

Report on feedback from public exhibitions  
held on 15th, 16th and 23rd July

Compiled by  
Green Issues Communiqué  
on behalf of



**New waste facility, Bolton Road, Manvers**

**July 2011**

# Exhibition Report

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## 1. INTRODUCTION

### 1.1 Background

Green Issues Communiqué was appointed by Shanks in April 2011 to draw up and implement a programme of community consultation on its proposals for a new waste facility on Bolton Road in Manvers.

Alongside other activities to engage directly with elected representatives and residents' groups Green Issues recommended that public exhibitions be held to which residents were invited by a newsletter that detailed the proposals (**see Appendix 1**). The event would also be advertised in the local papers, in local libraries and with help from local parish councils. In a previous consultation over the Council's Local Development Framework Development Plan Document, many residents had said they wished to be kept updated by newsletter. We therefore aimed to produce a newsletter that was detailed enough to keep residents informed without their having to attend an event, but also to hold events for those who would find it helpful to discuss the proposals, in person, with members of the project team.

### 1.2 Advertising the exhibition

18,499 newsletters were hand delivered to local addresses in the local area (**see Appendix 2**). These included 900 business addresses and 17,600 households.

The exhibitions were also advertised in the following local papers (**See Appendix 3**):

- The Rotherham Advertiser
- The Doncaster Free Press
- The Barnsley Chronicle
- The South Yorkshire Times
- The Dearne Valley Weekender

Copies of the newsletter were sent for display in local libraries in order to further raise awareness and, in addition, were mailed to the following parish councils (via the clerk):

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- Denaby Parish Council
- Adwick-upon-Deerne Parish Council
- Barnburgh & Harlington Parish Council
- Hickleton Parish Council
- Billingley Parish Council

Councillors from the site and neighbouring wards in Barnsley, Doncaster and Rotherham council were invited as were the relevant Cabinet members and members of Rotherham's Planning Committee. Letters of invitation were also sent to Rt Hon Ed Miliband MP, John Healey MP and Michael Dugher MP as the local Parliamentary representatives.

## 1.3 Public exhibitions and feedback

The exhibition was held on the following days:

- **Friday 15 July (3.00 pm - 7.30 pm):** Montgomery Hall, Church Street, Wath upon Dearne, Rotherham S63 7RD
- **Saturday 16 July (11.00 am - 4.00 pm):** Mexborough Resource Centre, Dolcliffe Road, Mexborough, Doncaster S64 9AZ
- **Saturday 23 July (12.00 pm - 4.00 pm):** Dearne Advanced Learning Centre, Goldthorpe Road, Barnsley S63 9EW

The events were staffed by representatives of the following organisations:

- Shanks
- SSE
- Mouchel
- Green Issues Communiqué
- Rotherham Metropolitan Borough Council
- Barnsley Metropolitan Borough Council
- Doncaster Metropolitan Borough Council

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Those attending were able to look at a display (**see Appendix 4**) which was available in printed out format to take home. A series of photomontages were made available showing the site (before and after) from a number of different viewpoints in the surrounding area (see map at **Appendix 5**). These viewpoints can also be made available upon request. Samples of Solid Recovered Fuel (SRF) were also provided.

A total of 129 people attended on the three days. Those people attending were able to fill in their feedback form (**see Appendix 6**) at the event(s) themselves or, alternatively, take them home for completion and then return via a freepost address (by a deadline of 1 August).

## 2. SUMMARY OF FEEDBACK RECEIVED

Of the 34 responses completed and returned by 1 August, 7 people said the proposals would provide a good facility for the local area, provided that commitments on addressing local environmental issues (eg smells/dust) were followed through.

Of the 27 people who raised concerns, the majority related to the potential impact of traffic on the local road network. Specifically, these related to the volume of traffic and congestion, and concerns that the roads in that area are not suitable for large lorries. Five people said the site was the wrong location for such a facility because it is too populated and busy.

Other concerns related to how the buildings would look and environmental issues such as noise, dust and smells - although most felt these had been addressed.

### 2.1 Traffic/Highways

Of the 20 people who raised specific concerns about traffic, the points made were as follows:

#### **Roads not suitable for large lorries**

The most frequently mentioned issue was the suitability of the roads around the site to accommodate refuse lorries and large vehicles. In particular, it was felt that Bolton Road was not wide enough. There was also concern that the low railway bridge on Wath Road would cause problems as high vehicles can only pass under it by moving to the middle of the road thereby increasing the risk of accidents. Additional comments related to the need for better road markings on the major routes in the locality, in particular on the Manvers roundabout.

#### **Traffic volume/congestion/number of journeys**

The extra number of journeys envisaged was also frequently mentioned. There is concern that there are already a number of call centres and distribution centres creating traffic in the area and, together with a growing local population due to new housing developments, the local roads are becoming increasingly congested. A

# Exhibition Report

number of people felt that the roads around the site were already very busy at peak times - particularly Manvers Way but also on the major routes nearby. It was felt by many respondents that this development and the predicted number of additional vehicular movements it generated would make this a lot worse. Particular junctions/roads that were noted in this respect were:

- Traffic from Manvers Roundabout along Bolton Road
- Congestion at the bottom of Rawmarsh/Parkgate
- Congestion along Bolton Road, Sticking Lane, A6023 Wath Road and Doncaster Road through Wath
- Congestion running into Golden Smithies Lane
- Road from Aldwick-upon-Deerne goes over 2 bridges and has severe bends which may be unsuitable for large vehicles and the river bridge has weight restrictions
- Entrance from Bolton Road is not very wide and includes a sharp turn – causing difficulties for lorries turning in and out of site
- Congestion at the Junction on Manvers Road, road to M1 and the road to Darfield – additional road markings and lights may be needed

## **Deterioration of Roads**

A number of people were concerned that, because of the additional traffic created by the development, the road surfaces in the area would deteriorate, particularly on Manvers Way. It was felt by many that the roads were not built for large lorries and heavy traffic, giving rise to problems in the future.

