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## **SOUTH WEST DEVON WASTE PARTNERSHIP**

**DATE: THURSDAY 27 OCTOBER 2011**  
**TIME: 10 AM**  
**PLACE: COUNCIL HOUSE, PLYMOUTH (NEXT TO THE CIVIC CENTRE)**

### **Members –**

Councillor Michael Leaves, Chair  
Councillor Croad, Vice Chair  
Councillors Bowyer, Hart, Thomas and Tyerman.

### **Observers –**

Councillors Black, Doggett and Vincent.

***Members are invited to attend the above meeting to consider the items of business overleaf***

**BARRY KEEL**  
**CHIEF EXECUTIVE**

## **SOUTH WEST DEVON WASTE PARTNERSHIP**

### **AGENDA**

#### **PART I – PUBLIC MEETING**

##### **1. INTRODUCTIONS AND APOLOGIES**

To introduce attendees and receive apologies for non-attendance submitted by Members.

##### **2. DECLARATIONS OF INTEREST**

Members will be asked to make any declarations of interest in respect of items on this agenda.

##### **3. MINUTES**

**(Pages 1 - 6)**

To sign and confirm as a correct record the minutes of the meeting held on 28 July 2011.

##### **4. CHAIR'S URGENT BUSINESS**

To receive reports on business which, in the opinion of the Chair, should be brought forward for urgent consideration.

##### **5. PROJECT UPDATE**

Members will receive an update on the project from Mark Turner, Project Director.

##### **6. OVERVIEW OF PROJECT COMMUNICATIONS**

**(Pages 7 - 14)**

Members to receive a report on communication activity from July 2011 to October 2011 and a summary of the general questions received in the last three months from members of the public, including the partnership responses.

##### **7. MVV'S ENERGY FROM WASTE SOLUTION - RECAP OF ASSOCIATED BENEFITS, COMMITMENTS AND FINANCIAL INFORMATION**

Members will receive a presentation recapping MVV's North Yard Energy from Waste solution, its associated benefits, commitments, and financial information including the consequences of delay from Mark Turner, Project Director, and Martin Pollard, Project Manager.

##### **8. PROJECT PROGRAMME AND NEXT STEPS**

**(Pages 15 - 16)**

Members will receive the latest project programme from Mark Turner, Project Director.

## **9. DATE AND LOCATION OF NEXT MEETING**

The next meeting is scheduled for 26 January 2012 at Devon County Council at a venue to be confirmed.

## **10. EXEMPT BUSINESS**

To consider passing a resolution under Section 100A(4) of the Local Government Act 1972 to exclude the press and public from the meeting for the following item(s) of business on the grounds that it (they) involve the likely disclosure of exempt information as defined in paragraph 3 of Part I of Schedule 12A of the Act, as amended by the Freedom of Information Act 2000.

## **PART II (PRIVATE MEETING)**

### **AGENDA**

#### **MEMBERS OF THE PUBLIC TO NOTE**

that under the law, the committee is entitled to consider certain items in private. Members of the public will be asked to leave the meeting when such items are discussed.

## **11. MVV'S ENERGY FROM WASTE SOLUTION - RECAP OF ASSOCIATED BENEFITS, COMMITMENTS AND FINANCIAL INFORMATION**

Members will receive a presentation recapping MVV's North Yard Energy from Waste solution, its associated benefits, commitments, and financial information including the consequences of delay from Mark Turner, Project Director, and Martin Pollard, Project Manager.

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## South West Devon Waste Partnership

Thursday 28 July 2011

### PRESENT:

Councillor Leaves, in the Chair.  
Councillor Croad, Vice Chair.  
Councillors Bowyer, Thomas, and Tyerman.

Observer Members: Councillors Black, Doggett and Vincent

Apologies for absence: Councillor Hart

Also in attendance: Barry Keel – Chair of Project Executive, Mark Turner – Project Director, Martin Pollard – Project Manager, Jac Houslander – Planning Advisor, Liz Waugh – Communications Consultant, Ian Harrison – Deputy Executive Director of Environment and Culture (Devon County Council), Carol Arthur (Torbay Council), Paul Carey – Managing Director, MVV Environmental Devonport Ltd, Jenni Doudoulakis – PFI Co-ordinator, Ross Johnston – Democratic Support Officer.

