Medworth Energy from Waste
Combined Heat and Power Facility

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Planning Statement

Regulation reference: The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 Regulation 5(2)(q)

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Contents

1. Introduction

1.1 Overview

1.1.1 Medworth CHP Limited (the Applicant) is applying to the Secretary of State (SoS) for a Development Consent Order (DCO) to construct operate and maintain an Energy from Waste (EfW) Combined Heat and Power (CHP) Facility on the industrial estate, Algores Way, Wisbech, Cambridgeshire. Together with associated Grid Connection, CHP Connection, Access Improvements, Water Connections, and Temporary Construction Compound (TCC), these works are the Proposed Development.

1.1.2 The Proposed Development would recover useful energy in the form of electricity and steam from over half a million tonnes of non-recyclable (residual), non-hazardous municipal, commercial and industrial (HIC) waste each year. The Proposed Development has a generating capacity of over 50 megawatts MW) and the electricity would be exported to the grid. The Proposed Development would also have the capability to export steam and electricity to users on the surrounding industrial estate.

1.1.3 The Proposed Development is a Nationally Significant Infrastructure Project (NSIP) under Part 3 Section 14 of the Planning Act 2008 (2008 Act) by virtue of the fact that the generating station is located in England and has a generating capacity of over 50 MW (section 15(2) of the 2008 Act). It, therefore, requires an application for a DCO to be submitted to the Planning Inspectorate (PINS) under the 2008 Act. PINS will examine the application for the Proposed Development and make a recommendation to the SoS for Business, Energy and Industrial Strategy (BEIS) to grant or refuse consent. On receipt of the report and recommendation from PINS, the SoS will then make the final decision on whether to grant the Medworth EfW CHP Facility DCO.

1.1.4 At Section 104(2), the 2008 Act requires that, in deciding applications for development consent, the Secretary State must have regard to the relevant National Policy Statements (NPS); Section 104(3) states that the SoS must decide such applications in accordance with any relevant NPS unless the exceptions at Section 104(4) to (8) apply. The relevant energy NPSs in respect of the Proposed Development are:

- Overarching National Policy Statement for Energy[1] (EN-1);
- National Policy Statement for Renewable Energy Infrastructure[2] (EN-3); and
- National Policy Statement for Electricity Networks Infrastructure[3] (EN-5).

1.1.5 As part of the Government's review of the suite of energy NPSs, the Department for Business, Energy & Industrial Strategy (BEIS) published draft NPSs, including EN-

[1] Department of Energy and Climate Change (2011). Overarching National Policy Statement for Energy (EN-1).
[2] Department of Energy and Climate Change (2011). National Policy Statement for Renewable Energy Infrastructure (EN-3).
[3] Department of Energy and Climate Change (2011. National Policy Statement for Electricity Networks (EN-5).

1[4], EN-3[5] and EN-5[6], that were the subject of consultation between September and November 2021 (see **Section 3** for further detail). While this review is undertaken, the current suite of energy NPSs remain relevant Government policy and, therefore, the extant 2011 NPSs listed above continue to have effect for the purposes of the 2008 Act. On this matter, the transitional arrangements set out in Draft NPS EN-1 (paragraph 1.6.2) confirm that for any application accepted for examination before the designation of the draft NPSs, the 2011 suite of NPSs should have effect in accordance with the terms of those NPSs. On this basis, the draft NPSs will have effect only in relation to those applications for development consent accepted for examination after their designation.

1.1.6 Section 104(2) of the 2008 Act additionally requires the SoS to have regard to: any local impact report submitted by a local authority; any matters prescribed in relation to the development of the description to which the application relates; and any other matters which he or she thinks are both important and relevant to their decision (such as other national or local planning policy). Draft NPS EN-1 sets out at paragraph 1.6.3 that the draft NPSs "*are potentially capable of being important and relevant considerations in the decision-making process. The extent to which they are relevant is a matter for the relevant Secretary of State to consider within the framework of the Planning Act and with regard to the specific circumstances of each development consent order application*".

1.1.7 This Planning Statement is provided as part of the DCO application for the Proposed Development and is intended to assist PINS and the SoS in applying the provisions of the 2008 Act. It sets out the context for the Proposed Development before summarising the relevant NPS policies and other pertinent legislation and policy. The Planning Statement then assesses the compliance of the Proposed Development with the relevant NPSs and other national and local policies deemed important and of relevance to the determination of the DCO application. The Planning Statement then concludes by presenting the overall planning balance.

1.1.8 In conclusion, the Planning Statement confirms that the Proposed Development is in accordance with NPS EN-1, NPS EN-3 and NPS EN-5, as well as other important and relevant legislation and policy including the draft NPSs. It also demonstrates that the benefits of the scheme will outweigh the adverse impacts of constructing and operating the EfW CHP Facility and associated development.

1.1.9 The Planning Statement has been prepared by Wood Group UK Ltd (Wood) on behalf of the Applicant.

1.2 The Applicant

1.2.1 The Applicant is a wholly owned subsidiary of MVV Environment Limited (MVV). MVV is part of the MVV Energie AG group of companies. MVV Energie AG is one of Germany's leading energy companies, employing approx. 6,500 people with

[4] Department for Business, Energy and Industrial Strategy (2021). Draft Overarching National Policy Statement for Energy (EN-1).
[5] Department for Business, Energy and Industrial Strategy (2021). Draft National Policy Statement for Renewable Energy Infrastructure (EN-3).
[6] Department for Business, Energy and Industrial Strategy (2021). Draft Overarching National Policy Statement for Electricity Networks Infrastructure (EN-5).

assets of around €5 billion and annual sales of around €4.1 billion. The Proposed Development represents an investment of approximately £450m.

1.2.2 The company has over 50-years' experience in constructing, operating, and maintaining EfW CHP facilities in Germany and the UK. MVV Energie's portfolio includes a 700,000 tonnes per annum residual EfW CHP facility in Mannheim, Germany.

1.2.3 MVV Energie has a growth strategy to be carbon neutral by 2040 and thereafter carbon negative, i.e., climate positive. Specifically, MVV Energie intends to:

- reduce its direct carbon dioxide (CO_2) emissions by over 80% by 2030 compared to 2018;
- reduce its indirect CO_2 emissions by 82% compared to 2018;
- be climate neutral by 2040; and
- be climate positive from 2040.

1.2.4 MVV's UK business retains the overall group ethos of 'belonging' to the communities it serves whilst benefitting from over 50 years' experience gained by its German sister companies. In the UK, MVV currently consists of six separate companies (see **Table 1.1: MVV Environment UK Group of Companies**).

1.2.5 MVV's largest project in the UK is the Devonport EfW CHP Facility in Plymouth. Since 2015, this modern and efficient facility has been using around 265,000 tonnes of municipal, commercial and industrial residual waste per year to generate electricity and heat, notably for Her Majesty's Naval Base Devonport in Plymouth, and exporting electricity to the grid.

1.2.6 In Dundee, MVV has taken over the existing Baldovie EfW Facility and has developed a new, modern facility alongside the existing facility. Operating from 2021, it uses up to 220,000 tonnes of municipal, commercial and industrial waste each year as fuel for the generation of usable energy.

1.2.7 Biomass is another key focus of MVV's activities in the UK market. The biomass power plant at Ridham Dock, Kent, uses up to 195,000 tonnes of waste and non-recyclable wood per year to generate green electricity and is capable of exporting heat.

Table 1.1 MVV Environment UK Group of Companies

Company	Detail
Medworth CHP Limited	The wholly owned subsidiary of MVV Environment Limited proposing to submit the application for the DCO (the Applicant).
MVV Environment Limited	The company overseeing the development and funding the Proposed Development.
MVV Environment Baldovie Limited	EfW CHP Facility, diverting up to 220,000 tonnes per annum of residual waste from landfill for Dundee and Angus Councils and for private waste disposal companies.

Company	Detail
MVV Environment Devonport Limited	EfW CHP Facility, diverting 265,000 tonnes per annum of residual waste from landfill for the South West Devon Waste Partnership and for private waste disposal companies.
MVV Environment Ridham Limited	Merchant biomass facility generating energy up to 195,000 tonnes per annum of waste wood.
MVV Environment Services Limited	The UK electricity trading subsidiary of MVV.

1.3 The Requirement for Development Consent and Environmental Impact Assessment

Development Consent

1.3.1 In England and Wales, an onshore electricity generating station is classified as an NSIP under the 2008 Act if it has a capacity of more than 50MWe. The Proposed Development would have a rated electrical output of over 50MWe and, therefore, falls under the definition of an NSIP in Section 14(1)(a) and Section 15 of the 2008 Act.

1.3.2 Section 31 of the 2008 Act establishes that consent is required for development that is, or forms part of, an NSIP and therefore a DCO application must be made to the SoS for the Proposed Development, pursuant to Section 37 of the 2008 Act. Development consent can also be granted for associated development; the proposed CHP Connection, Access Improvements, Grid Connection, Water Connections and TCC are development associated with the proposed EfW CHP Facility and are therefore included within the DCO application.

1.3.3 Further detail relating to the legal basis for seeking development consent for the proposed EfW CHP Facility and associated development is provided in the **Explanatory Memorandum (Volume 3.2)**.

Environmental Impact Assessment

1.3.4 The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017[7] (the EIA Regulations 2017) require that an Environmental Impact Assessment (EIA) is carried out for any development listed in Schedule 1 and development listed in Schedule 2 (Schedule 2 development) if it is likely to have significant effects. Paragraph 10 of Schedule 1 of the EIA Regulations 2017 identifies: "*Waste disposal installations for the incineration or chemical treatment (as defined in Annex I to Directive 2008/98/EC under heading D9) of non hazardous waste with a capacity exceeding 100 tonnes per day*" as being development for the purposes of the EIA Regulations 2017 (EIA development). The Proposed Development is a waste disposal installation and would have a capacity in excess of 100 tonnes per day such that it falls within paragraph 10 of Schedule 1 of the EIA Regulations 2017.

[7] The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. SI 2017 No. 572.

1.3.5 Accordingly, an EIA has been undertaken and an **Environmental Statement (ES) (Volumes 6.2)**, presenting information requirements detailed in Regulation 14(2) and Schedule 4 of the EIA Regulations 2017, is submitted with the DCO application. The ES **(Volume 6.2)** has informed the planning assessment presented in **Section 4** of this Planning Statement.

1.4 Application for Development Consent

1.4.1 The DCO application includes a number of documents that have been prepared and submitted to PINS to ensure compliance with the requirements of Section 37 of the 2008 Act, The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009[8] (the APFP Regulations 2009) and the EIA Regulations 2017, as well as relevant PINS guidance, including PINS Advice Note Six (Preparation and submission of application documents (AN6)[9]. The documents include this Planning Statement and the ES **(Volume 6.2)**.

1.4.2 The **Electronic Application Index (Volume 1.3)** provides a comprehensive list of the documentation submitted by the Applicant as part of the DCO application.

1.5 Other Consents and Licenses

1.5.1 In addition to the powers that may be granted to the Applicant via the DCO, a number of additional consents and licenses will be required in order to construct and operate the Proposed Development. These are set out in the document **Other Consents and Licences (Volume 5.4)**.

1.6 Structure of this Planning Statement

1.6.1 This Planning Statement is structured as follows:

- **Section 2** describes the Proposed Development;
- **Section 3** summarises the legislative and planning policy context including relevant NPS policies and other national and local policy considerations;
- **Section 4** assesses the Proposed Development in terms of the need for, and principle of, the scheme and its compliance with the relevant NPSs as well as other relevant and important national and local policy considerations; and
- **Section 5** presents an assessment of the overall planning balance and the conclusions of the Planning Statement in terms of the Proposed Development's compliance with planning policy.

[8] The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009. SI 2009 No. 2264.
[9] PINS (2021). Advice Note Six: Preparation and submission of application documents, version 10 (September 2021).

2. The Proposed Development

2.1 Introduction

2.1.1 This section of the Planning Statement provides details relating to the location of the Proposed Development. It then describes the main components of the Proposed Development including the EfW CHP Facility, CHP Connection, Access Improvements, TCC, Grid Connection and Water Connections.

2.2 Site Location Description

2.2.1 The Proposed Development is located in the town of Wisbech within the administrative areas of Cambridgeshire County Council (CCC) and Fenland District Council (FDC). The Grid Connection also extends into the administrative areas of Norfolk County Council (NCC) and the Borough Council of King's Lynn and West Norfolk (KLWN). A location plan is provided in **Figure 2.1: Site Location (Appendix A)**.

2.2.2 A description of the site location is provided below and is split into two geographical areas which cover the:

- EfW CHP Facility, CHP Connection, Access Improvements, Water Connections and TCC; and
- Grid Connection.

2.2.3 Further information in respect of the location of the Proposed Development is contained in ES **Chapter 3: Description of the Proposed Development (Volume 6.2)**.