## **Alternative Forms of Transport**

A few respondents suggested that it may be possible to use the adjacent railway to transport waste to Ferrybridge. Making use of local waterways was also suggested as an alternative means of transport for the waste.

## **Impact on local pedestrian and cycle routes**

There was concern that the development might affect the bridleway on Bolton Road.

## 2.2 Local environment

The impact on the local environment had been an issue of concern but most (although not all) were reassured that the proposals had addressed these issues. A number of people commented that the proposals seemed environmentally friendly, and, providing the commitments on environmental impact were followed through, they were satisfied that the development would not cause a problem. There were also comments that the impact on the local environment should be monitored once the development was built, and that the proposed working practices on the site should also be checked. Some people acknowledged that there was a need to reduce the amount of waste that goes to landfill (and one respondent felt strongly enough to write a poem about it). One person commented that the site was always a designated industrial site and that a waste facility was consistent with that.

There were still some people who were concerned that the area was only just being 'cleaned up' from past industries and that this facility would cause more pollution. Of those, the following specific issues were raised:

- Noise
- Smells
- Dust/Pollution

### **Flooding**

Two respondents questioned the suitability of the site due to flood risk. They commented that the area is prone to flooding due to the proximity to the River Dearne. Flooding in the past has also made some local roads impassable, which would affect deliveries to the site.

### **Appearance of the site**

There were a number of comments about the visual impact of the buildings. There was some criticism of other buildings in the area, such as the Next Distribution Centre, and that another large building would further ruin the landscape. A number of respondents suggested colouring the buildings green to fit in with the local countryside, and that trees and shrubs should be planted to provide a screen.

## **Environment/Sustainability**

There was recognition by some respondents that the facility would help to address the problem of waste in a sustainable way. Some also thought it was a much-needed facility for the area. Two respondents suggested that further effort should go into encouraging and educating people to reduce the amount of waste they produce. It was also suggested that roadside collections of recyclable waste should be increased.

## **2.3 Wrong Location**

Five respondents felt it was the wrong location for such a facility and that it should be sited elsewhere. The old steel works site at Aldwarke was suggested as an alternative

## **2.4 Local Employment**

Two of the respondents recognised that the development would provide local jobs.

## **2.5 Community Liaison Group**

Visitors to the exhibitions were asked on the feedback form if they were interested in joining a Community Liaison Group. It was stated that the group would be formed to enable the developer to work with local residents, councillors and other interested local people, both during the planning process and beyond, should the plant receive planning permission. Once the level of potential interest had been ascertained, respondents would be contacted.

Of those attending the exhibition, 19 people expressed an interest in getting involved in the proposed Community Liaison Group. They will be contacted and invited to a preliminary meeting.

## **2.6 Questions**

There were also some questions from respondents which we have set out below together with our response:

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- How much noise will there be? The noise emissions will be no greater than those already emitted by the adjacent warehouse or from other nearby sources, eg trains and vehicles.
- Will it be possible for a future owner to change the use for the site, for example, change the means of waste disposal? Not for the 25 years' duration of 3SE's contract with the three local authorities (which lasts from 2015 until 2040).
- Will there be a limit on the numbers of lorries going in and out of the site? No, though there is very little scope for the numbers entering and leaving to increase as the facility is designed to deal with 265,000 tonnes of waste per year.
- Will roadside collections of recyclable waste be extended? There are no immediate plans for this. It should be noted that 3SE's facility provides a solution for black bag waste only.
- Will there also be campaigns, run by the local authorities, to encourage people to reduce their waste? 3SE's contract with the three local authorities requires them to assist in waste minimisation activities. 3SE will be working with the Authorities in the on-site visitors centre on waste minimisation.

## 2.7 Response to issues raised

3SE will be sending this report to officers at Barnsley, Doncaster and Rotherham Councils so that residents' comments can be fed into discussions about the plans as they evolve. In the meantime, we would like to make the following comments on the feedback we have received:

The impact on local highways was, by far, the issue of the greatest interest and concern. We have noted the comments made about the suitability of local roads for large vehicles. We have sought to keep to an absolute minimum the number of vehicles using local roads at peak times which will, in turn, minimise the impact on local traffic flows and will look at suggestions for better road markings to make sure the space available is used efficiently. There were a lot of comments about the volume of traffic on local roads and concern about the road network's ability to cope. It is worth putting the projected vehicle movements in context - by way of example, at the junction where the A633 meets the A6195 there are currently 11,163 traffic movements (according to our traffic count on 28 September 2010) of which 817 are

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HGVs. The waste facility and the vehicle movements generated will add 92 movements per day at that junction (as far as possible, outside peak hours). We will also be working with the local authorities to ensure that adequate funds are made available for the maintenance of local roads and will be putting forward a traffic management plan for their consideration as part of our contract with them.