The meeting started at 10.00 am and finished at 11.15 am.

*Note: At a future meeting, the committee will consider the accuracy of these draft minutes, so they may be subject to change. Please check the minutes of that meeting to confirm whether these minutes have been amended.*

### 1. **APPOINTMENT OF CHAIR AND VICE-CHAIR**

Agreed that in accordance with the Joint Working Agreement Schedule C clause 4 –

- (1) Councillor Michael Leaves is appointed as Chair until the first meeting of the Joint Committee after the 1 May 2012;
- (2) Councillor Roger Croad is appointed as Vice-Chair until the first meeting of the Joint Committee after the 1 May 2012.

### 2. **DECLARATIONS OF INTEREST**

There were no declarations of interest.

### 3. **MINUTES**

Agreed that the minutes of the meeting of the South West Devon Waste Partnership Joint Committee held on Thursday 7 April 2011 are confirmed as a correct record.

4. **CHAIR'S URGENT BUSINESS**

There were no items of Chair's Urgent business.

5. **PROJECT UPDATE**

The Partnership received a Project Update report from Mark Turner, Project Director. Members were informed that –

- (a) since the signing of the contract with MVV Devonport Environment Limited in late March 2011, the project's focus had moved onto securing planning and environmental permit approvals;
- (b) since April the partnership's key activity had been assisting MVV in preparing their planning and environmental permit applications, with MVV formally submitting their planning application to the local planning authority (LPA) in May and their environmental permit application to the Environment Agency in June;
- (c) work on the planning application had continued since in response to queries and clarification requests made by the LPA and other statutory consultees, as well as defining and improving aspects of the project that may benefit the local community.

6. **OVERVIEW OF PROJECT COMMUNICATIONS**

Liz Waugh, the Partnership's Communication Consultant presented a Community Engagement Report providing an update on recent and upcoming communication activity. Members were informed that –

- (a) communication activity since April had been steady and included briefings with –
  - Plymouth Chamber of Commerce;
  - MP's;
  - councillors;
  - dockyard staff;
  - schools and a group of professionals;
- (b) a number of public exhibitions were held throughout June, with a noticeable reduction in the number of attendees when compared to the previous round of public exhibitions;
- (c) there were fewer public opposition activities with a public march organised by Incineration is Wrong (IIW) attracting less than 40 attendees;

- (d) the partnership had only received 20 letters in the last quarter with the main issues in both the letters and the public exhibitions tending to be about vehicle emissions, traffic and noise;
- (e) the Incinerator Liaison Committee (ILC) had met formally on two occasions and was providing a useful forum where a greater understanding of the project could be provided to committee members and through them onward to the wider public;
- (f) the ILC was a local community committee chaired by a local resident and attended by interested members of the public and representatives from Environment Agency, MVV, SWDWP, the Ministry of Defence and most recently at the ILC's request local Plymouth City Council councillors;
- (g) MVV had been invited to participate in a documentary with the regional BBC about energy from waste and proposals across Devon.

Following questions members were informed that –

- (h) MVV remained convinced that the technology proposed to be used was appropriate, reliable and safe;
- (i) the BBC documentary would endeavour to demonstrate other technologies other than the technology proposed by MVV;
- (j) a number of people in the local area had volunteered to be part of the ILC, however, as yet no teachers or school representatives had come forward to be on the committee.