Energy from Waste Combined Heat and Power Facility

EfW CHP Facility

2.2.4 The EfW CHP Facility Site is approximately 5.3 hectares (ha) in size and is located south-west of Wisbech, centred at National Grid Reference TF 45564 07955. It is within the administrative areas of FDC and CCC. The location of the EfW CHP Facility Site is illustrated on **Figure 2.2: Project Components (Appendix A)**.

2.2.5 The EfW CHP Facility Site forms part of a wider industrial estate centred on Algores Way. The location of the EfW CHP Facility would be predominantly on an area of land currently operated as a waste and aggregates recycling facility and waste transfer station (WTS) and is accessed off Algores Way. This part of the EfW CHP Facility Site in its current form includes a Waste Reception Building (WRB), office and welfare facilities and there is a raised gatehouse and single weighbridge control for vehicle access into and out of the site. Vehicle parking is located off the site's entrance and adjacent to the office and welfare accommodation. To the west of the WRB, various types of primary aggregates are stored in an open yard whilst to the

south, secondary aggregate storage and processing, including crushing, takes place.

2.2.6 The topsoil which previously covered the site was scraped back from the working area when its current use was first established and now forms perimeter bunds. The surface of the site is predominantly hardstanding, including a concrete apron approximately 25m by 50m immediately to the south of the WRB. Drainage ditches maintained by the Hundred of Wisbech Internal Drainage Board (HWIDB) run through and around the perimeter of this part of the EfW CHP Facility Site.

2.2.7 The existing entrance off Algores Way is gated and fenced with a 1.8m high metal palisade fence. The operational area immediately south-east of the WRB is partly bounded by a 4m tall mesh litter fence.

2.2.8 The south-east section of the EfW CHP Facility Site is unoccupied scrubland owned by FDC. It is separated from the current WTS by an earth bund and trees.

2.2.9 The EfW CHP Facility Site is located within the southwest corner of the Algores Way industrial estate; the land to the north and east comprises industrial units and land to the south comprises vacant land. The EfW CHP Facility Site is bounded to the north and east by commercial/industrial uses. Along the southern boundary of the EfW CHP Facility Site is New Bridge Lane. This connects with Cromwell Road to the west which provides direct access to the A47. New Bridge Lane is currently closed to through-traffic at the point at which it crosses the disused March to Wisbech Railway. This is immediately to the west of the site frontage. To the east, New Bridge Lane terminates after the junction with New Drove Lane.

2.2.10 The closest residential properties to the EfW CHP Facility Site consist of individual properties along New Bridge Lane at approximately 20m to the west and south. Further afield, the Oakdale Place Travellers Site and Caravan Site are located south-east of the intersection of New Bridge Lane and the A47, at 400m and distance 500m respectively. The principal residential areas and town centre of Wisbech lie beyond the industrial estate approximately 1.7km the north and 1km to the east.

2.2.11 Land to the west of the EfW CHP Facility Site is boarded by scrubland and a mature strip of vegetation, comprising self-set trees and undergrowth. This land includes the disused March to Wisbech Railway, known locally as the ‘Bramley Line’. West of the disused railway, an industrial estate extends for a further 300m until it reaches Cromwell Road, after which there is a retail park.

2.2.12 To the south and beyond the A47, the landscape becomes predominantly agricultural in nature, interspersed with small villages such as Begdale (approximately 1.6km to the south), Friday Bridge (approximately 3.4km to the south) and Elm (approximately 1.7km to the south-east).

CHP Connection

2.2.13 The CHP Connection Corridor runs north, along the route of the disused March to Wisbech Railway, from the EfW CHP Facility Site crossing Weasenham Lane via a pipe-bridge and terminating at the Nestlé Purina pet food manufacturing factory, which is itself accessed from Coalwharf Road/Somers Road. The CHP Connection

Corridor also includes a section immediately south of Weasenham Lane into the Lamb Weston factory.

2.2.14 The CHP Connection Corridor is bounded on both sides by industrial uses other than at its north-eastern end where the rear gardens of residential properties on Victory Road, Great Eastern Road, Burdett Road, Hillburn Road and Oldfield Lane back onto it.

2.2.15 The location of the CHP Connection Corridor is illustrated on **Figure 2.2: Project Components (Appendix A)**.

Access Improvements

2.2.16 The existing WTS on the EfW CHP Facility Site is accessed from Algores Way. This access point will be reconfigured to provide staff and visitor car and pedestrian access to the EfW CHP Facility. It is proposed to create a new access/egress to the EfW CHP Facility Site for HGVs from New Bridge Lane, located on the southern boundary of the EfW CHP Facility Site.

2.2.17 Direct vehicular access to Cromwell Road along New Bridge Lane from the proposed site access is not currently possible. New Bridge Lane crosses the disused March to Wisbech Railway and in this location the road narrows and bollards are in place to prevent vehicular access. Improvements to, and the reopening of, this road for vehicular access would be required to facilitate access off New Bridge Lane.

2.2.18 New Bridge Lane is bounded mainly by industrial premises. A single residential property (9 New Bridge Lane) lies approximately 20m to the south-west boundary of the site on the opposite side of the disused March to Wisbech Railway whilst 10 New Bridge Lane is located on the southern side of the highway, opposite the EfW CHP Facility Site frontage. There are a small number of additional residential properties located close to the New Bridge Lane/Cromwell Road Junction, adjacent to the location of the proposed Access Improvements.

2.2.19 The Order limits extend from the EfW CHP Facility Site entrance on Algores Way to 19 Algores Way. Whilst highways works are not proposed, it is an unadopted highway from a point south of 19 Algores Way and therefore powers relating to a right of access are being sought as part of the DCO application.

Water Connections

2.2.20 The proposed Water Connections (potable) water supply would run underground from the southern boundary of the EfW CHP Facility Site southeast along New Bridge Lane before either entering an orchard and then crossing underneath the A47 or crossing the A47 and the southern end of New Bridge Lane. The Water Connections (foul) would run from an existing pumping station operated by Anglian Water to the north-east of the Algores Way site entrance into the EfW CHP Facility.

2.2.21 The area of land proposed for the route of the water main is shown in **Figure 2.2: Project Components (Appendix A)**.

Temporary Construction Compound

2.2.22 The TCC associated with the construction of the Proposed Development would be located adjacent to the eastern boundary of the EfW CHP Facility Site, separated by a drainage ditch. The land is currently undeveloped, vegetated, grass scrubland and is 1.8 ha in area.

2.2.23 The TCC site is bounded by commercial/industrial uses to the north and east and further vacant grassland to the south. HGV construction traffic would initially access the EfW CHP Facility Site via Algores Way, and once the Access Improvements are implemented, both New Bridge Lane and Algores Way would be used for the duration of construction works.

2.2.24 The remainder of the construction compound requirements would be provided on the southern or northern portion of the EfW CHP Facility Site.

2.2.25 The land allocated for the TCC is shown on **Figure 2.2: Project Components (Appendix A)**.

Grid Connection

2.2.26 From the onsite substation located in the southern area of the EfW CHP Facility Site, the Grid Connection would run underground for its entire length to a point of connection (POC) to the National Electricity Transmission Network distribution system at UK Power Network's (UKPN) substation off Broadend Road, Walsoken.

2.2.27 The Grid Connection would exit the EfW CHP Facility Site at New Bridge Lane then head east to the A47. Here, the Grid Connection would head north following the western verge of the A47 to Broadend Road. At Broadend Road, the route would head west within the highway to the Applicant's proposed substation. The Applicant's proposed substation is to be located to the front of the UKPN Walsoken Distribution Network Operator (DNO) Substation (Walsoken Substation) on land belonging to UKPN.

2.2.28 The location of the Grid Connection and the Walsoken Substation is shown on **Figure 2.2: Project Components (Appendix A)**.

2.3 The Proposed Development

2.3.1 The Proposed Development comprises of the following components: EfW CHP Facility; CHP Connection; Water Connections; Access Improvements; and Grid Connection. These components of the Proposed Development are shown on **Figure 2.2: Project Components (Appendix A)** and described below. The TCC, required to support the construction of the Proposed Development, is described in **Section 2.4**.

2.3.2 ES **Chapter 3: Description of the Proposed Development (Volume 6.2)** provides a detailed description of each component.

Energy from Waste Combined Heat and Power Facility

2.3.3 The EfW CHP Facility Site would comprise of a main building that would house equipment and facilities necessary to receive and process waste. The maximum parameters of the main building would be 52m in height (above the finished flood level (FFL)), 177m in length and 102m in width.

2.3.4 The EfW CHP Facility includes several ancillary processes and buildings, such as weighbridges, a water treatment plant and an administration building. A new security fence would be installed along the boundary of the EfW CHP Facility Site and landscaping will be undertaken, incorporating biodiversity mitigation and enhancement as detailed in ES **Figure 3.14 Outline Landscape and Ecology Strategy (Volume 6.3)**. To mitigate the potential noise impacts associated with HGV movements during construction of the Access Improvements on New Bridge Lane and construction and operation of the EfW CHP Facility, an acoustic fence will be erected within the curtilage of 10 New Bridge Lane.

2.3.5 An indicative EfW CHP Facility Site Layout is illustrated on ES **Figure 3.6: EfW CHP Facility Site Layout (Volume 6.3)**. The main building and related components are described in detail in ES **Chapter 3: Description of the Proposed Development (Volume 6.2)** including the likely size and scale of each project component and where limits of deviation (LoD) may be required to provide some design flexibility.

Water Connections

2.3.6 A water supply to the EfW CHP Facility is required to provide water for the process requirements, the fire protection systems and for potable requirements. The solution is to lay a dedicated 225mm high performance polyethylene (HPPE) water main from the existing 450mm diameter water mains at a point east of the A47.

2.3.7 At a minimum depth of 0.9m below ground level, the main would pass under the A47 and emerge within either the existing orchard located on the northern side of New Bridge Lane (if constructed using horizontal directional drilling (HDD)) or in the A47 verge (northside). From this point, the pipe would pass into New Bridge Lane and continue within the highway until it reaches the frontage of the EfW CHP Facility Site at which point it would enter and connect. Two options for crossing the A47 are included within the Proposed Development and the final design will be subject to further discussion with National Highways.

2.3.8 A foul water connection, (Water Connections (foul)), is also required from an existing pumping station operated by Anglian Water located to north-east of the Algores Way EfW CHP Facility Site entrance and into the EfW CHP Facility.

CHP Connection

2.3.9 The EfW CHP Facility has been designed to allow the export of steam and electricity from the facility to surrounding business users via dedicated pipelines and private wire cables. The CHP Connection Corridor runs along the eastern edge of the disused March to Wisbech Railway to Weasenham Lane with a spur enabling a CHP Connection to potential customers south of Weasenham Lane, including Lamb Weston. A pipe bridge would then take the CHP Connection over Weasenham Lane and the CHP Connection Corridor continues until it reaches the Nestlé Purina site.

2.3.10 This CHP Connection would consist of a pipe to export steam and one to return the condensate (water) to the EfW CHP Facility, electrical and data cables can also be accommodated. The steam pipe would be located on a steel structure approximately 1.6m to 1.7m in height. At the point at which it would cross Weasenham Lane, it would be fixed to a pipe bridge measuring approximately 25m in length. The pipe bridge would have an approximate height of 7m, with a 5.5m clearance from the highway. Concrete foundations extending up to 2m below the ground would form the footings of the pipe bridge. To allow for expansion and contraction, approximately every 50-60 metres an expansion loop is located along the pipeline. perform a similar function to the expansion loops and consist of a section of corrugated pipe in the same alignment and at the same height as the rest of the pipeline.

Access Improvements

2.3.11 To facilitate the access arrangements for the EfW CHP Facility, a highway improvement scheme is required along New Bridge Lane. The scheme would widen the road from a point east of the New Bridge Lane junction with Salters Lane to the proposed access over a distance of 172m with a footway with street lighting along the northern side of the extended carriageway. The access proposals are shown in ES **Figure 3.19: New Bridge Lane Access Proposals (Volume 6.3).**

2.3.12 In addition to access improvements on New Bridge Lane, the existing Algores Way access to the EfW CHP Facility Site would need to be reconfigured to facilitate the internal layout of the EfW CHP Facility Site. The site access would be located slightly to the south of the existing site entrance but would retain the same design parameters.

2.3.13 Operational access into the EfW CHP Facility Site for staff and visitors will be from a new access locate 20m to the south of the existing site access off Algores Way.

Grid Connection

2.3.14 The Grid Connection would comprise a 132kV electrical connection using underground cable (UGC) and be located in the Grid Connection Corridor which has been aligned with the adopted highway along New Bridge Lane and Broadend Road and the western verge of the A47. The UGC would connect into the Walsoken Substation. From here it would run underground to the above ground substation infrastructure at the Walsoken DNO Substation.