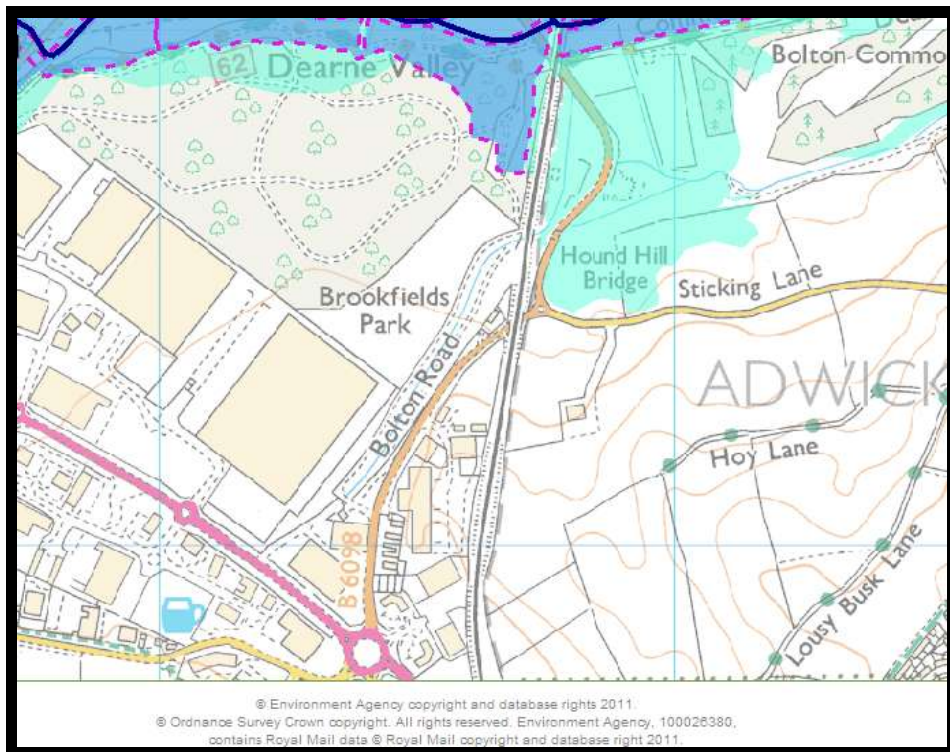
BDR has undertaken a feasibility study into alternative forms of transport which show that these will not provide a suitable solution to the facility's transport needs. For example, there are no suitable railheads for loading waste in the partnership council areas or unloading it at the site.

We can confirm that local footpaths will remain open and that the bridleway will remain on its original route following construction. There will be a need for a temporary closure of the bridleway during the construction works, and a diversion put in place, although we will ensure that this is for as short a duration as possible.

A number of comments were made about local environmental considerations. In response to concerns about noise, dust and smells we would like to stress that all operations will take place inside the building, so activities such as the unloading of waste will be enclosed. The facility will operate under negative pressure, which means that air will be sucked in rather than going out, and will be used in the drying and treatment process. All air released to the atmosphere will first pass through bio-filters, which stop smells leaving the plant. Any dust that is produced inside the facility will be drawn through the centre's dust extraction system, so it will not be released outside.

The site does not lie within a flood zone area as defined by the Environment Agency. The map below shows the area that would be affected by a 1 in 1000-year flood event (light blue). The area outside of this is therefore deemed to not be at risk of river flooding.

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However, 3SE will ensure that surface water run-off from their facility is no greater than a 'green field' standard despite the construction of buildings and concrete on site. This will be through semi-permeable hard standings and retention ponds to allow the safe discharge of surface water into the adjacent Houndhill Dyke.

In response to comments about the building's appearance it will be approximately 3 metres smaller in height (at its highest point) than the adjacent Next warehouse. The building will be shielded from many views by existing and new planting. We have produced a number of photomontages which show 'before and after' from a number of local viewpoints so that you can see what it would look like. These are available on our website - [www.bdronline.co.uk](http://www.bdronline.co.uk) - or can be obtained by contacting Green Issues Communiqué on 020 7457 2833 or at [bdr@greenissuescommunique.com](mailto:bdr@greenissuescommunique.com).

We welcome suggestions that the facility could be used to provide education about how to reduce household waste. We intend to create a 'visitors centre' as part of the development which can be used for visits by local residents. We would welcome suggestions as to how best to raise awareness of this facility.

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Five people felt that the facility would best be located elsewhere. It is worth pointing out that this site and others were all considered through the three authorities' local development framework and have been subject to significant levels of discussion and consultation over the past few years. The Bolton Road site is one of four sites that are proposed for large scale waste management use in the boroughs and the reasons for choosing Bolton Road are laid out in detail in the Environmental Statement.

## 3. NEXT STEPS

3SE intends to submit the planning application for this site in Autumn 2011. The responses to the comments made are set out in the previous section but we appreciate that there needs to be ongoing dialogue with local residents and their elected representatives throughout the planning process.

Dialogue will be maintained with those who expressed an interest in joining the proposed Community Liaison Group. We will also ensure that channels of communications remain open with councillors at borough and parish level.

## 4. APPENDICES

### 4.1 Appendix 1: Newsletter

# Update

Summer 2011  
Let us know your views!  
Details on p.4

## New waste facility at Manvers

**Barnsley, Doncaster and Rotherham Councils together formed the BDR Waste Partnership to find a sustainable solution to the problem of dealing with your rubbish.**

At drop-in sessions held by BDR last year, residents said they wanted more information on the waste project in a newsletter delivered through their door. This is to update you on proposals for a new facility at Manvers to deal with left over household waste.