7. **OVERVIEW OF MVV'S ENERGY FROM WASTE PLANNING AND ENVIRONMENT PERMIT APPLICATIONS**

The Partnership received a presentation from Paul Carey, Managing Director of MVV Environmental Devonport Ltd. Members were informed that –

- (a) all project milestones were currently on target with MVV having submitted both an application for planning permission and an application for an environmental permit;
- (b) the planning application was submitted with an Environmental Impact Assessment; which concluded that –
  - air quality emissions were well below the limits allowed;
  - there was no significant impact on traffic and no requirement to modify the Wolseley Road junction;
  - there were no problems with noise during the day;

- there was no significant impact on local residents' health;
  - there was no significant contamination impact;
  - there was no significant impact on ecology;
  - there was an improvement in sustainability;
  - there was a significant visual impact from the development;
- (c) the proposed development offered significant environmental and economic benefits through the combined heat and power (CHP) developed from the waste and this delivered and complied with national and local policies;
- (d) in response to the planning application MVV had received a request for further information from the local planning authority under regulation 19;
- (e) the further information required was being discussed with local planners with detailed S106 requirements being negotiated and costs assessed;
- (f) during pre-application discussions local planners had expressed concerns with the proposed architecture and as a result new plans had been developed and submitted with the planning application that saw the architecture of the site take on a maritime appearance to fit in with its surrounding environment.

Following questions from members it was reported that –

- (g) qualified ecologists were currently relocating slow worms off the proposed site;
- (h) delivering waste by sea and rail to the site could be reviewed in the future although the decision of how waste would be delivered ultimately rests with the partnership;
- (i) the data and costs on the S106 agreement was being quantified and would be submitted to the partnership at a future meeting;
- (j) a planning application risk register had been created which was monitored by partnership officers and MVV representatives;
- (k) if a shopping centre was to be developed in Weston Mill then MVV would contribute to improving the Carlton Terrace junction.
- (l) the lighting proposed to be on the outside of the building was requested by planners and would be fuelled by solar photovoltaic



systems.

Members were further informed that planning issues were not of this committee's remit and that if members felt it necessary to raise such issues they should address their concerns to Plymouth City Council's Planning Department.

Agreed that a site visit be organised for new and existing committee members to visit the proposed site prior to the next meeting of the partnership.

8. **PROJECT PROGRAMME AND NEXT STEPS**

Mark Turner, Project Director presented the latest procurement programme. Members were informed that –

- (a) the procurement phase had now been fully completed and the project programme had moved into its next phase;
- (b) the environmental permit application was submitted on 6 June 2011 and had been declared duly made;
- (c) following the submission of the application for planning permission the project programme had been amended so that the Planning Committee date was now in December 2011;
- (d) if successful planning approval would be completed in January and was subject to a three month judicial review, meaning that work on site was anticipated to begin in April 2012 with the site being fully operational from November 2014.

9. **DATE AND LOCATION OF NEXT MEETING**

Agreed that the next meeting will be held on Thursday 27 October 2011 at the Council House, Armada Way, Plymouth.

10. **EXEMPT BUSINESS**

There were no items of exempt business.

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## South West Devon Waste Partnership

### Communications and Community Engagement Report July 2011 to October 2011

MVV Umwelt's solution proposes a 245,000 tonne per annum capacity energy from waste facility located in North Yard, HM Naval Base Devonport, which is in the Weston Mill area of the Naval Base bordering Blackies Wood. The facility will be a combined heat and power plant providing environmentally sustainable electrical energy and heat to HM Naval Base Devonport.

MVV submitted its planning application to the Plymouth City Council Planning department in May 2011. The company has also applied for an environmental permit through the Environment Agency which was declared duly made in June 2011.

Provided planning and permitting approval is granted as scheduled, construction of the plant will begin in 2012, with operations commencing in 2014.

This report provides a summary of project related communication activities and written queries made between 21 July 2011 and 17 October 2011.

#### 1. Communication activities

The **Incinerator Liaison Committee (ILC)** was set up in March 2011 and meetings have continued, attended by representatives from SWDWP, MVV, the Ministry of Defense and the Environment Agency. MVV and SWDWP took a group from the committee to visit an Energy from Waste plant in operation in Sheffield on 17 October 2011. This plant is similar to the proposed facility both in size and setting and is well established in the local community.