2.3.15 The connection to the Walsoken DNO Substation would be via an UGC connection from the Walsoken Substation . The Walsoken Substation compound covers an area of approximately 190m^2 and will be surrounded by a 2.4m high palisade fence and gates.

2.3.16 The UGC from the Walsoken Substation would come above ground to a cable sealing end and connecting to UKPN equipment at the Walsoken DNO Substation.

2.4 Construction and Commissioning

Construction and Commissioning Programme

2.4.1 The Applicant's current programme assumes construction starting in 2023 and running for three years with completion in 2026. The core working hours would be 7a.m. to 7p.m. Monday to Friday, 8a.m. to 4p.m. on Saturdays, and no work on Sundays, Public Holidays or outside these core hours would take place without prior approval from the relevant local authority. One hour either side of these core hours will allow the construction workforce to arrive, mobilise and then leave site at the end of the working day. The Applicant has, however, agreed with National Highways to undertake the construction of the Grid Connection at night, a time during which traffic levels are lower.

2.4.2 ES **Chapter 3: Description of the Proposed Development (Volume 6.2)** contains further information relating to the key phases of the construction of the Proposed Development.

Temporary Construction Compound and Construction Site Access

2.4.3 The TCC and laydown areas would accommodate the construction of the EfW CHP Facility, the CHP Connection, Grid Connection, Water Connections and the Access Improvements. The compound, which would be in place for the construction period, would comprise of a roadstone aggregate surface upon which the construction materials, cabins and associated equipment would be placed.

2.4.4 All staff and visitor vehicles would access the TCC via Algores Way. A further access point for construction vehicles (including some HGVs) would be retained at the current site access off Algores Way to facilitate the Access Improvements works along New Bridge Lane and access to the northern portion of the EfW CHP Facility Site.

2.4.5 It will be necessary to undertake a temporary road and footpath closure of New Bridge Lane east of the junction with Salters Lane. This will be to facilitate the Access Improvements.

2.4.6 A site layout for TCC and laydown areas is provided in ES **Figure 3.11: EfW CHP Facility Temporary Construction Compound Layout (Volume 6.3)**.

2.5 Operation

2.5.1 Following commissioning and testing it is anticipated that operation of the EfW CHP Facility would commence in 2026, subject to the granting of the DCO.

2.5.2 The EfW CHP Facility will be designed to accept residual household and industrial and commercial waste streams. The composition of residual waste received by the EfW CHP Facility, and consequently the energy generated, will vary; however, the capacity of the Facility is 625,600 tonnes per year.

The EfW CHP Facility will have a generating capacity of more than 50MW. On average, approximately 60MW_e is generated by the steam turbine, of which approximately 5MW_e is consumed by the plant as the parasitic load, leaving up to

approximately 55MW$_e$ as the net electrical output for export to local users and the electricity distribution network. Approximately 50MW$_{th}$ of usable steam (heat) energy would be available for export via the CHP Connection to users in the surrounding industrial estate.

2.5.3 ES **Chapter 3: Description of the Proposed Development (Volume 6.2)** provides further information relating to the operation of the Proposed Development.

2.6 Decommissioning

2.6.1 A working assumption has been made that the Proposed Development has an operational lifespan of approximately 40 years. However, it should be noted that it is common for such developments to be operational for longer periods.

2.6.2 It is anticipated that the process of decommissioning would involve the termination of operational activity, following which there would be electrical and process isolation and demolition activities. It has been assumed that the EfW CHP Facility Site (excluding any ecological mitigation works), CHP Connection and the above ground elements of the Grid Connection (excluding any elements that form part of the DNO's network) would be left in a clear and secure condition in accordance with a Decommissioning Plan to be agreed with the relevant planning authority prior to decommissioning. The decommissioning process is anticipated to last for one year.

3. Legislation and Policy Context

3.1 Introduction

3.1.1 Section 104 of the 2008 Act applies in cases where a NPS has effect; it is therefore applicable to the Proposed Development as NPS EN-1 and NPS EN-3 apply to EfW schemes, and NPS EN-5 is relevant to grid connections. Accordingly, the SoS's decision on the DCO application for the Proposed Development must be made in accordance with NPS EN-1, NPS EN-3 and NPS EN-5, unless one or more of the exceptions set out in Section 104 (subsections 4 to 8) of the 2008 Act apply.

3.1.2 In addition to NPS EN-1, NPS EN-3 and NPS EN-5, the SoS is required to have regard to factors such as any local impact report provided by a relevant local authority, the matters prescribed in The Infrastructure Planning (Decisions) Regulations 2010[10] (where relevant), and any other matters which he or she considers to be both important and relevant to their decision on the DCO application. These 'other matters' are likely to include legislation, other adopted and emerging national and local planning policy and plans and strategies produced by the UK Government or other bodies, as may be relevant to the Proposed Development.

3.1.3 This section of the Planning Statement describes the legislative and policy context for the Proposed Development which has informed the planning assessment in **Section 4**.

3.2 Legislative Context

Applicable EU Directives Given Effect in UK Domestic Legislation

3.2.1 UK environmental legislation is derived from a range of sources (including European Union (EU) directives, regulations and agreements). On 31 December 2020, the UK exited the EU following the expiry of the "transition period", as provided for by the European Union (Withdrawal) Act 2018[11] (Withdrawal Act 2018). Sections 2-3 of the Withdrawal Act 2018, as amended, provide that direct EU legislation, and EU-derived domestic legislation, continue to have effect in UK domestic law after that date. In summary, the interpretation of any retained EU law is to be the same as it was before that date, insofar as the retained EU law remains unmodified in UK law and regulations have not been made providing otherwise (s.6(3) of the Withdrawal Act 2018).

3.2.2 The following Directives, as they have been given effect in UK domestic legislation, are relevant to the Proposed Development:

[10] The Infrastructure Planning (Decisions) Regulations. SI 2010 No. 305.
[11] European Union Withdrawal Act 2018. C 16.

- Environmental Impact Assessment (EIA) Directive (2011/92/EU)[12] (as amended by EIA Directive 2014/52/EU)[13];
- Habitats Directive (92/43/EEC)[14];
- Landfill Directive (1999/31/EC)[15];
- Waste Framework Directive (2008/98/EC)[16];
- The Industrial Emissions Directive (2010/75/EU)[17];
- The Waste Incineration Directive (2000/76/EC)[18]
- Energy Efficiency Directive (2012/27/EU)[19];
- Air Quality Directive (2008/50/EC)[20];
- Industrial Emissions Directive (2010/75/EU)[21];
- Birds Directive (2009/147/EC)[22];
- Medium Combustion Plant Directive (2015/2193/EU)[23]; and
- Environmental Liability Directive (2004/35/EC)[24].

UK Legislation

Planning Act 2008

3.2.3 The 2008 Act establishes the nature and scale of development that is, or forms part of, an NSIP and for which development consent is required. The Proposed Development is an NSIP under Part 3, Section 14 of the 2008 Act by virtue of it

[12] European Union (2011). Directive 2011/92/EU of the European Parliament and of the Council of 13 December 2011 on the assessment of the effects of certain public and private projects on the environment.
[13] European Union (2014). Directive 2014/52/EU of the European Parliament and of the Council of 16 April 2014 amending Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment.
[14] European Union (1992). Directive 92/43/EEC of the European Parliament and of the Council of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora aims to promote the maintenance of biodiversity, taking account of economic, social, cultural and regional requirements.
[15] European Union (1999). Directive 1999/31/EC of the European Parliament and of the Council of 26 April 1999 on the landfill of waste.
[16] European Union (2008). Directive 2008/98/EC of the European Parliament and of the Council of 19 November 2008 on waste and repealing certain Directives.
[17] European Union (2010). Directive 2010/75/EU of the European Parliament and of the Council of 24 November 2010 on industrial emission.
[18] European Union (2000). Directive 2000/76/EU of the European Parliament and of the Council of 4 December 2000 on waste incineration
[19] European Union (2012). Directive 2012/27/EU of the European Parliament and of the Council of 25 October 2012 on energy efficiency, amending Directives 2009/125/EC and 2010/30/EU and repealing Directives 2004/8/EC and 2006/32/EC.
[20] European Union (2008). Directive 2008/50/EC of the European Parliament and of the Council of 21 May 2008 on ambient air quality and cleaner air for Europe.
[21] European Union (2010). Directive 2010/75/EU of the European Parliament and of the Council of 24 November 2010 on industrial emissions.
[22] European Union (2009). Directive 2009/147/EC of the European Parliament and of the Council of 30 November 2009 on the conservation of wild birds.
[23] European Union (2015). Directive 2015/2193/EU of the European Parliament and of the Council of 25 November 2015 on the limitation of emissions of certain pollutants into the air from medium combustion plants.
[24] European Parliament (2004). Directive 2004/35/EC of the European Parliament and of the Council of 21 April 2004 on environmental liability with regard to the prevention and remedying of environmental damage.

comprising a generating station located in England that has a generating capacity of over 50 megawatts (see section 15(2) of the 2008 Act). It, therefore, requires an application to be submitted for a DCO.

3.2.4 The 2008 Act was amended through the adoption of the Localism Act 2011[25], which transferred decision-making responsibilities to the relevant SoS, which for the Proposed Development is the SoS for BEIS. PINS is responsible for the NSIP planning process and will examine the application for the Proposed Development and make a recommendation to the SoS to grant or refuse consent. On receipt of the report and recommendation from PINS, the SoS will then make the final decision on whether to grant the Medworth EfW CHP Facility DCO.

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

3.2.5 The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009[26] (the APFP Regulations 2009) prescribe the procedural requirements for making a DCO application. Amongst other provisions, the APFP Regulations 2009 detail the information that must be submitted with DCO applications (Regulation 5(2)).

EIA Regulations 2017

3.2.6 Regulation 5(2)(a) of the APFP Regulations 2009 sets out that, where required, DCO applications should be accompanied by an ES prepared in accordance with the EIA Regulations 2017.

3.2.7 As described in **Section 1**, the EIA Regulations 2017 require that EIA is carried out for any development listed in Schedule 1 and development listed in Schedule 2 (Schedule 2 development) if it is likely to have significant effects. Paragraph 10 of Schedule 1 of the EIA Regulations 2017 identifies: "*Waste disposal installations for the incineration or chemical treatment (as defined in Annex I to Directive 2008/98/EC under heading D9) of non hazardous waste with a capacity exceeding 100 tonnes per day*" as being development for the purposes of the EIA Regulations 2017. The Proposed Development is a waste disposal installation and would have a capacity in excess of 100 tonnes per day such that it is EIA development. Accordingly, an EIA has been undertaken and is reported in the ES **(Volume 6.2)** submitted with the DCO application in accordance with the APFP Regulations 2009.

3.2.8 The ES and associated figures and appendices **(Volume 6.2, 6.3 and 6.3)** has informed the assessment presented in **Section 4** of this Planning Statement.

Waste (England and Wales) Regulations 2011 (as amended)

3.2.9 The revised Waste Framework Directive (rWFD), which came into force on 12 December 2008 (Directive 2008/98/EC), established the overarching framework for the management of waste across the EU. It requires Member States to introduce *"measures to protect the environment and human health by preventing or reducing*

[25] Localism Act 2011. c.20
[26] The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009. SI 2009 No. 2264.

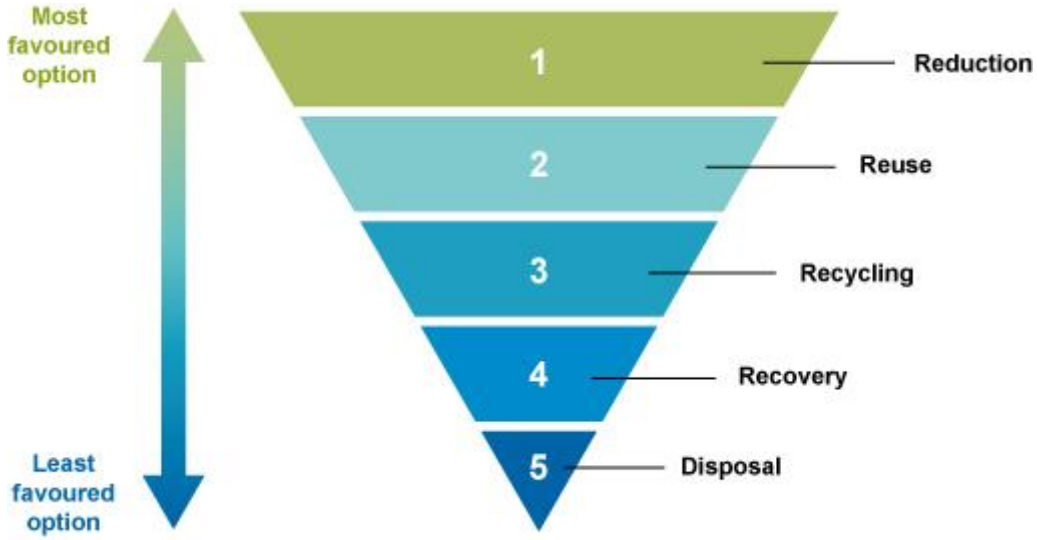
the adverse impacts of the generation and management of waste and by reducing overall impacts of resource use and improving the efficiency of such use".