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### Plans for a new MBT plant to deal with household waste

**Stephen Ray, Shanks Director, said:**  
*'We are delighted to have been chosen by BDR to deal with their left-over waste. We look forward to meeting local people to discuss our proposals. We believe the scheme we are putting forward with our partners Scottish and Southern Energy will provide a cost-effective and sustainable solution for dealing with the area's waste.'*

**3SE is a partnership between Shanks Group plc and Scottish and Southern Energy plc which has been chosen by BDR to handle its waste contract. 3SE put forward a proposal using three sites – Bolton Road at Manvers in Rotherham, Grange Lane transfer station in Barnsley and Ferrybridge Power Station in West Yorkshire.**

3SE is proposing to develop a Mechanical Biological Treatment plant (MBT) with an Anaerobic Digestion (AD) plant at the site at Bolton Road, Manvers. Doncaster and Rotherham's refuse collection vehicles will deliver waste direct to Bolton Road.

Most of Barnsley Council's refuse collection vehicles will deposit their loads at Grange Lane Transfer Station where the waste will be held in bulk before it goes to the MBT plant in larger vehicles. This considerably reduces the number of journeys and the impact on the environment. Waste collected from towns in Barnsley near to the site will deliver waste directly to Bolton Road.

After the waste has been treated at the MBT plant an end-product called Solid Recovered Fuel (SRF) is produced. This is dried waste which has been reduced in volume and has had some useful materials removed from it for recycling.

It will be transported to a multi-fuel plant which Scottish and Southern Energy is proposing to build next to the coal-fired power station at Ferrybridge and used to generate electricity, saving the burning of fossil fuels.



An artist's impression of the proposed facility from the north east.

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### Planning application

The project is subject to obtaining planning permission. 3SE intends to submit a planning application for development of the MBT and AD plants to Rotherham Metropolitan Borough Council in Autumn 2011. This will be considered by the Council's Planning Board which is an independent committee separate from the waste partnership.

An environmental impact assessment of the proposals is being prepared and a full environmental statement will accompany the application. This will include traffic movements. It will describe the likely environmental effects of the proposed development and identify measures to mitigate them. Local people will be able to comment on the proposals once the planning application has been submitted.

## 3SE - background

Shanks have expertise in waste treatment and disposal. SSE is an energy provider. By joining together, the two companies are pooling their particular skills in order to provide an environmentally friendly method of disposing of BDR's residual waste which delivers value for money.

### Why we need new waste plants

The UK has to find alternatives to landfill and to extract more value from waste and resources. All local authorities face Government targets to increase recycling and reduce waste going to landfill.

- 3SE is proposing to use tried and tested technology to treat BDR's left-over household waste.
- Waste will be recycled helping the three councils to meet and exceed recycling targets, through extracting recyclable materials such as glass and plastic from the MBT process.

### The MBT Plant

The MBT plant would deal with up to 265,000 tonnes a year of left-over waste which would otherwise go to landfill from the three councils which make up the BDR partnership. This will be mainly household with some additional commercial waste (for example, from council facilities such as markets and restaurants).

The waste would be delivered by lorry. Lorry journeys will be planned to minimise the impact on local communities and the environment, using major roads rather than urban and country roads, wherever possible, using mainly off-peak times whenever possible.

An MBT plant works through a combination of mechanical sorting and biological composting of waste. It does not burn the waste.



All waste will be handled inside the plant, which will operate under negative pressure. Any dust that is generated inside the facility will be drawn through the centre's air cleaning system, so it will not be released outside without being treated first.

The drying process takes between 12-15 days. The waste reduces in volume by over one-quarter and is then sorted and materials that can be recycled are removed.



The smallest waste produced from the MBT plant is called 'fines'. This is transferred under cover to the AD building next door, where it is fermented for four weeks. This produces methane gas which will be used to generate electricity to supply the Bolton Road site with the surplus being sold to the National Grid.

The MBT building would be 16m high (at its highest point), 213m long and 76m wide. The AD building would be 15m high, 88m long and 76m wide. It would also have an 18-metre chimney stack. The adjacent Next Warehouse is around 19m high.

## Operations

The processes within the plants will operate 24 hours a day but vehicles will predominantly arrive and leave between set hours, probably 06.00-19.00 on weekdays, or 06.00-16.00 at weekends. Lorry journeys will be planned to avoid peak times where possible. The plant will not be noisy or smelly or produce dust, as operations will be fully enclosed, and activities such as the unloading of waste will take place inside.

It will operate under negative pressure, which means that air will be sucked in rather than going out, and will be used in the drying and treatment process. All air released to the atmosphere will first pass through bio-filters and the centre's dust extraction system, which stop smells and dust leaving the plant.



An artist's impression of the proposed facility from Bolton Road.

## Dearne Valley Eco Park

**3SE are fully supportive of the aims of the Dearne Valley Eco Vision. The 3SE proposal:**

- Meets and exceeds recycling targets, extracting additional recyclates from the MBT process
- Produces a low carbon fuel as a fossil fuel replacement which also contributes to national energy targets and helps deliver the UK climate change programme
- Recovers and processes material which would otherwise be sent to landfill or combusted in Energy from Waste.
- Produces a minimal amount of material to be sent to landfill
- Cuts greenhouse gas emissions

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3SE - Manvers waste facility update



*'Councils can no longer keep on burying waste in holes in the ground. It produces methane which is 21 times more harmful as a greenhouse gas than carbon dioxide. There are also increasing financial penalties for councils which fail to meet tough new targets for reducing landfill. These costs would have to be borne by council taxpayers. That is why we have chosen 3SE to handle our waste contract.'*

Cllr Richard Russell, Rotherham Borough Council, chairman of BDR Waste Partnership

## Let us know what you think

Before submitting the planning application, 3SE is holding a series of exhibitions to give local residents the opportunity to find out more about the plans, discuss the proposals with members of the project team and to provide feedback. 3SE will then review all the comments received and feed them into the evolving plans. We will stay in touch with those who leave feedback at the exhibitions or provide contact details. You can also register an interest in updates via our website - see below.