14 September – **Presentation to Team Plymouth.** Senior Plymouth City Council managers received an overview of the proposed solution, the benefits this solution offers, and its importance to both the council and the dockyard. Attendees were also given the opportunity to read through the MVV newsletter and peruse the 3D model of the facility. This information was also made available in the foyer of the Civic Centre for the general public throughout September and October.

16 September– **MP briefing.** Local MPs were invited to an update briefing on the project in the Council House in Plymouth: Alison Seabeck, Gary Streeter and Oliver Colville attended. The Partnership provided an overview of the proposed North Yard solution and MVV summarised on the further information submitted under the Regulation 19 planning request. The 3D model was available for the MPs to help visualise the proposal.

16 September – **All Councillor briefing.** Members of Devon County Council, Plymouth City Council and Torbay Council were invited to a briefing on the project in the Council House in Plymouth. As before, the Partnership provided an overview of the solution, with MVV presenting further information submitted under the Regulation 19 request. The 3D model was also made available.

Prior to this briefing all Councillors were also sent a written communication paper providing information and clarification on several aspects of the proposed solution including ongoing

recycling commitments and an explanation of how PFI funding works. This is attached for your information.

16 September - **Joint Working Committee site visit.** A site visit was undertaken to allow the new members for the committee to familiarise themselves with the chosen site.

29 September - **Devon Environmental Services Managers Group meeting.** The partnership gave a presentation to the senior environmental managers for the Devon Local Authorities on the proposed solution. This was followed by a subsequent meeting in October with district councils in the partnership area outlining the requirements of service delivery. This was the first of a series of meetings that are required to allow a smooth transition for all councils to the new system of waste disposal.

14 October - **Presentation to the Devon and Cornwall Business Council.** The partnership along with MVV gave a presentation to the D&C Business Council in the Arundell Arms, Lifton, Devon on the solution and the wider benefits it can bring to the region.

17 October – **ILC Sheffield visit.** A group of committee members and representatives from SWDWP, MVV and the MOD visited an operational EfW facility in Sheffield. This visit was aimed at helping the committee to gain a better understanding of what an EfW looks like, how it operates and how it fits in with the local community and environment.

The new edition of the MVV Devonport Update was produced in October and this has been distributed to the households in the surrounding areas covering 18,796 addresses, plus 483 commercial and business addresses. Newsletters were also sent to those who responded by filling in contact details at public exhibitions, members of Plymouth, Devon and Torbay Councils, MPs, town councils, Plymouth libraries, community centres and schools.

### **2 Summary of written queries received**

Five written queries have been received by the partnership. The main concerns are around emissions, traffic, cost of the solution, the democratic process, ash produced and noise/light pollution. The partnership has responded to the all written queries received.

### **3. Media Enquiries and Liaison**

Enquiries have continued to come in from various sources: Plymouth Herald, Heart Radio, BBC Spotlight and Radio Devon, who covered the exhibitions in considerable detail. The signing of the agreement for the Exeter energy from waste plant also generated some enquiries; coverage was focused on the county perspective rather than individual projects. The postponement of Devon County Council's planning committee to consider Viridor's planning application also sparked some media interest, but it was predominantly linked to the planning process rather than the partnership's current situation.

The partnership has been supporting MVV to write letters to the Herald to address some of the key and frequent concerns that arise in the letters page such as emissions, health and transport issues. In addition, the opportunity for the partnership to give a limited response (where appropriate) to some letters has been agreed with the Herald, so that both perspectives are printed simultaneously.



## South West Devon Waste Partnership Councillor Update – September 2011

Dear Councillor

Following several enquiries, we have produced a short briefing note to clarify various issues relating to the proposed energy from waste (EfW) treatment solution for the sub-region. A number of erroneous and misleading claims have been made around several topics which we have outlined below. We will be able to provide more extensive information and answer any questions that you may have as part of the scheduled councillor briefing on 16 September. If you cannot attend, or for more information, do not hesitate to get in contact with us. Please contact Jenni in the partnership office on 01752 304993 or visit [www.swdwp.co.uk](http://www.swdwp.co.uk)

### **Recycling in Plymouth**

Plymouth City Council, along with the other partner councils of Torbay and Devon, is committed to increasing recycling, not just because it is more environmentally friendly, but also for economic reasons: the cost of not recycling is increasing. The proposed facility will work alongside recycling because it will treat only the waste left over after recycling has taken place.