3.2.10 Article 4(1) of the rWFD introduced a new five-point waste hierarchy, based on the priority order of:

- Prevention (preferred option);
- Preparing for re-use;
- Recycling;
- Other recovery (e.g., energy recovery); and
- Disposal (i.e., landfilling or incineration without energy recovery).

3.2.11 This waste hierarchy is illustrated in **Graphic 3.1: The Waste Hierarchy** below:

Graphic 3.1: The Waste Hierarchy



3.2.12 The emphasis of the hierarchy in the rWFD is a preference for waste prevention and the confirmation that waste treatment involving energy generation is a recovery operation (subject to it achieving energy recovery efficiency expressed as R1 of 0.65 or more[27]).

3.2.13 The rWFD was incorporated into national legislation, in England and Wales, by The Waste (England and Wales) Regulations 2011[28] (as amended) (the Waste Regulations 2011). The Waste Regulations 2011 require, in Schedule 1 (paragraph 2(1)), that the waste hierarchy, as set out in the rWFD, is applied by the appropriate authority as a 'priority order' in waste prevention and management policy. Schedule 1 (paragraph 2(2)) requires that when applying the waste hierarchy, the appropriate authority must ensure that it:

"(a) encourages the options that deliver the best overall environmental outcome, which may require specific waste streams to depart from the hierarchy where this is

[27] The way in which the R1 criterion is calculated is set out in the rWFD. The Proposed Development is designed to achieve an R1 of >0.65 such that it would be regarded as a waste recovery activity.
[28] The Waste (England and Wales) Regulations 2011. SI 2011 No. 988.

justified by life-cycle thinking on the overall impacts of the generation and management of such waste;

(b) takes into account:

i. the general environmental protection principles of precaution and sustainability,

ii. technical feasibility and economic viability,

iii. protection of resources, and

iv. the overall environmental, human health, economic and social impacts."

3.2.14 The 'appropriate authority' in England is defined in Regulation 3 as the SoS for the Environment, Food and Rural Affairs.

3.2.15 This regulation has subsequently been enshrined in national waste management and planning policy.

Climate Change Act 2008

3.2.16 The Climate Change Act 2008 (as amended)[29] commits the UK to reduce its net greenhouse gas (GHG) emissions by at least 100% below 1990 levels by 2050 (the 'UK carbon target', often referred to as 'net zero') and requires the Government to establish five-year carbon budgets. The Act also established an independent expert body, the Climate Change Committee, to advise the Government on the level of emissions targets and report on progress made to reduce emissions.

3.2.17 The Act sets out reporting requirements in the form of the UK Climate Change Risk Assessment (CCRA) as a mechanism for gathering and presenting evidence to help understand climate change risks to the UK. The Third Climate Change Risk Assessment (CCRA) was published by the UK Government in January 2022[30] and draws from the latest evidence prepared by the Adaptation Committee presented in the Independent Assessment of UK Climate Risk 2021[31].

Other relevant UK legislation

3.2.18 The following national legislation (in addition to that already identified above) is relevant to the Proposed Development:

- Air Quality (England) Regulations 2000[32];
- Air Quality Standards (England) Regulations 2010[33]
- Control of Pollution Act 1974 (COPA) (as amended)[34];

[29] The Climate Change Act 2008. c27 and The Climate Change Act 2008 (2050 Target Amendment) Order 2019.
[30] UK Government. UK Climate Change Risk Assessment 2022.
[31] Betts, R.A. and Brown, K, (2021). Introduction. In: The Third UK Climate Change Risk Assessment Technical Report [Betts, R.A.,Haward, A.B. and Pearson, K.V.(eds.)]. Prepared for the Climate Change Committee, London.
[32] The Air Quality (England) Regulations 2000. SI 200 No. 928.
[33] Air Quality Standards (England) Regulations 2010. SI 2010 No. 1001.
[34] The Control of Pollution Act (CoPA)1974. SI 1974 c.40.

- Environmental Protection Act 1990 (as amended)[35];
- Conservation of Habitats and Species Regulations 2017[36];
- Wildlife and Countryside Act 1981 (as amended)[37];
- The Natural Environmental and Rural Communities Act 2006 ('NERC') (as amended)[38];
- Environment Act 2021[39];
- Flood and Water Management Act 2010[40];
- Water Environment (Water Framework Directive) (England and Wales) Regulations 2017[41];
- The Environmental Permitting (England and Wales) Regulations 2016 (as amended)[42];
- The Planning (Listed Buildings and Conservation Areas) Act 1990[43]
- The Water Resources Act 1991[44];
- The Land Drainage Act 1991[45]; and
- The Water Act 2003[46].

3.2.19 This summary is not exhaustive; the individual environmental topic chapters of the ES (**Chapters 6** to **17 (Volume 6.2)**) describe the legislation as relevant to the topic under consideration.

3.3 National Policy Statements

3.3.1 The NPSs relevant to the Proposed Development are:

- Overarching National Policy Statement for Energy (EN-1);
- National Policy Statement for Renewable Energy Infrastructure (EN-3); and
- National Policy Statement for Electricity Networks Infrastructure (EN-5).

3.3.2 The NPSs relevant to the Proposed Development were produced by the former Department of Energy and Climate Change (DECC), now BEIS, and designated in July 2011. They include assessment principles and policy in respect of the consideration of impacts associated with energy infrastructure proposals, including EfW schemes.

[35] The Environmental Protection Act 1990. SI 1990 c.43.
[36] The Conservation of Habitats and Species Regulations 2017. SI 2017 No. 1012.
[37] The Wildlife and Countryside Act 1981. SI 1981 c.69.
[38] The Natural Environment and Communities Act 2006. SI 2006 c.16.
[39] The Environment Act 2021. C.30.
[40] The Flood and Water Management Act 2010. SI 2010 c.29.
[41] The Water Environment (Water Framework Directive) (England and Wales) Regulations 2017. SI 2017 No. 407
[42] The Environmental Permitting (England and Wales) Regulations 2016. SI 2016 No. 1154.
[43] The Planning (Listed Buildings and Conservation Areas) Act 1990 SI 1990 c.17.
[44] The Water Resource Act 1991. SI 1997 c.57.
[45] The Land Drainage Act 1991. SI 1991 c.59.
[46] The Water Act 2003. SI 2003 c.37.

3.3.3 **Section 4** of this Planning Statement presents an assessment of the Proposed Development against the assessment principles and policy contained in NPS EN-1, NPS EN-3 and NPS EN-5.

Draft National Policy Statements

3.3.4 The UK Government announced a review of the 2011 energy NPSs within the Energy White Paper[47] and in September 2021, BEIS consulted upon draft energy NPSs with consultation closing on 29 November 2021. The extent 2011 energy NPSs were reviewed to reflect the policies and broader strategic approach set out in the Energy White Paper and ensure that a planning framework is in place to support the infrastructure requirement for the transition to net zero. The consultation sought views on the following draft NPSs which are relevant to the Proposed Development:

- Draft Overarching National Policy Statement for Energy (EN-1);
- Draft National Policy Statement for Renewable Energy Infrastructure (EN-3); and
- Draft National Policy Statement for Electricity Networks Infrastructure (EN-5).

3.3.5 As set out in **Section 1.1**, the transitional arrangements announced by BEIS set out that for any application accepted for examination before designation of the draft NPSs, the 2011 suite of NPSs should have effect in accordance with the terms of those NPS. The draft NPSs will therefore have effect only in relation to those applications for development consent accepted for examination after the designation of those amendments. Notwithstanding this, Draft NPS EN-1 sets out at paragraph 1.6.3 that the draft NPSs "*are potentially capable of being important and relevant considerations in the decision-making process. The extent to which they are relevant is a matter for the relevant Secretary of State to consider within the framework of the Planning Act and with regard to the specific circumstances of each development consent order application*".

Overarching National Policy Statement for Energy (NPS EN-1) (2011)

3.3.6 NPS EN-1 sets out the Government's policy for the delivery of major energy infrastructure in England and Wales. Recognising the significant need for new energy infrastructure, at paragraph 3.1.3 it states that all applications for development consent should be assessed on the basis that the Government has demonstrated that there is a need for all types of infrastructure covered by NPS-EN1, including EfW. At paragraph 3.3.23, NPS-EN1 sets out that, in order to minimise risks to energy security and resilience, there is a requirement to provide new energy infrastructure to meet the need for 59GW of new electricity capacity across the UK by 2025.

3.3.7 NPS EN-1 also recognises that the successful transition to a secure, low carbon energy system will require major investment in cleaner power generation. Section 3.4 sets out that large scale deployment of renewables will help the UK to tackle climate change by reducing the UK's emissions of CO_2, deliver jobs and reduce

[47] HM Government (2020). Energy White Paper: Powering our Net Zero Future.

fossil fuel demand. In this context, EfW is identified as a major source of large-scale renewable energy generation.

3.3.8 Section 3.7 identifies that there is an urgent need for new electricity transmission and distribution infrastructure in the UK, driven by the need to connect to new sources of electricity generation as well as sources of increasing electricity demand (new housing and business premises). Paragraph 3.7.10 states that the need case for new connections should be considered as being demonstrated by NPS EN-1 if it represents an efficient and economical means of connecting a new generating station to the transmission or distribution network.

3.3.9 Reflecting the level and urgency of need for energy infrastructure, at paragraph 4.1.2 NPS EN-1 states that the decision maker (the SoS) should start with a presumption in favour of granting consent to applications for energy NSIPs. The presumption applies unless any more specific and relevant policies set out in relevant NPSs clearly indicate that consent should be refused, subject to the provisions of the 2008 Act.

3.3.10 At paragraphs 4.1.3 to 4.1.4, NPS EN-1 stipulates that in considering any proposed development, the SoS should have regard to both its potential benefits, "*including its contribution to meeting the need for energy infrastructure, job creation and any long-term or wider benefits"* and adverse impacts, "*including any long-term and cumulative adverse impacts, as well as any measures to avoid, reduce or compensate for any adverse impacts*." The SoS must consider environmental, social and economic benefits and adverse impacts, at national, regional and local levels.

3.3.11 Paragraph 4.1.5 confirms that development plan documents and other planning guidance documents may be both important and relevant considerations in decisions on energy NSIPs but that, where a conflict exists between other planning documents and the NPS, then the NPS prevails.

3.3.12 Paragraph 4.1.7 states that requirements should only be imposed on developments where they are relevant to planning, relevant to that proposed development, necessary, enforceable, precise, and reasonable in all other respects. Development consent obligations with local authorities under Section 174 of the 2008 Act may also be considered by the SoS. Paragraph 4.1.8 of NPS EN-1 states that such obligations must be: relevant to planning; necessary to make the proposed development acceptable in planning terms; directly related to the proposed development; fairly and reasonably related in scale and kind to the proposed development; and be reasonable in all other respects.

3.3.13 Paragraph 4.1.9 states that financial viability and technical feasibility considerations are unlikely to be relevant to decision making provided that the SoS is satisfied that they have been properly assessed by the applicant in the DCO application.

Assessment principles

3.3.14 Part 4 of NPS EN-1 outlines the assessment principles which should be taken into consideration for energy NSIPs. A summary of the assessment principles relevant to the Proposed Development is provided in **Table 3.1: NPS EN-1 Assessment Principles**.