**Friday 15 July (3.00 pm - 7.30 pm)** -  
Montgomery Hall, Church Street, Wath upon Deame,  
Rotherham S63 7RD

**Saturday 16 July (11.00 am - 4.30 pm)** -  
Mexborough Resource Centre, Dolcliffe Road,  
Mexborough, Doncaster S64 9AZ

**Saturday 23 July (12.00 pm - 4:00 pm)** -  
Deame Advanced Learning Centre, Goldthorpe Road,  
Barnsley S63 9EW

If you have any questions about the scheme or would like further information, please contact Farah Pasha of **Green Issues Communiqué**, who are assisting in our consultation with local residents, on 020 7457 2833, or by email at [bdr@greenissuescommunique.com](mailto:bdr@greenissuescommunique.com).

You can also find out more about the project or leave comments via the BDR website: [www.bdronline.co.uk](http://www.bdronline.co.uk). Information on the proposals will be posted on this website from Friday 15 July.



An artist's impression of the proposed facility from the north east.

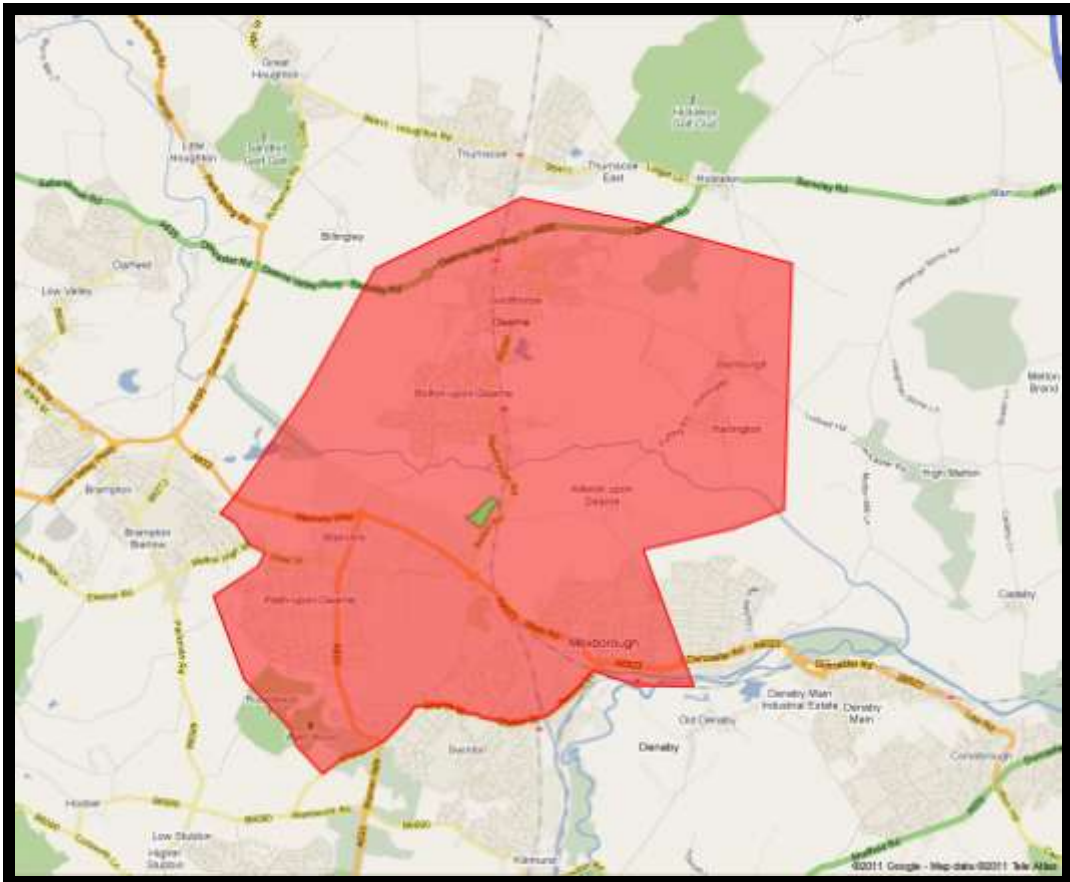
**GreenIssuesCommuniqué**

**3SE**  
shanks. SSE

3SE is a partnership between Scottish and Southern Energy plc and Shanks Waste Management Limited.

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## 4.2 Appendix 2: Newsletter distribution area



## 4.3 Appendix 3: Exhibition advertisement

A new waste treatment facility at Manvers

# Let us know your views!

**3SE\* is holding a series of exhibitions to give local residents the opportunity to find out more about its plans for a new waste treatment facility at Manvers.**

3SE has been chosen by the Barnsley, Doncaster and Rotherham Waste Partnership to operate its waste contract. Our proposed facility will treat mainly 'black bag' household waste and extract recyclable materials from it - minimising the amount that goes to landfill.

**Friday 15 July (3.00 pm - 7.30 pm) -**  
Montgomery Hall, Church Street, Wath upon Deame, Rotherham S63 7RD

**Saturday 16 July (11.00 am - 4.30 pm) -**  
Mexborough Resource Centre, Dolcliffe Road, Mexborough, Doncaster S64 9AZ

**Saturday 23 July (12.00 pm - 4.00 pm) -**  
Deame Advanced Learning Centre, Goldthorpe Road, Barnsley S63 9EW

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Further information will be available at [www.brdonline.co.uk](http://www.brdonline.co.uk), or contact Farah Pasha at Green Issues Communique on **020 7457 2833**, or by email at [bdr@greenissuescommunique.com](mailto:bdr@greenissuescommunique.com).