The partnership is committed to achieving national household waste recycling and composting targets of 45 per cent by 2015 and 50 per cent by 2020, but is predicting to achieve over 54% by 2020. It currently costs around £85-£95 per tonne to put rubbish into landfill (excluding collection and transport costs) and this is increasing significantly each year. Until at least 2013, councils also face fines of £150 a tonne if we landfill above set allowances.

Plymouth City Council is increasing its efforts by expanding existing recycling and composting services such as garden waste collection, developing new recycling initiatives such as kerbside glass collections, and promoting and supporting more recycling schemes such as battery recycling which are now available in many shops and the COBRA scheme, which recycles low energy light bulbs.

City Council staff hold regular roadshows for people to get clear information about what they can and can't recycle at home. Other initiatives include teams going door-to-door in areas which have lower recycling levels to make sure they have all the facts and equipment they need to recycle more, and officers dedicated to working with schools to help the younger generation understand the importance of reducing waste.

Schemes have also been introduced in areas which have not previously had proper recycling facilities such as high-rise flats at Marlborough House, Tamar House, Tavy House and Lynher House. In conjunction with the University, the Council has also been working to make sure our students get into good recycling habits.

These planned initiatives are, and will, increase recycling rates over time. They have been factored in alongside the new residual waste treatment solution. However, it is

important to understand that whilst we can provide opportunities to recycle, everyone needs to do their bit to make sure we get the most out of these services.

### **Choice of energy from waste technology with combined heat and power**

It is very easy to claim there are greener, more efficient, cheaper and safer ways to dispose of our residual waste that do not include landfill or incineration, but this is not evidenced in reality and more importantly when firm contractual commitments are required.

It is both desirable and essential to increase recycling, to reduce the amount of residual waste that has to be dealt with. However there is an economical and sustainability limit to how much can be removed effectively from the waste stream through recycling - there will always be some residual waste or residues.

New technologies to deal with the residual waste are being developed, some of which will prove to be viable whilst others may not. Unfortunately, at this point in time there is no waste treatment technology that is proven to be cleaner, greener and cheaper in all respects than energy from waste, particularly where the heat is being used as per MVV's solution.

In addition, all large scale waste treatment solutions have issues and impacts for the area where they are located. For example: increased traffic; treatment processes having some environmental or community impact; and buildings which are either large and/or extend over a large area and are consequently not welcomed.

Working individually and collectively, the partner councils have very carefully and thoroughly considered the positives and negatives of the various options and solutions that are available. Without exception, on balance against the range of factors, energy from waste with combined heat and power is the most appropriate solution for the sub-region. Furthermore it is essential that a new treatment solution is secured as soon as possible as all agree that landfill is extremely environmentally damaging and is running out.

### **The health of Plymouth's citizens**

The Health Protection Agency is the independent government body responsible for protecting the community's health and it is clear that waste incineration does not pose a health problem. It says: "Modern, well managed incinerators make only a small contribution to local concentrations of air pollutants. It is possible that such small additions could have an impact on health but such effects, if they exist, are likely to be very small and not detectable" (April 2011).

Although claims have been made to link modern EfW plants with health issues, despite extensive investigation by public health authorities, academic and scientific bodies, none have been proven. It is also being claimed that there is a link between incineration and reduced life expectancy, again this is not proven.

Research by public health organisations published in a report in 2008 indicates that life expectancy across Plymouth varies with some areas of Plymouth being lower than in

other parts of the city – some 13 years between the best and worst cases. Ensuring that the communities of Plymouth are healthy is a priority for the Council and many other agencies, and it has developed a strategy to address some of the identified issues. However, there are many factors that influence life expectancy including lifestyle issues, with smoking, obesity and excessive drinking being a few of the reasons quoted in the report:

(<http://www.plymouthpct.nhs.uk/CorporateInformation/reportsandinquiries/Documents/Healthy%20Plymouth%20main%20web.pdf>).