Table 3.1: NPS EN-1 Assessment Principles

Topic	Section/Paragraph	Assessment Principle
Environmental Statement	4.2.1 - 4.2.11	Applicants are required to submit an ES outlining the likely significant environmental, social and economic effects of proposed developments and how any likely significant negative effects would be avoided or mitigated. The ES should set out the environmental, social and economic impacts at all stages of development, including construction, commissioning, operation and decommissioning.
Habitats and Species Regulations	4.3.1	The SoS must consider whether the proposed development may have a significant effect on a European site or a site protected to the same extent by policy under the Conservation of Habitats and Species Regulations 2017, either alone or in combination with other plans or projects. The applicant is required to consult with Natural England and provide the SoS with any information reasonably required to determine whether an Appropriate Assessment is required. Where an Appropriate Assessment is required, the applicant must provide the SoS with such information as may reasonably be required to enable the SoS to conduct the Appropriate Assessment.
Alternatives	4.4.1- 4.4.3	There are specific circumstances where alternatives must be considered; however, there is no general requirement to consider alternatives. These specific considerations relate to legislative requirements (including in respect of the EIA Regulations 2017 and Habitats Directive), flood risk and alternatives ways of meeting need.
Criteria for 'good design' for energy infrastructure	4.5.1 - 4.5.6	Good design covers aesthetics, functionality, sensitive use of materials and sensitive siting of development in relation to surroundings. Applicants are required to justify their proposed design and demonstrate a sustainable structure and efficient use of resources. Applicants are also encouraged to seek independent advice. Decisions will consider the extent to which the application fulfils the ultimate purpose of the infrastructure, taking account of relevant operational, safety and security requirements.
Consideration of Combined Heat and Power	4.6.1 – 4.6.12	Thermal generating station applications are required to include CHP or at least consider the use of CHP and applicants should consult with Stakeholders in this respect, including: potential heat customers, Homes England, Local Enterprise Partnerships and local authorities.
Climate Change adaptation	4.8.1 – 4.8.13	The SoS must consider the UK Climate Projections available at the time that the applicant's ES was prepared to ensure

Topic	Section/Paragraph	Assessment Principle
		appropriate mitigation is proposed. The emissions scenario from the Climate Change Committee should be used at the minimum. Adaptation measures should use the most up to date Climate Change Risk Assessment and consultation should be undertaken with the Environment Agency (EA).
Grid connection	4.9.1 – 4.9.4	The SoS will need to be satisfied that there is no reason why a grid connection cannot be secured from National Grid, although the connection does not have to be secured at the time that the application is submitted.
Pollution control and other environmental regulatory regimes	4.10.1 – 4.10.8	The SoS will consider if the proposed development constitutes an acceptable use of land. The applicant is required to demonstrate that all Environmental Permitting requirements can be met as necessary. Applicants must prove that the relevant pollution control authority will be satisfied that adequate pollution controls will be provided and that the proposed development will not make existing pollution levels unacceptable on-site.
Safety	4.11.1- 4.11.4	The Health and Safety Executive ('HSE') should be consulted on all safety related matters. Energy infrastructure projects may be required to meet the Control of Major Accident Hazards (COMAH) Regulations 2015 and in such instances, the applicant should consult with the competent authority.
Hazardous Substances	4.12.1 – 4.12.3	Hazardous Substances Consent should be sought by all applications proposing to hold hazardous substances above the relevant thresholds. This could be included in the application for a DCO.
Health	4.13.1 – 4.13.5	The ES should assess and identify any impacts on human health and propose mitigation measures as necessary. Elements of energy infrastructure which may negatively affect human health are unlikely to be a reason for refusal under the 2008 Act since they are generally subject to separate regulations.
Common law nuisance and statutory nuisance	4.14.1 - 4.14.3	Applicants must demonstrate that they have considered potential sources of nuisance under Section 79(1) of the Environmental Protection Act 1990 and must propose appropriate mitigation at the submission stage to demonstrate that appropriate requirements can be included in a DCO.
Security considerations	4.15.1 – 4.15.5	National security considerations may be required where a proposed development involves potentially critical infrastructure. The Centre for the Protection of National Infrastructure and the Office for Civil Nuclear Safety are responsible for confirming to the SoS that security issues have been adequately assessed.

Generic impacts

3.3.15 Part 5 of NPS EN-1 sets out policy relating to the generic impacts considerations for all types of energy infrastructure. Those impacts and associated policy relevant to the Proposed Development are summarised in **Table 3.2: NPS EN-1 Generic Impacts.**

Table 3.2: NPS EN-1 Generic Impacts

Topic	Section/Paragraph	Policy Summary
Air quality and emissions	5.2.1 - 5.2.13	Applicant's Assessment The ES should include an assessment of effects on air quality where the proposed development is likely to have an adverse effect on air quality. Decision Making Air quality considerations will generally be given substantial weight by the SoS in decision making where a proposed development would lead to a deterioration in air quality or cause national air quality limits to be breached in a particular area. Where necessary, mitigation measures will need to be considered for construction and operational emissions.
Biodiversity and geological conservation	5.3.1 – 5.3.20	Applicant's Assessment The ES should clearly describe impacts on: • internationally, nationally and locally designated sites of ecological or geological conservation importance; • protected species; and • habitats and other species identified as being of principal importance for the conservation of biodiversity. The ES should demonstrate how opportunities to conserve and enhance biodiversity and geological conservation interests have been optimised. Appropriate mitigation measures should be included within the proposed development to demonstrate that: • construction activities will be confined to the minimum areas required for the works; • best practice will be applied to minimise the risk of disturbance or damage to species or habitats during construction; • habitats will be restored after construction where practicable; and • existing habitats will be enhanced and new habitats created within landscaping proposals where opportunities exist. Decision Making The SoS must ensure that appropriate weight is attached to: designated sites of international, national and local importance; protected species; habitats and other species of principal importance for the conservation of biodiversity; and to biodiversity and geological interests within the wider environment.

Topic	Section/Paragraph	Policy Summary
Civil and military aviation and defence interests	5.4.1 – 5.4.21	Applicant's Assessment Where the proposed development is likely to have an impact on civil/military aviation or other defence assets, an assessment of potential effects should be set out in the ES. In preparing this assessment, the applicant should consult the Ministry of Defence (MoD), Civil Aviation Authority (CAA), NATS and any aerodrome likely to be affected. The assessment should consider the potential impacts upon the operation of communications, navigation and surveillance (CNS) infrastructure, flight (civil and military) patterns and other defence assets and aerodrome operational procedures. The assessment should also consider cumulative effects with other relevant projects. Decision Making The SoS should be satisfied that the effects on civil and military aerodromes, aviation technical sites and other defence assets have been addressed and that any necessary assessment of the proposal on aviation or defence interests has been carried out. Development consent should not be granted where the development would: • prevent an aerodrome from maintaining its licence; • result in harm to aerodromes which outweigh the benefits; • significantly impede or compromise the safe and effective use of defence assets or limit military training; or • impact on the safe and efficient provision of en-route air traffic control services for civil aviation.
Dust, odour, artificial light, smoke, steam and insect infestation	5.6.1 – 5.6.11	Applicant's Assessment The ES should include an assessment of the potential for insect infestation and the potential impacts of emissions of odour, dust, steam, smoke and artificial light arising from the proposed development. Where necessary, mitigation measures should be included as part of any proposed development including: • engineering - prevention of a specific emission at the point of generation; control, containment and abatement of emissions if generated; • lay-out - adequate distance between source and sensitive Receptors and reduced transport or handling of material; and • administrative - limiting operating times, restricting activities allowed on the site, implementing management plans. Decision Making The SoS should be satisfied that an assessment of the potential for artificial light, dust, odour, smoke, steam and insect infestation to have a detrimental impact on amenity has been carried out and that all reasonable steps have been taken, and will be taken, to minimise any such detrimental impacts.

Topic	Section/Paragraph	Policy Summary
Flood risk	5.7.1 – 5.7.25	Applicant's Assessment A Flood Risk Assessment (FRA), setting out and assessing the risks from all forms of flooding to and from the proposed development, and outlining any necessary mitigation or management measures, will be required. Applicants should undertake pre-application consultation with the EA and other relevant bodies where projects are likely to be affected by, or add to, flood risk. Decision Making The SoS should not grant development consent in Flood Zone 2 unless they are satisfied that the sequential test has been met for the proposed development. The SoS should not consent development in Flood Zone 3 unless they are satisfied that the Sequential and Exception Test requirements have been met.
Historic environment	5.8.1 – 5.8.22	Applicant's Assessment The ES should provide a description of the significance of the heritage assets affected by the proposed development and the contribution of their setting to that significance. Where available evidence suggests that the development may potentially include assets of archaeological interest, then a desk-based assessment should be carried out. Where the proposed development will affect the setting of a heritage asset, representative visualisations may be necessary to explain the impact. The application documents should clearly set out the level of impact on the significance of any affected heritage assets. Decision Making The SoS should seek to identify and assess the particular significance of any heritage asset that may be affected by a proposed development, including by development affecting the setting of a heritage asset. There should be a presumption in favour of the conservation of designated heritage assets and the more significant the designated heritage asset, the greater the presumption in favour of its conservation should be. When considering applications for development affecting the setting of a designated heritage asset, the SoS should treat favourably applications that preserve those elements of the setting. When considering applications that do not do this, the SoS should weigh any negative effects against the wider benefits of the application. Where the loss of the whole or a material part of a heritage asset's significance is justified, the SoS should require the developer to record and advance understanding of the significance of the heritage asset before it is lost.

Topic	Section/Paragraph	Policy Summary
Landscape and visual	5.9.1 – 5.9.23	Applicant's Assessment The ES should contain a landscape and visual assessment which identifies the impact of the proposed development (during construction and operation) on landscape components and character and visual amenity. Adverse landscape and visual effects may be minimised through appropriate siting of infrastructure, design and landscaping (including offsite) schemes. Decision Making Outside nationally designated areas, effects on local landscapes should be considered. However, local landscape designations should not be used in themselves to refuse consent. The SoS should determine whether any adverse impact on the landscape would be so damaging that it is not offset by the benefits (including need) of the proposed development.
Land use including open space, green infrastructure and Green Belt	5.10.1 – 5.10.24	Applicant's Assessment The ES should consider the impacts of the proposed development on existing and proposed uses surrounding the application site including open space. Applicants should seek to minimise impacts on the best and most versatile agricultural land and preferably use land in areas of poorer quality except where this would be inconsistent with other sustainability considerations. Applicants should also identify any effects and seek to minimise impacts on soil quality taking into account any mitigation measures proposed. For developments on previously developed land, applicants should ensure that they have considered the risk posed by land contamination. Decision Making The SoS should not grant consent for development on existing open space, sports and recreational buildings and land unless an assessment has been undertaken either by the local authority or independently, which has shown the open space or the buildings and land to be surplus to requirements or the SoS determines that the benefits of the proposed development outweigh the potential loss of such facilities. The SoS should ensure that applicants do not site schemes on the best and most versatile agricultural land without justification. Little weight should be given to the loss of poorer quality agricultural land (in grades 3b, 4 and 5).
Noise and vibration	5.11.1 – 5.11.13	Applicant's Assessment The applicant should include a noise assessment where noise impacts are likely to arise from the proposed development. Good design principles should be applied to minimise adverse noise impacts including: use of quietest cost-effective plant available; containment of noise within buildings wherever

Topic	Section/Paragraph	Policy Summary
		possible; optimisation of plant layout to minimise noise emissions; and, where possible, the use of landscaping, bunds or noise barriers to reduce noise transmission. Decision Making The SoS should not grant development consent unless satisfied that the proposed development will: • avoid significant adverse impacts on health and quality of life from noise; • mitigate and minimise other adverse impacts on health and quality of life from noise; and • where possible, contribute to improvements to health and quality of life through the effective management and control of noise.
Socio-economic	5.12.1 – 5.12.9	Applicant's Assessment The ES should contain a socio-economic assessment where the proposed development is likely to have a significant socio-economic impact at the local and/or regional level. The assessment should cover all relevant socio-economic impacts including: jobs and training opportunities; local service provision; local infrastructure provision; education facilities; tourism; and cumulative effects. Decision Making The SoS should have regard to the potential socio-economic impacts of new energy infrastructure.
Traffic and transport	5.13.1 – 5.13.12	Applicant's Assessment The ES should contain a transport assessment where the proposed development is likely to have significant transport implications. Applicants should consult with the Highways Authorities and Highways Agencies on the assessment and mitigation. Applicants should prepare a travel plan where appropriate, including demand management measures to mitigate transport impacts and details of proposed measures to improve access by non-car modes to reduce the need for parking and reduce transport impacts. Water-borne or rail transport is preferred over road transport at all stages of the project, where cost-effective. Decision Making The SoS should ensure that the applicant has sought to mitigate impacts arising from proposals on transport infrastructure. Provided that the applicant is willing to enter into planning obligations or requirements can be imposed to mitigate transport impacts, then development consent should not be withheld, and appropriately limited weight should be applied to residual effects on the surrounding transport infrastructure.

Topic	Section/Paragraph	Policy Summary
Waste management	5.14.1 - 5.14.9	Applicant's Assessment Applicants should prepare a Site Waste Management Plan (SWMP) detailing the proposed waste recovery and disposal system for all waste generated by the development, and an assessment of the impact of the waste arising from development on the capacity of waste management facilities to deal with other waste arising in the area for at least five years of operation. Where the proposed development will be subject to the Environmental Permitting regime, waste management arrangements during operations will be covered by the permit and the considerations set out in Section 4.10 of NPS-EN1 will apply. Decision Making The SoS should consider the extent to which the applicant has proposed an effective system for managing hazardous and non-hazardous waste arising from the construction, operation and decommissioning of the proposed development.
Water quality and resources	5.15.1 - 5.15.10	Applicant's Assessment The ES should contain an assessment of water quality and resources where the proposed development is likely to impact on the water environment. This assessment should describe: • impacts on water quality, noting any relevant existing discharges, proposed new discharges and proposed changes to discharges; • impacts on water resources, noting proposed changes to abstraction rates; • existing physical characteristics of the water environment and any impact of physical modifications to these characteristics; and • impacts on water bodies or protected areas under the Water Framework Directive (WFD) and source protection zones (SPZs) around potable groundwater abstractions. Decision Making The SoS will need to give impacts on the water environment more weight where a project would have an adverse effect on the achievement of the environmental objectives established under the WFD.