\* 3SE is a partnership between Shanks Group plc and Scottish and Southern Energy plc

## 4.4 Appendix 4: Exhibition display

## Dealing with South Yorkshire's Waste

The UK has to find alternative ways of dealing with waste. Councils can no longer keep on just burying waste in holes in the ground. All local authorities face Government targets to increase recycling and reduce waste going to landfill.



The cost of using landfill sites is likely to double over the next decade because of a shortage of suitable sites and Government policy to increase landfill tax to use them. These costs may have to be passed on to council taxpayers.

Landfill produces methane which is 21 times more damaging as a greenhouse gas than carbon dioxide. Once waste is buried, it is not possible to recover any value from it by recycling or composting.

Barnsley, Doncaster and Rotherham Councils together formed the BDR Waste Partnership over ten years ago to plan for the disposal of residual household waste after kerbside recycling has taken place. This residual waste is what is left over after householders take out materials that can be reused or recycled before leaving their wheeled bins or bin bags for collection by council Refuse Collection Vehicles (RCVs).

In April 2011, BDR chose 3SE to become the preferred bidder for the contract to treat their residual waste for 25 years.

The BDR Partnership has secured £77.4 million of Private Finance Initiative funding from central government towards the cost of the scheme.

3SE is a partnership between Shanks Group plc (a specialist waste contractor) and Scottish & Southern Energy plc.

**The companies put forward a proposal to use three sites:**

- Bolton Road waste treatment centre, Marvers in Rotherham (new)
- Grange Lane transfer station in Barnsley
- Ferrybridge Power Station in West Yorkshire

This exhibition is intended to give local residents the opportunity to find out more about the plans for the Bolton Road site, to discuss the proposals with members of the project team and to provide feedback.





3SE is a partnership between Shanks and Scottish & Southern Energy plc and Shanks Waste Management Limited.

## What is being proposed?

3SE is proposing a three-stage solution to dealing with BDR's left-over waste. This will involve the construction of a new facility with two treatment processes in Rotherham.

This will deal with up to 265,000 tonnes per year of residual household, council commercial waste (for example, from council facilities such as markets and from restaurants) from the three councils and a small amount of other similar waste from other authorities or waste management companies.

The site is on Bolton Road, Manvers adjacent to the Next distribution centre. It is a brownfield site which was part of the former Manvers colliery and coke works and is currently owned by Rotherham Borough Council. 3SE will be submitting a planning application for the construction of a new waste treatment centre with two main processes at the site.

### The two processes are:

#### Mechanical Biological Treatment Plant

A Mechanical Biological Treatment (MBT) plant which deals with residual household waste as well as commercial waste.

#### Anaerobic Digestion Plant

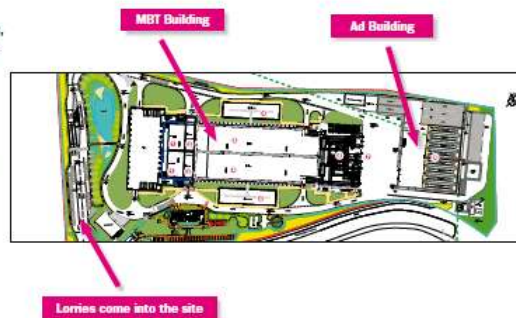
An Anaerobic Digestion (AD) plant which has a two-stage process of fermenting and composting – the organic 'fines' produced by the MBT plant.

There will also be an administration block and visitor centre, a workshop, a gatehouse, weighbridges and a car and bike park.

The site will be landscaped and fenced.

#### Operations

- Fully enclosed - all activities take place inside
- Negative pressure means air is sucked in
- Bio filters extract odour from air emitted
- All lighting shielded



No nuisance-causing dust, noise or smells beyond the site boundary

## How an MBT Plant works

An MBT plant combines a form of biological composting treatment with mechanical sorting of waste.



Solid Recoverable Fuel from the MBT process

An MBT plant combines a form of biological composting treatment with mechanical sorting of waste. Waste will be delivered by lorry which will enter the building via a tipping shed.

The waste is unloaded into a reception pit and then moved by a grab crane to a shredding machine which ensures that the waste is chopped into pieces of similar size (about 20-30 cms). The shredded waste is then transferred by a crane to the drying hall where air is sucked through the waste and taken away through vents in the floor.

The waste is dried using natural processes and the biodegradable materials break down over a period of 12-15 days. This biodrying process takes place under negative pressure to minimise the risk of dust and smells escaping to the atmosphere. All the air captured is cleaned by discharging it through a natural biological air filter.

As the waste breaks down it generates heat which is used to dry and sanitise the waste, making it easier to process. This reduces the volume of the waste by around 27.5 per cent and produces a material that is stable, clean and practically odourless.



A computer-generated image of the facility with the MBT building in the foreground

The next stage involves mechanical sorting. The waste material is automatically transported to the recycling and recovery area where it is passed through a trommel – a large drum which sorts the material by size. The smallest fraction is called 'fines'. This is sent to the AD plant (see next board).

The larger material such as glass and stones is removed. The remaining light material goes through further sorting processes to take out metals that can be reused or recycled, such as steel and aluminium, and plastic bottles. These materials are of value and not suitable for use as fuel.

The material that is left is then compacted to produce an end-product which is called Solid Recovered Fuel (SRF).

This will be transported to Scottish & Southern Energy's new multi-fuel plant at Ferrybridge where it will be used to generate electricity for the National Grid - providing sufficient power for 36,000 homes and saving the burning of fossil fuels.