Before MVV's solution is granted an environment permit to operate, the Environment Agency in consultation with other statutory bodies such as the Health Protection Agency will assess the proposal. It will only grant a permit if it is assured that it will be safe and not have an unacceptable impact on the environment or health.

### **Proposed location of the new EfW facility**

The location of the facility within Plymouth is entirely reasonable, offering many environmental and economic advantages.

The partnership tendered a contract to provide a waste solution to treat the rubbish that remains after recycling has taken place. It did not stipulate the use of a specific site, although a theoretical solution located in Plymouth was used at the start of the project to estimate a cost for a new solution. Bidding contractors were able to offer any site but had to demonstrate that their site and solution would meet the needs of the councils.

Various solutions were offered, located at several different sites in or near to Plymouth, including two sites in the Dockyard - North and South Yard. These sites have the potential to use the heat generated by incinerating the waste to connect into the existing steam network serving the Yard. Being able to use this heat makes the solution highly efficient and much more environmentally friendly. In addition, selling the heat offsets the cost of waste treatment, making it a very attractive option for both the taxpayer and the partnership. There is also potential for extending the heating network into the wider Plymouth in the future.

Being located in the Naval Base also allows electricity to be sold directly to the MOD and Babcocks which offers a better economic deal for the partnership and reduces electrical distribution losses and their energy costs and carbon footprint.

The proposed site has been previously developed and is part of the industrial setting of the Naval Base. There is good road access to the site as this is also the main entrance to the Base and the site had been identified by the MOD as an area for future development. Using the site for an EfW plant producing combined heat and power (CHP) also complies with many local and national waste planning policies.

MVV won the tender on the basis of many factors drawing on their excellent experience and safety record in order to provide a CHP solution which has rarely been achieved in the UK. It is recognised that its preferred site in North Yard is close to houses, but this is not unusual and is common across Europe where making use of the heat for housing and industry is a top priority. There are also facilities in similar situations in the UK such as Sheffield and Coventry. The proposal still needs to gain

planning permission on the site and gain an environmental permit before the facility can operate.

### **Traffic**

At present, Plymouth's residual waste goes to Chelson Meadow where it is bulked up and taken across the Tamar into Cornwall for landfilling. Much of south west Devon and Torbay's residual waste also goes to landfill at Heathfield near Newton Abbot.

In the future, most of the rubbish will be delivered via the St Budeaux bypass directly from the A38. This will include most of Plymouth's waste, apart from collections made immediately north and south of the new site, which will be delivered straight to the plant. As a result, the number of Plymouth's dust carts will not change and the only difference to their collection rounds will be that the final destination will be at North Yard, rather than Chelson Meadow.

It will however mean some additional traffic through the Camel's Head junction, and any necessary improvements to this junction are being looked at. MVV estimates that there will be 132 lorries (HGVs) travelling in and out of the plant bringing waste or removing ash from the site each Monday to Thursday with less on Friday and far fewer over the weekend. That means 264 separate lorry movements during the weekdays. Lorries movements would be spread throughout the day between 8am and 7pm from Monday to Friday, between 8am and 6pm on Saturday and bank holidays (except Christmas) and between 8am and 4pm on Sundays.

There will also be up to 35 staff vehicles driving into and out of the area each day. That means up to 70 car movements. In total the traffic increase would be less than one percent on the number of vehicles currently travelling on the nearby roads and so there should be no significant effects on nearby houses or schools.

### **PFI funding: how it works and why it benefits us**

Private Finance Initiatives (PFI) plays an important role in the Government's investment plans for delivering public services and essential infrastructure, primarily in health and education, but more recently in the waste sector.

It provides a way of funding major projects from the private sector without the local authority having to use or borrow money from reserves or from the Government. Typically the PFI contractor is a private company which is contracted to design, build and maintain the facilities involved and provide a service. At the end of the contract period, the facilities are usually handed over and then owned by the authority.