Draft Overarching National Policy Statement for Energy (EN-1)

3.3.16 Where Draft NPS EN-1 introduces proposed policy (including assessment principles and policy concerning the consideration of generic impacts) that is substantively different to that contained in the designated NPS EN-1, this is highlighted and summarised in **Table 3.3: Draft NPS EN-1 – additional/revised policy**.

Table 3.3: Draft NPS EN-1 – additional/revised policy

Topic	Section /Paragraph	Policy
Assessment Principles		
Health	4.3.5	Opportunities should be taken to mitigate indirect impacts on health by promoting local improvements to encourage health and wellbeing including in respect of potential impacts on vulnerable groups within society.
Environmental and Biodiversity Net Gain	4.5.1 – 4.5.4	Proposals should seek opportunities to contribute to, and enhance, the natural environment by providing net gains for biodiversity where possible. In addition to delivering biodiversity net gain (BNG), developments may also deliver wider environmental gains relevant to the local area, and to national policy priorities. Applications for development consent should be accompanied by a statement demonstrating how opportunities for delivering wider environmental net gains have been considered, and, where appropriate, incorporated into the design of the proposed development.
Climate Change adaptation	4.9.5	In preparing measures to support climate change adaptation, applicants should consider whether nature-based solutions could provide a basis for such adaptation.
Generic Impacts		
Greenhouse gas emissions	5.3.1 – 5.3.10	<u>Applicant's Assessment</u> Proposals for energy infrastructure projects should include a carbon assessment as part of the ES. Applicants should look for opportunities to embed nature-based or technological solutions to mitigate or offset the emissions of construction and decommissioning. Steps taken to minimise and offset emissions should be set out in a GHG Reduction Strategy. <u>Decision Making</u> The SoS must be satisfied that the applicant has, as far as possible, assessed the GHG emissions of all stages of the development. The SoS should also give positive weight to projects that embed nature-based or technological processes to mitigate or offset the emissions of construction and decommissioning within the proposed development. In light of the vital role energy infrastructure plays in the process of economy wide decarbonisation, the SoS accepts that there are likely to be some residual emissions from construction and decommissioning of energy infrastructure. Government has determined that operational GHG emissions are not reasons to prohibit the consenting of energy projects and the SoS does not need to assess individual applications

Topic	Section /Paragraph	Policy
		for planning consent against operational carbon emissions and their contribution to carbon budgets, net zero and the UK's international climate commitments.
Biodiversity and geological conservation	5.4.4 – 5.4.5; 5.4.14; 5.4.16; 5.4.19; 5.4.21 – 5.4.22	Applicant's Assessment The design process should embed opportunities for nature inclusive design, taking into account wider ecosystem services and the benefits of natural capital. Applicants are encouraged to consider how their proposals can contribute towards BNG, in line with the 25 Year Environment Plan. Proposals should consider any opportunities to maximise the restoration, creation and enhancement of wider biodiversity. Applicants should consider producing and implementing a Biodiversity Management Strategy and, where appropriate, a Geodiversity Management Strategy Decision Making The SoS should have regard to the aims and goals of the 25 Year Environment Plan and any relevant measures and targets. In doing so, the SoS should also take account of the context of the challenge of climate change. The SoS may take account of any such net benefit in cases where it can be demonstrated.
Historic environment	5.9.10; 5.9.15 – 5.9.16; 5.9.21; 5.9.26	Applicant's Assessment Applicants should undertake an assessment of any likely significant heritage impacts. The applicant is encouraged, where opportunities exist, to prepare proposals which can make a positive contribution to the historic environment, and to consider how their scheme takes account of the significance of heritage assets affected. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably Decision Making The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining applications.
Landscape and visual	5.10.10	Applicant's Assessment Applicants should consider how landscapes can be enhanced using landscape management plans.
Land use, including open space, Green Infrastructure, and Green Belt	5.11.8	Applicant's Assessment Applicants are encouraged to develop and implement a Soil Management Plan.
Noise	5.12.9	Decision Making Development must be undertaken in accordance with statutory requirements for noise. Due regard must be given to the relevant sections of the Noise Policy Statement for

Topic	Section /Paragraph	Policy
		England (NPSE), the National Planning Policy Framework (NPPF), and the Government's associated planning guidance on noise.
Socio-economic impacts	5.13.9	Decision Making The SoS may wish to include a requirement that specifies the approval by the local authority of an employment and skills plan.
Traffic and transport	5.4.18	Decision Making The SoS should only consider preventing or refusing development on highways grounds if there would be an unacceptable impact on highway safety, or residual cumulative impacts on the road network would be severe.
Resource and waste management	5.15.7 – 5.15.8	Applicant's Assessment Where possible, applicants are encouraged to source materials from recycled or reused sources and use low carbon materials, sustainable sources and local suppliers. Construction best practices should be used to ensure that material is reused or recycled onsite where possible. Applicants are encouraged to use construction best practices in relation to storing materials in an adequate and protected place on site to prevent waste, for example, from damage or vandalism.
Water quality and resources	5.16.3 – 5.16.4	Applicant's Assessment Where possible, applicants are encouraged to manage surface water during construction by treating surface water runoff from exposed topsoil prior to discharging and to limit the discharge of suspended solids. Applicants are encouraged to consider protective measures to control the risk of pollution to groundwater beyond those outlined in Water Resources Management Plans - this could include, for example, the use of protective barriers.

National Policy Statement for Renewable Energy Infrastructure (EN-3) (2011)

3.3.17 NPS EN-3 is relevant to the Proposed Development since it applies to nationally significant EfW infrastructure in England and Wales with over 50MW electrical generating capacity.

3.3.18 Section 2.3 of NPS EN-3 requires applicants to demonstrate in an ES how EfW proposals will be resilient to climate change, including how plant will be resilient to the increased risk of flooding and increased risk of drought affecting river flows. Section 2.4, meanwhile, requires proposals for renewable energy infrastructure to demonstrate good design in respect of landscape and visual amenity, and in the design of a proposed development to mitigate impacts such as noise and effects on ecology.

Assessment principles

3.3.19 Section 2.5 (paragraphs 2.5.31 to 2.5.36) of NPS EN-3 outline the assessment principles which should be taken into consideration for biomass and waste combustion plant NSIPs specifically. A summary of the assessment principles relevant to the Proposed Development is provided in **Table 3.4: NPS EN-3 Assessment Principles**.

Table 3.4: NPS EN-3 Assessment Principles

Topic	Section/Paragraph	Assessment Principle
National designations	2.5.33 – 2.5.34	In sites with nationally recognised designations (Sites of Special Scientific Interest, National Nature Reserves, National Parks, the Broads, Areas of Outstanding Natural Beauty and Registered Parks and Gardens), the SoS must only grant consent for renewable energy projects where it can be demonstrated by the Applicant that the objectives of designation of the area will not be compromised and any significant adverse effects on the qualities for which the area has been designated are clearly outweighed by the environmental, social and economic benefits of the proposed development. In considering the impact on the historic environment, the SoS should take into account the positive role that large-scale renewable projects play in the mitigation of climate change, the delivery of energy security and the urgency of meeting the national targets for renewable energy supply and emissions reductions.
Other locational consideration	2.5.36	As most renewable energy resources can only be developed where the resource exists and where economically feasible, the SoS should not use a sequential approach in the consideration of renewable energy projects.

Biomass and waste combustion impacts

3.3.20 Section 2.5 of NPS EN-3 sets out policy on the assessment of impacts specific to biomass and EfW generating stations which are additional to the general policies contained in Part 4 of NPS EN-1. **Table 3.5: NPS EN-3 Biomass and waste combustion impacts** details those impacts and associated policy relevant to the Proposed Development.

Table 3.5: NPS EN-3 Biomass and waste combustion impacts

Topic	Section /Paragraph	Policy
Air quality and emissions	2.5.37 - 2.5.45	Applicant's Assessment The ES should include an assessment of air emissions and demonstrate compliance with the Waste Incineration Directive (WID). Abatement technologies should be those set out in the relevant sector guidance notes as produced by the EA. Decision Making The SoS should not regard a proposal as having an adverse impact on health if the requirements of WID are met and local air quality standards are not exceeded. The SoS does not need to consider equipment selection in its determination process.
Landscape and visual	2.5.46 - 2.5.52	Applicant's Assessment A landscape and visual impact assessment should be undertaken in accordance with Section 5.9 of EN-1. Decision Making Generating stations are expected to provide sufficient landscaping to visually screen them at low level from surrounding external viewpoints.
Noise and vibration	2.5.53 - 2.5.58	Applicant's Assessment The impacts of noise and vibration arising from a proposed development on amenity should be assessed in accordance with Section 5.11 of NPS EN-1. The assessment should demonstrate that noise impacts can be adequately mitigated through requirements. Decision Making Development consent should not be granted unless the SoS is confident that the proposals meet the aims set out in paragraph 5.11.9 of NPS EN-1.
Odour, insect and vermin infestation	2.5.59 - 2.5.63	Applicant's Assessment The applicant should assess the potential for insect infestation and emissions of odour as set out in NPS EN-1 Section 5.6 with particular regard to the handling and storage of waste for fuel. In EfW generating stations, the reception, storage and handling of waste should be carried out within defined areas and within enclosed buildings. Decision Making The SoS should satisfy themselves that the proposed development includes appropriate measures to minimise impacts on local amenity from odour, insect and vermin infestation.

Topic	Section /Paragraph	Policy
Waste management	2.5.64 - 2.5.70	Applicant's Assessment An assessment should examine the conformity of the proposed development with the waste hierarchy and set out the effect of the scheme on the relevant waste plan and the extent to which the generating station contributes to the recovery targets in relevant strategies and plans. Decision Making The SoS should be satisfied that the proposed waste generating station is in accordance with the waste hierarchy and will not prejudice the achievement of local or national waste management targets.
Residue management	2.5.71 - 2.5.83	Applicant's Assessment The ES should include details of the production and disposal of residues and consider the capacity of existing waste management sites for dealing with residues over the planned life of the power station. Decision Making The SoS should be satisfied that management plans for residue disposal minimise the amount of waste that cannot be used for commercial purposes.
Water quality and resources	2.5.84 - 2.5.87	Applicant's Assessment The applicant should assess the potential effects of the proposed development on water quality and resources in accordance with NPS EN-1 (Section 5.15) and seek to demonstrate that appropriate measures will be put in place to avoid or minimise adverse impacts of abstraction and discharge of cooling water. Decision Making The SoS should be satisfied that the applicant has demonstrated measures to minimise adverse impacts on water quality and resources as described above and in NPS EN-1.

Draft National Policy Statement for Renewable Energy Infrastructure (EN-3)

3.3.21 Draft NPS EN-3 reiterates the important role the recovery of energy from waste plays in meeting the UK's energy needs. Where the Draft NPS introduces proposed policy that is substantively different to that contained in the extant, designated NPS EN-3, this is highlighted and summarised in **Table 3.6: Draft NPS EN-3 – additional/revised policy**.

Table 3.6: Draft NPS EN-3 – additional/revised policy

Topic	Section /Paragraph	Policy
Waste treatment capacity	2.10.4 – 2.10.5	Applicants must demonstrate that proposed EfW plants are in line with the Department for Environment, Food & Rural Affairs' (Defra) policy position on the role of EfW in treating municipal waste. The proposed plant must not result in over-capacity of EfW treatment at a national or local level.

National Policy Statement for Electricity Networks Infrastructure (EN-5) (2011)

3.3.22 NPS EN-5 is relevant to the Proposed Development since it applies to electricity networks in England with a voltage of 132 kilovolt (kV) or higher which are carried on towers/poles or buried underground, as well as associated infrastructure including substations.

Assessment principles

3.3.23 Part 2 of NPS EN-5 sets out the assessment principles which should be taken into consideration for electricity network infrastructure proposals, which are in addition to general assessment principles set out in Part 4 of NPS EN-1. The assessment principles relevant to the Proposed Development are summarised in **Table 3.7: NPS EN-5 Assessment Principles**.