### What is produced from the waste by the MBT process

#### Used to generate electricity

SRF – 48.6 per cent  
Fines – 8.4 per cent

#### Recycled

Glass and stones – 6.4 per cent  
Ferrous metals – 2.1 per cent  
Non-ferrous metals – 0.4 per cent  
Plastics – 5.5 per cent

#### Sent to landfill

Residuals – 1.1 per cent

Moisture removed from the waste – 27.5 per cent.

#### Hours of operation

The processes within the plants will operate 24 hours a day.

## How an Anaerobic Digestion Plant works

The smallest product produced from the MBT process is called 'fines'. This material is the dried vegetable matter produced from the drying of the household waste. This 'fine' material will be transferred via covered containers to the AD building next to the MBT plant.

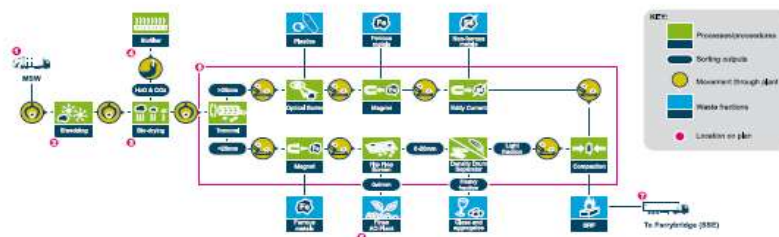
AD is a waste treatment process which produces a biogas from renewable energy sources. Micro-organisms break down biodegradable material – in a similar way to composting – in the absence of oxygen. This fermenting process takes place in a warm, sealed airless container for a period of four weeks. Whilst this is taking place, methane gas is produced.



The methane will be used to power a gas engine on site, generating electricity which will be used to power the Bolton Road site, with any surplus being sold to the National Grid. The digested material left over can be used as a soil nutrient to help restore land.

The MBT and AD buildings will be equipped with biofilters to reduce smells and a bag filter to remove dust.

### The MBT and AD process



## What will the plants look like?

3SE has designed the facility carefully to minimise the height and bulk of each building.



South West view from Bolton Road



View on site

The MBT building will be 16 metres high and the AD building will be 12.4 metres high at their highest points. There will also be stacks rising 3 metres above both buildings - ie to heights of 19 and 15.4 metres in total.

Two stacks on the MBT building will vent air after it has passed through bag filters to remove dust. The third stack on the AD building will vent air from the AD treatment process, which will be released to the atmosphere after passing through the biofilters. Monitoring of both the stacks and the biofilter will be undertaken by 3SE throughout the life of the facility, with all results passed on to the Environment Agency for assessment.

There will also be a two-storey administration building (30m by 12m) and a workshop (26m by 14m). The adjacent Next warehouse is around 20 metres high.

**Materials used in the buildings will be chosen for their:**

- visual quality
- durability
- sustainability

Timber cladding will be incorporated to visually soften the overall look of the buildings and highlight accommodation areas. We will also use ecologically friendly materials wherever possible. Materials will be selected on their sustainable credentials as well as their quality and robustness.



3SE - is a partnership between  
Scottish and Southern Energy plc and  
Shanks Waste Management Limited.

## Highways

Once it is fully operational, the new facility will generate up to 150 two-way HGV movements per day. This represents a tiny fraction of overall vehicle movements in the area. Care is being taken to ensure that as few of these as possible are routed through populated areas.

**For example, there will be an average of 14 HGV journeys through Bolton-upon-Dearne every week and these are from RCVs collecting residual waste from households in the area.**

Access to the site will be via a new junction connecting the south eastern corner of the site to Bolton Road. Lorries will enter from the south (avoiding the low railway bridge), but staff cars could enter from north or south.

Local RCVs from Doncaster and Rotherham will travel direct to the plant after collecting kerbside waste as will a few from Bamsley. Most of Bamsley's RCVs will deposit their loads at Grange Lane Transfer Station. Here the waste will be bulked up before being taken to the MBT plant in larger HGVs. This considerably reduces the number of lorry journeys and the impact on the environment.

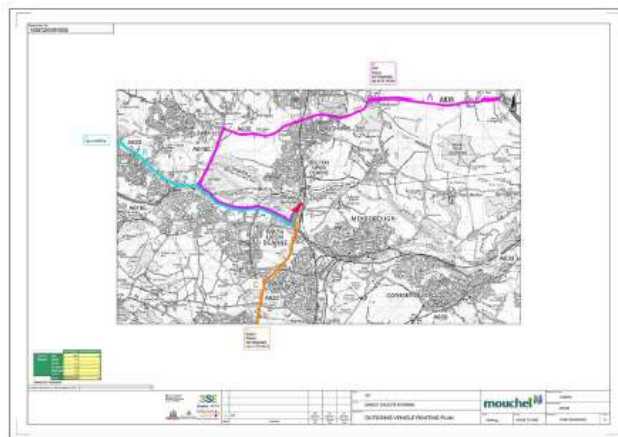
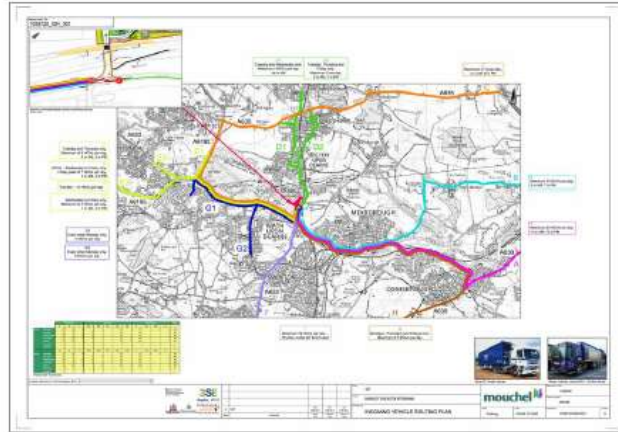


As part of the planning application process a detailed Transport Assessment, which is independently verified by the local highways authority, will be submitted by 3SE. We are keen to have local residents' comments on traffic issues so we can incorporate them into this process where possible.