The main advantage of this arrangement is that the contractor takes on many of the key risks rather than the local authority, and uses its specialist knowledge and business expertise to run and maintain the facility and service. This is usually a more efficient and effective arrangement than one provided solely by the public authority, which tends to be less specialist in some areas and often has higher levels of cost and bureaucracy.



Waste treatment and management is a very specialist area which often requires large capital investment for new infrastructure. As a result, PFI contracts are usually over 25-30 years to enable the contractor to recoup their investment.

To promote the use of the PFI arrangement and transfer the risk away from the public purse, the Government introduced a PFI credit grant, which is only provided to carefully selected projects. In our case, the partnership has worked hard to secure this additional funding grant and has been awarded £95m by Defra. This grant is indexed linked and will be paid every three months over the life of the contract. This will equate to £177m, which will reduce waste disposal costs to the local tax payer. The PFI grant does not have to be repaid to Defra by the partnership and provides excellent value for money for local council charge-payers.

For our waste PFI project, the partner councils will pay an agreed price per tonne of waste delivered to the facility to cover the contractor's capital, operating and maintenance costs. The contractor is responsible for making sure that the facility provides the service, taking on all the costs of operation. The contractor will suffer financial deductions if it does not provide the contracted service to the authority.

In the case of an Energy from Waste facility, selling the electricity produced from the facility to the national grid or a private user offsets the cost of operating the facility. Likewise, selling the heat will also offset costs, if a suitable nearby customer can be found. As MVV's proposal is one of the few UK schemes to sell both electricity and heat, this helps keep the cost per tonne paid by the partner Councils down, which benefits the local taxpayer.

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**South West Devon Waste Partnership**  
**Latest Project Programme – 27<sup>th</sup> October 2011**

<b>Milestone</b>	<b>FBC Programme Feb 2011</b>	<b>Current agreed/ <i>anticipated</i> programme</b>	<b>Status</b>	<b>Comments</b>
<b>Finalise Contract</b>	Mar 2011	<b>Mar 2011</b>	<b>Completed Mar 11</b>	Finalise Contract for award
<b>Defra Approve FBC</b>	Feb 2011	<b>Mar 2011</b>	<b>Completed 25 Mar 2011</b>	Defra FBC process & approval
<b>Contract Award and Final Close</b>	Mar 2011	<b>Mar 2011</b>	<b>Completed 25 Mar 2011</b>	25 <sup>th</sup> March 2011
<b>MVV Submit Planning application</b>	Mar 2011	<b>15<sup>th</sup> April 2011</b>	<b>Completed May 10th 2011</b>	Slight delay due to MVV finalisation of planning application
<b>MVV Submit Environmental Permit application</b>	Mar 2011	<b>20<sup>th</sup> April 2011</b>	<b>Completed June 6th 2011</b>	Slight delay due to MVV finalisation of permit application
<b>Planning Application Approval</b>	Jan 2012	<b>22<sup>nd</sup> Dec 2011</b>		The application is currently scheduled to be taken to Planning Committee on 22 <sup>nd</sup> December 2011 – this is ahead of MVV's anticipated date of January 2012
<b>Planning JR period</b>	N/A	<b>20<sup>th</sup> April 2012</b>		JR period expiry is subject to actual planning approval date
<b>Construction Start on Site</b>	Apr 2012	<b>27<sup>th</sup> April 2012</b>		Subject to planning approval
<b>Environmental Permit Application Approval</b>	Mar 2012	<b>Mid 2012</b>		Permit not required until plant becomes operational hence not on critical path
<b>Start of Hot Commissioning</b>	Aug 2014	<b>15<sup>th</sup> Sept 2012</b>		MVV are anticipating receiving 100% of SWDWP waste soon after hot commissioning date
<b>Operational Service</b>	Nov 2014	<b>25<sup>th</sup> Nov 2014</b>		2014 operational date subject to receiving planning approval

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