Table 3.7 NPS EN-5 Assessment Principles

Topic	Section /Paragraph	Assessment Principle
Climate change	2.4.1 - 2.4.2	Applications for electricity networks infrastructure should set out how the proposed development would be resilient to: the potential effects of flooding (particularly for substations that are vital for the electricity and distribution network); higher average temperatures leading to increased transmission losses and earth movement; or subsidence caused by flooding or drought.
Consideration of good design	2.5.1 - 2.5.2	Proposals should demonstrate good design.

Electricity network impacts

3.3.24 Part 2 of NPS EN-5 sets out specific policy relating to the assessment of impacts associated with electricity network infrastructure proposals. Impacts and associated policy contained in Part 2 of NPS EN-5 relevant to the Proposed Development are summarised in **Table 3.8: NPS EN-5 Electricity networks impacts**.

Table 3.8: NPS EN-5 Electricity networks impacts

Topic	Section /Paragraph	Policy
Biological and geological conservation	2.7.1 – 2.7.6	The applicant will need to consider whether the proposed development will cause impacts on biodiversity at any point along its length and take this into consideration in the ES.
Landscape and visual	2.8.1 - 2.8.11	The ES should consider generic landscape impacts and should also provide details of how consideration has been given to undergrounding as a way of mitigating impacts.
Electric and Magnetic Fields (EMFs)	2.10.1 - 2.10.16	The ES should provide evidence of compliance with the Government's voluntary code of practice 'Power Lines: Demonstrating compliance with EMF public exposure guidelines' and the International Commission on Non-Ionizing Radiation Protection ('ICNIRP') (1998).

Draft Overarching National Policy Statement for Electricity Networks Infrastructure (EN-5)

3.3.25 Draft NPS EN-5 highlights the importance of electricity networks to supporting the delivering of the new electricity generation infrastructure the UK needs to transition to net zero. Where the Draft NPS introduces proposed policy that is substantively different to that contained in the extant, designated NPS EN-5, this is highlighted and summarised in **Table 3.9: Draft NPS EN-5 – additional/revised policy**.

Table 3.9: Draft NPS EN-5 – additional/revised policy

Topic	Section /Paragraph	Policy
Environmental and Biodiversity Net Gain	2.8.1	When planning and evaluating the proposed development's contribution to environmental and BNG, it will be important for both the applicant and the SoS to supplement the generic guidance set out in NPS EN-1 (Section 4.5) with recognition that the linear nature of electricity networks infrastructure allows opportunities to: i. reconnect important habitats via green corridors, biodiversity stepping zones, and re-establishment of appropriate hedgerows; and/or ii. connect people to the environment, for instance via footpaths and cycleways constructed in tandem with biodiversity enhancements.
Landscape and visual	2.11.11 – 2.11.12; 2.11.19 – 2.11.20	Applicant's Assessment The Horlock Rules should be embodied in applicants' proposals. A management plan, developed at least in outline at the conclusion of the examination, should secure the integrity and benefit of landscape schemes and uphold the landscape commitments made to achieve consent, alongside any pertinent commitments to environmental and BNG.

Topic	Section /Paragraph		Policy
			Decision Making The SoS should be satisfied that the development, so far as is reasonably possible, complies with the Horlock Rules or any updates to them. The SoS should also be satisfied that all pertinent options for mitigation have been considered and evaluated appropriately.
Sulphur Hexafluoride	12.14.1 12.14.16	–	Applicant's Assessment Applicants should avoid the use of Sulphur Hexafluoride (SF6) in new developments. Decision Making The SoS should grant consent for an electricity networks development only if the applicant has demonstrated either that i) the development will not use SF6; or ii(a)) that there is no proven commercially available alternative to the use of SF6, and ii(b)) that a bespoke SF6-free alternative would be grossly disproportionate in terms of cost, and ii(c)) that emissions monitoring and control measures compliant with the F-gas Regulation and/or its successors are in place.

3.4 Other Relevant National Policy

3.4.1 The NPSs are the primary policy documents used in decision making for DCO applications; however, the 2008 Act sets out that the SoS must have regard to other national planning policies. Other national planning policy of relevance to the Proposed Development includes the National Planning Policy Framework[48] (NPPF) and National Planning Policy for Waste[49] (NPPW) and these are summarised below. Other national plans and policies which are important considerations in respect of the scheme are also outlined.

3.4.2 The planning assessment presented in **Section 4** considers the compliance of the Proposed Development with these other relevant national plans and policies.

National Planning Policy Framework

3.4.3 The NPPF sets out the Government's economic, environmental and social planning policies for England and how these should be applied. It helps inform decision-making on planning applications as well as the production of local and neighbourhood plans. The NPPF is supported by The National Planning Practice Guidance[50] (NPPG). The NPPG is available as a web-based resource.

3.4.4 Whilst the NPPF does not contain specific policies for NSIPs, it may be considered by the SoS to be an "important and relevant" consideration in decisions on such proposals, in accordance with Section 104 of the 2008 Act. In this context, the NPPF does include policies pertinent to generic development management considerations

[48] Ministry of Housing, Communities & Local Government (2021). National Planning Policy Framework.
[49] Department for Communities and Local Government (2014). National Planning Policy for Waste.
[50] Ministry of Housing, Communities & Local Government (2021). Planning Practice Guidance.

and some of its principles may be considered where relevant to the Proposed Development. These principles are concerned with (*inter alia*) protection and conservation of the natural and built and historic environments, climate change and flooding as well as sustainable growth, development and a strong, competitive economy.

3.4.5 In respect of waste, the NPPF states that natural resources should be used prudently and waste minimised (paragraph 8(c)).

3.4.6 The associated NPPG provides further information in support of the implementation of England's national planning policy. Most notably, the NPPG sets out the importance of driving waste up the waste management hierarchy, i.e., reduce; reuse; recycle; recover; and then dispose (paragraph 009 Reference ID: 28-009-20141016).

3.4.7 A summary of the relevant NPPF policy, including relevant sections of the NPPG, is provided at **Appendix B**.

National Planning Policy for Waste

3.4.8 NPPW was published in October 2014 and sets out the Government's ambition to develop a more sustainable and efficient approach to resource use and management. It should be read in conjunction with the NPPF.

3.4.9 NPPW provides the planning framework to enable local authorities to put forward strategies that identify sites and areas suitable for new or enhanced facilities to meet the waste management needs of their areas. At paragraph 1, NPPW states that "*positive planning plays a pivotal role in delivering this country's waste ambitions*" through:

- delivery of sustainable development and resource efficiency, including provision of modern infrastructure, local employment opportunities and wider climate change benefits, by driving waste management up the waste hierarchy;
- providing a framework in which communities and businesses are engaged with, and take more responsibility for, their own waste, including by enabling waste to be disposed of or, in the case of mixed municipal waste from households, recovered, in line with the 'proximity principle';
- ensuring that waste management is considered alongside other spatial planning concerns;
- helping to secure the re-use, recovery and disposal of waste; and
- ensuring the design and layout of new development and other infrastructure complements sustainable waste management.

3.4.10 Further detail in respect of NPPW is provided at **Appendix B**.

Other Relevant National Plans and Policies

3.4.11 Other national plans and policies that are relevant to the Proposed Development include:

- **The Waste Management Plan for England[51] (2021):** sets out a range of policy objectives in respect of waste management including implementation of the waste hierarchy, the provision of the right waste infrastructure in the right place at the right time and the need to reflect the proximity principle;
- **Build Back Better[52] (2021):** sets out a vision to deliver economic recovery built on three pillars of investment: infrastructure, skills and innovation. It states (at page 31) that "*High quality infrastructure is crucial for economic growth, boosting productivity and competitiveness*".
- **Our Waste, Our Resources: Strategy for England (2018):** focuses on municipal waste only and sets out the national commitment to preserve the stock of material resources by minimising waste, promoting resource efficiency, and moving towards a circular economy. It highlights the need to use resources efficiently and reduce the amount of waste society creates. The strategy sets out the need to increase municipal recycling rates to 65% by 2035 and to reduce landfill to a maximum of 10% of total municipal waste by 2035.
- **Clean Growth Strategy[53] (2017):** provides the strategy for the UK's future clean growth to allow carbon budgets to be met and to support economic growth. It sets out policies and targets out to 2050 for reducing GHG emissions across a number of sectors.
- **National Infrastructure Strategy[54] (2020):** recognises the important role infrastructure, including EfW, plays in supporting economic growth.
- **25 Year Environment Plan[55]:** sets out how Government action will help the natural world and how we will tackle the effects of climate change. It includes the aim to "*Make sure that resources are used more efficiently and kept in use for longer to minimise waste and reduce its environmental impacts by promoting reuse, remanufacturing and recycling*". With specific regard to EfW, at page 94 the Plan states that the Government "*will continue to encourage operators to maximise the amount of energy recovered from residual waste while minimising the environmental impact of managing it, for example by utilising the heat as well as electricity produced*".
- **Net Zero Strategy (2021)[56]:** sets out the Government's long-term plan to reach carbon net zero by 2050 and the vision for a decarbonised economy. The Strategy highlights that the Government is exploring options to reduce emissions from EfW facilities and that its approach is still under consideration.
- **British Energy Security Strategy (2022)[57]:** sets out the Government's strategy for reducing the importation of oil and gas and increasing domestic renewable energy generation.

3.4.12 The summary above is not exhaustive; the individual chapters of the **ES** (**Chapters 6** to **18 (Volume 6.2)**) describe the policy as relevant to the topic under consideration

[51] Department for Environment, Food and Rural Affairs (2021). Waste Management Plan for England.
[52] HM Treasury (2021). Build Back Better: Our Plan for Growth.
[53] Department for Business, Energy and Industrial Strategy (2017). Clean Growth Strategy.
[54] HM Treasury (2020). National Infrastructure Strategy.
[55] HM Government (2021). A Green Future: Our 25 Year Plan to Improve the Environment.
[56] HM Government (2021). Net Zero Strategy: Build Back Greener.
[57] HM Government (2022). British Energy Security Strategy.

and where appropriate, this policy is also referred to in **Section 4** of this Planning Statement.

3.5 Local Policy Context

3.5.1 In deciding applications for development consent, the SoS is required to have regard to any other matters which he or she thinks are both important and relevant to the decision. Paragraph 4.1.5 of NPS EN-1 clarifies that Development Plan Documents or other documents in Local Development Frameworks may be both important and relevant considerations to the SoS's decision making. Weight may also be given to emerging planning policy according to its stage of preparation, the level of objections and the degree of consistency with the relevant NPS. However, as confirmed by NPS EN-1 (paragraph 4.1.5), any conflict between the NPSs and local policy is resolved by the principle that policy of the NPSs 'prevails'.

3.5.2 A summary of local policy relevant to the Proposed Development is provided below and further detail is contained in **Appendix B**. The planning assessment presented in **Section 4** considers the extent to which the Proposed Development is in accordance with these other relevant local policies.

Cambridgeshire County Council

3.5.3 The EfW CHP Facility, CHP Connection, Access Improvements, Water Connections, TCC and part of the Grid Connection are located within CCC's administrative area. The Cambridgeshire and Peterborough Minerals and Waste Local Plan 2036[58] (adopted July 2021) is the current adopted development plan relevant to this area.

3.5.4 The Minerals and Waste Local Plan sets the framework for all minerals and waste developments in the plan area until 2036. It does not include any specific allocations for new waste sites; however, Policy 4 sets out a broad spatial strategy for the location of new waste management development with associated criteria intended to direct proposals. This strategy seeks to locate new or extended waste management facilities within the settlement boundaries of urban areas including Wisbech.

3.5.5 Policy 10 of the Minerals and Waste Local Plan designates Waste Management Areas (WMAs). WMAs identify existing or committed waste management facilities that make a significant contribution to managing any waste stream; within a WMA, non-waste management proposals are (subject to some exceptions) not permitted. The EfW CHP Facility Site is designated as a WMA.

3.5.6 The EfW CHP Facility Site is also located in a Consultation Area pursuant to Policy 16. Consultation Areas are buffers around WMAs and other plan designations that are intended to ensure such sites are protected from development that would prejudice operations within the area for which the buffer is identified, or to protect development that would be adversely affected by such operations. Policy 16 requires that the Mineral and Waste Planning Authority is consulted on all planning

[58] Cambridgeshire County Council and Peterborough City Council (2021). Cambridgeshire and Peterborough Minerals and Waste Local Plan 2036.

applications within Consultation Areas, subject to some exceptions. Policy 16 stipulates that development within a Consultation Area will only be permitted where it is demonstrated that the development will not (*inter alia*) prejudice the existing or future use of the area for which it has been designated.

3.5.7 The Minerals and Waste Local Plan includes a number of other policies of relevance to the Proposed Development. These policies relate to, *inter alia*, sustainable development and climate change, design, amenity, biodiversity and geodiversity, the historic environment, water resources and transport. Appendix 3 of the plan also provides detailed guidance in respect of the location and design of waste management facilities.

