximity principal and that the modelling assumptions imply that rail is likely to out perform road both in terms of Green House Gas emissions and transport costs if RDF has to be moved over longer distances.

Therefore this new evidence suggests that the application can provide flexibility while still delivering a better outcome in terms of GHG emissions even though it is not clear at present where the additional RDF will come from.

MEAS do state that the modelling results therefore demonstrate this revised distribution supports the application to vary condition 57.

Response by HAGATI(response attached)

An objection has been received from HAGATI outlining failures that they believe are within the additional information provided by INEOS. These are summarised as:

- A failure to consider the Halton Curve the opening of which is supported by the Council and would reduce the distances that rail traffic would need to take.
- A failure to substantiate transport by water. Councillors question the use of water from Warrington and this has not been addressed.
- The request is made on purely commercial grounds and the concerns of the community and residents should not be put at risk on this basis.
- Not looked at all available sources within the UK.
- The facility is oversized and in the wrong location.
- A failure to obtain the Merseyside Contract should not override the controls and limits of condition 57.

- Failure to consider sources outside of the Northwest region other than North Wales.
- Failure to identify sources prepared to set up facilities close to rail or water transport.
- Failure to explain who asked the questions or to clarify where the Q and A came from.
- Fuel consumption of road is higher than rail and therefore road delivery would increase CO2.

Other responses

At the date of writing this additional report no response has been received from Cheshire West and Chester Council or GVA

OBSERVATION AND ISSUES

The additional information submitted by INEOS provides scenarios of available waste and how the rail and road compares.

Network rail where asked about the Capacity of the network in general and have made no comment to the Council either in general or in reference to the Halton Curve. HAGATI have raised the issue of the Halton Curve in the context of the alleged failure by INEOS to produce a sufficient number of scenarios for testing. However, MEAS have advised that a sufficient number of scenarios have been put forward. HAGATI have not produced any evidence as to the likely availability of the Halton Curve or of the economic consequences of it's availability.

In relation to water transport INEOS have stated that "RDF could enter from the east if it were double handled and transferred from road to barge in the Manchester area, however, the environmental benefits would be limited as they would only affect the final 30 miles of the Journey". HAGATI concede that calculations based on water transport from Manchester are irrelevant since the original permission is based on rail transport from Manchester. However, HAGATI state that INEOS have not addressed the issue of fuel coming from Warrington by water. HAGATI have not produced evidence on the issue of fuel coming from Warrington coming from Warrington by Water. To be fair INEOS have not addressed this issue either.

HAGATI have objected on the grounds that not all available sources have been considered and that there has been a failure to identify sources that are prepared to set up facilities close to rail or water. MEAS have stated that the scenarios but forward by INEOS are reasonable.

HAGATI have submitted details showing that fuel consumption for road is higher than that for rail and therefore CO2 for road would be higher. The comparisons shown by HAGATI are based on road and rail travelling the same distance this is clearly not the case as the roads and rail for the comparisons do not run in parallel.

HAGATI have stated that the request is made on purely commercial grounds, failure to obtain the Merseyside contract should not override Condition 57 and that the problems of fuel sourcing by rail may mean this facility is oversized and in the wrong location. These issues are not material to this request and are a commercial decision for the company. The size and location of the facility in Runcorn have already been determined by the Secretary of State in granting planning permission.

Conclusion and Recommendation

There is nothing in the additional information submitted by INEOS or in any of the responses to that information to warrant a change in the provisional recommendation in the main report. Therefore the provisional recommendation is confirmed as the recommendation.