3SE is a partnership between Scottish and Southern Energy plc and Shanks Waste Management Limited.

# Highways - Incoming and outgoing movements



## Next Steps

### Planning Application

Before we can start work on the construction of the treatment plant we have to obtain planning permission from Rotherham Council. 3SE intends to submit a detailed planning application to the Council in autumn 2011. This will be accompanied by an Environmental Statement, which will contain a full Environmental Impact Assessment (EIA) of the proposal. This will cover an assessment of any potential environmental impacts of the proposed development, including air quality; cultural heritage; ecology; geology; soils and contaminated land; landscape and visual effects; noise and vibration; water environment.

### Timescales

This will then be considered by the Council's Planning Board, which is an independent committee separate from the Waste Partnership. Subject to receiving planning permission, the construction phase would take about 28 months, with both the MBT and AD plants completed by the winter of 2014. The plant would then undergo a six-month commissioning phase before the whole facility becomes operational by the spring of 2015.

## Please tell us what you think!

Before we submit a planning application, we want to know what you think so that we can incorporate your comments into our proposals before they are submitted to Rotherham Council. All comments will be reviewed by the project team.

We intend to submit our planning application in the autumn so please let us have your comments by 1st August so that we can consider them over the summer. We will then summarise these comments and produce a report which will be sent to the Council as part of the planning application.

Either fill in the form provided and leave it in the box; or email us at [bdr@greenissuescommunique.com](mailto:bdr@greenissuescommunique.com).

You can also find out more about the project or leave comments online via the BDR website: [www.bdronline.co.uk](http://www.bdronline.co.uk)

Once the planning application has been submitted and validated, the Council will carry out its own consultation. At this time, you will be able to send comments directly to the Council.

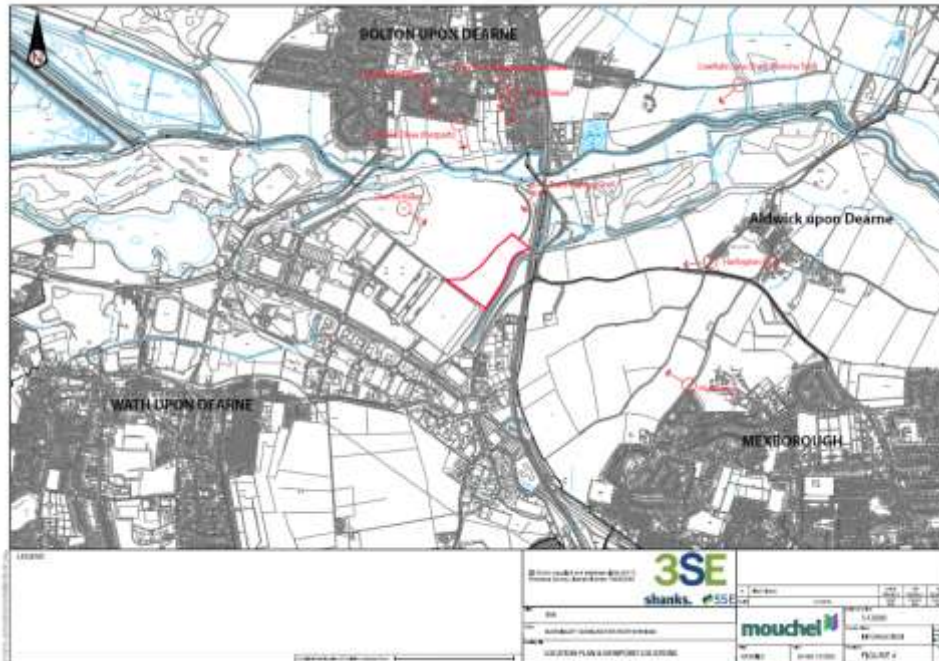
Thank you for taking the time to view our proposals.

We welcome questions and comments on the scheme.



# Exhibition Report

## 4.5 Appendix 5: Photomontage viewpoints



## 4.6 Appendix 6: Feedback form

### New Waste Facility at Manvers

Please give us your views on the proposals



**Your Details:**

Name:

Address:

Home Tel:

Mobile:

Email:

You do not need to leave us your contact details but, if you do, we can keep you updated on our proposals and the feedback we receive.

Which exhibition did you attend? (please tick):

Rotherham

Barnsley

Doncaster

**Are you interested in joining our Community Liaison Group?**

We want to form this group so that we can work with residents, councillors and other interested, local people, during the planning process and beyond. It is likely to involve a time commitment of between one and two hours every quarter. If this might interest you, please tick here . We will get back in contact you once we have gauged the level of interest.

You are welcome to post this feedback form back to us via the Freepost address below but please make sure it reaches us by **Monday 1st August 2011**.

Freepost RSAA-EKBT-JGZT  
BDR Bolton Road Consultation  
c/o Green Issues Communiqué  
First floor, The Registry  
3 Royal Mint Court  
LONDON EC3N 4QN

Your enquiries and feedback will be analysed by 3SE and its project team as part of the public consultation process. We will not disclose such information to any unauthorised person or third party other than the relevant planning authorities and it will not be used for any other purpose.

3SE or its representatives may wish to contact you in the future with updates on their proposals.

If you do not wish to be contacted, please tick here

GreenIssuesCommuniqué