Supplementary Planning Documents

3.5.8 The Cambridgeshire Flood and Water Supplementary Planning Document[59] (2016) is relevant to the Proposed Development. This Supplementary Planning Document (SPD) provides guidance on the implementation of flood and water related policies in each Cambridgeshire authority's respective local plan. It includes advice and guidance on how to address flood risk in the planning process.

Other relevant strategies

3.5.9 The CCC Climate Change and Environment Strategy 2020 - 2025[60] (2020) sets out a vision for Cambridgeshire to "*deliver net-zero carbon emissions by 2050 in partnership with all stakeholders*". It identifies as a key priority (*inter alia*) the need to minimise waste.

Fenland District Council

3.5.10 The EfW CHP Facility Site, CHP Connection, Access Improvements, Water Connections, TCC and part of the Grid Connection are located within Fenland District. The current adopted development plan relevant to this area is the Fenland Local Plan[61] (adopted May 2014).

3.5.11 A number of site allocations are included in the Local Plan and those close to the Proposed Development site, such as West, South and East Wisbech, have been reviewed to inform the cumulative effects assessment presented in **Chapter 18 Cumulative Effects Assessment (Volume 6.2)** of the **ES**. The EfW CHP Facility Site is located within the south-west corner of the Algores Way industrial estate; land to the south comprises vacant land which is allocated as an urban extension (Policy LP8) for predominantly business purposes and, to a lesser extent, residential development.

3.5.12 The Local Plan also includes a number of policies that are relevant to the Proposed Development in respect of topics relating to, for example, health and wellbeing, climate change, transport, design and historic and natural environments.

[59] Cambridgeshire Local Planning Authorities (2016). Cambridgeshire Flood and Water Supplementary Planning Document.
[60] Cambridgeshire County Council (2020). Climate Change and Environment Strategy.
[61] Fenland District Council (2014). Fenland Local Plan.

3.5.13 The Fenland Local Plan is under review and consultation on Issues & Options[62] took place between 11 October 2019 to 21 November 2019. The Issues & Options consultation document asked a number of questions including in respect of the quantum and location of future development. It also sought to canvass opinion on the sort of policies that the new local plan should include, referring to topics such as health, renewable energy, energy efficiency, low carbon and greenhouse gas reduction along with policy topics concerned with good design, the environment, housing and employment.

3.5.14 Informed by consultation, FDC is due to undertake consultation on the draft Local Plan in June/July 2022.

Supplementary Planning Documents

3.5.15 The Delivering and Protecting High Quality Environments in Fenland SPD[63] (July 2014) is relevant to the Proposed Development. This SPD expands upon adopted Local Plan policies by providing additional guidance on how development can secure good design. Local Plan policies expanded upon include those concerned with biodiversity, landscaping, local distinctiveness and character.

Other relevant strategies

3.5.16 The Wisbech Access Strategy[64] (WAS) is a package of individual transport schemes that aim to improve the transport network in Wisbech and support new housing and employment growth, as identified within the Fenland Local Plan and the KLWN Local Plan.

3.5.17 Transport schemes within the WAS relevant to the Proposed Development include:

- A47 Cromwell Road;
- A47 Elm High Road;
- A47 Broadend Road; and
- Southern Access Road (including New Bridge Lane).

Norfolk County Council

3.5.18 The Grid Connection would be partially located within the boundary of NCC. The current adopted Minerals and Waste Development Framework relevant to this area includes:

- Core Strategy and Minerals and Waste Development Management Policies Development Plan Document 2010 – 2026[65] (adopted 2011);
- Waste Site Specific Allocations Development Plan Document[66] (adopted 2013); and

[62] Fenland District Council (2019). Fenland Local Plan 2019-2040 Issues and Options Consultation.
[63] Fenland District Council (2014). Delivering and Protecting High Quality Environments in Fenland
[64] Fenland District Council (2018). Wisbech Access Strategy.
[65] Norfolk County Council (2011). Core Strategy and Minerals and Waste Development Management Policies Development Plan Document 2010 – 2026.
[66] Norfolk County Council (2013). Waste Site Specific Allocations Development Plan Document.

- Revised PDF policies map[67] and the revised interactive policies map[68].

3.5.19 Collectively, these documents provide the policy framework against which planning applications for waste (and minerals) development are assessed in the plan area. They include sites allocated for waste management facilities which have been reviewed to inform the cumulative effects assessment presented in **Chapter 18 Cumulative Effects Assessment (Volume 6.2)** of the **ES**.

3.5.20 This current Framework is under review and NCC aims to consolidate the above documents, and the Minerals Site Specific Allocations Development Plan Document, into a single Minerals and Waste Local Plan. A draft Preferred Options document[69] was subject to consultation between September to October 2019. At the time of publication of this Planning Statement, the Minerals and Waste Development Scheme for preparation of the new Local Plan is under review, although the Council anticipates consultation on the pre-submission draft Local Plan to occur in 2022.

King's Lynn and West Norfolk Borough Council

3.5.21 The Grid Connection would be partially located within the boundary of KLWN. The current adopted Local Plan for this area comprises of:

- The Core Strategy[70] (adopted in 2011); and
- The Site Allocations and Development Management Policies Plan (SADMP)[71] (adopted 2016) which includes the site specific allocations such as Wisbech Fringe - Land east of Wisbech (west of Burrowgate Road) and is considered within the cumulative effects assessment presented in **Chapter 18 Cumulative Effects Assessment (Volume 6.2)** of the **ES**.

3.5.22 The adopted Core Strategy is currently under review. Consultation on the pre-submission Local Plan took place between 2 August and 27 September 2021. At the time of publication of this Planning Statement, submission of, and examination into, the Local Plan has not yet commenced.

3.6 Summary

3.6.1 The review of the legislative and planning context presented in this section has established that:

- The need to reduce the importation of oil and gas and increase domestic renewable energy generation to boost energy security, support economic growth and decarbonise the economy are priority Government objectives.
- Additional renewable energy capacity is required to support the achievement of the UK Government's climate change commitments and carbon budgets.

[67] Norfolk County Council (2017). Revised Policies Map (PDF).
[68] Norfolk County Council (2017). Adopted Revised Polices Map.
[69] Norfolk County Council (2019). Preferred Options Consultation Document.
[70] King's Lynn and West Norfolk Borough Council (2011). Local Development Framework - Core Strategy.
[71] King's Lynn and West Norfolk Borough Council (2016). Site Allocations and Development Management Policies Plan.

- The DCO application for the Proposed Development should be assessed on the basis that the Government has demonstrated that there is a need for such energy infrastructure and the SoS should start with a presumption in favour of granting consent.
- Infrastructure investment is a key pillar underpinning the Government's wider economic policies and objectives and the economic benefits of proposals should be afforded significant weight;
- The waste hierarchy and the need to comply with its principles is a cornerstone of England's current waste management policy. The Proposed Development should not prejudice the achievement of local or national waste management targets in this context;
- There is a need to use resources efficiently. The Government encourages energy recovery from waste while minimising the environmental impact of managing it.
- The Proposed Development must demonstrate good design and ensure climate change resilience. EfW facilities should be configured to provide CHP;
- The social, economic and environmental impacts of the Proposed Development must be assessed and, where appropriate, mitigated. The SoS must take into account the adverse impacts and benefits of the Proposed Development at the national, regional and local level;
- Operational GHG emissions are not reasons to prohibit the consenting of energy projects and the SoS does not need to assess individual applications for planning consent against operational carbon emissions and their contribution to carbon budgets, net zero and the UK's international climate commitments;
- The policies and proposals contained in development plan documents and other policy may be both important and relevant considerations in the decision on the DCO application but that where a conflict exists between other planning documents and the NPS, then the NPS prevails; and
- The EfW CHP Site is located within a WMA, as identified in the Cambridgeshire and Peterborough Minerals and Waste Local Plan.

4. Planning Assessment

4.1 Introduction

4.1.1 Section 104 of the 2008 Act requires the SoS to decide DCO applications in accordance with relevant NPSs, unless the exceptions set out under Section 104 (4 to 8) apply, including that the adverse impacts of a proposal would outweigh its benefits (Section 104 (7)). The 2008 Act also requires the SoS to have regard to any local impact report and any other matters which he or she considers are both important and relevant to the decision.

4.1.2 This section of the Planning Statement assesses the Proposed Development against the policy contained within NPS EN-1, NPS EN-3 and NPS EN-5, as these are the relevant NPSs for the purposes of the SoS's decision on the DCO application. It additionally considers other matters which may be considered 'important and relevant' to the DCO application. Specifically, it establishes the principle of, and need for, the Proposed Development (**Section 4.2**) before presenting an appraisal of the Proposal Development against the relevant NPS assessment principles (**Section 4.3**). **Sections 4.4** to **4.18** then assess the Proposed Development against the policy requirements of the NPSs on a topic-by-topic basis, as follows:

- Air Quality and Emissions (**Section 4.4**);
- GHG Emissions (**Section 4.5**);
- Biodiversity and Geological Conservation (**Section 4.6**);
- Civil and Military Aviation and Defence Interests (**Section 4.7**);
- Dust, Odour, Artificial Light, Smoke, Steam and Insect Infestation (**Section 4.8**);
- Flood Risk (**Section 4.9**);
- Historic Environment (**Section 4.10**);
- Landscape and Visual (**Section 4.11**);
- Land Use, Including Open Space, Green Infrastructure and the Green Belt (**Section 4.12**);
- Noise and Vibration (**Section 4.13**);
- Socio-economic Impacts (**Section 4.14**);
- Traffic and Transport (**Section 4.15**);
- Waste Management and Resources (**Section 4.16**);
- Water Quality and Resources (**Section 4.17**); and
- Electric and Magnetic Fields (**Section 4.18**).

4.1.3 For each topic, an overview of relevant national and local planning policy requirements, and other contextual policy and legislative information pertinent to the topic, is provided. Taking into account the findings of the **ES (Volume 6.2)** and other DCO documentation (as appropriate), the extent to which the Proposed Development is in accordance with these policy requirements is then assessed.

4.2 The Need for, and Principle of, the Proposed Development

4.2.1 There is a compelling need for the Proposed Development. It will:

- help meet the urgent need for new energy infrastructure in the UK, providing enhanced energy security and supporting UK Government priorities in relation to economic development;
- deliver additional renewable energy capacity, supporting the achievement of the UK Government's climate change commitments and carbon budgets;
- provide CHP connectivity;
- address the shortfall of non-landfill Household, Industrial and Commercial (HIC) residual waste management capacity, enabling waste to be managed further up the waste hierarchy and reducing the need to export waste for treatment abroad, consistent with the proximity principle;
- secure carbon reductions associated with the diversion of residual waste from landfill; and
- deliver a range of environmental, social and economic benefits including BNG, jobs creation and investment in local supply chains.

4.2.2 A **Project Benefits Report (Volume 7.4)** is submitted with the DCO application and provides a full assessment of these benefits, a summary of which is provided below. Additionally, the in-principle policy support for the Proposed Development is demonstrated.

The Need for New Energy Infrastructure

4.2.3 National policy establishes an urgent need for new energy infrastructure to meet the UK's energy demands, reduce the reliance on imported oil and gas and increase energy self-sufficiency, support economic growth and facilitate the transition to net zero. On this basis, the Government has made clear that the need for new energy infrastructure has already been established.

4.2.4 NPS EN-1 states that, in order to minimise risks to energy security and resilience, there is a requirement to provide new energy infrastructure to meet the need for 59GW of new electricity capacity across the UK by 2025. Section 3.7 additionally identifies an urgent need for new electricity transmission and distribution infrastructure in the UK, driven by the need to connect to new sources of electricity generation as well as sources of increasing electricity demand (new housing and business premises). Paragraph 1.1.1 NPS EN-5 (and Draft NPS-EN5) also highlights the importance of electricity networks to supporting the delivery of new electricity generation infrastructure the UK needs to transition to a low carbon economy.

4.2.5 EfW is a form of renewable energy recognised by NPS EN-1 (paragraph 3.4.3). NPS EN-1 highlights (at paragraph 3.4.4) that EfW can provide peak load and base load electricity on demand which is of increasing importance as the UK's electricity energy generation contains an increasing proportion of intermittent wind and solar generation. The NPS concludes that the ability of EfW (and biomass) to deliver predictable, controllable electricity is increasingly important in ensuring the security of energy supplies.

4.2.6 Draft NPS EN-1 re-affirms the Government's view that there is a significant need to deliver new energy infrastructure, including electricity networks, in order to provide a secure, reliable and affordable supply of energy. Draft NPS EN-1 additionally highlights that new energy provision is needed to support economic growth and productivity and help deliver the Government's levelling-up policy.

4.2.7 In the context of the significant need for new energy infrastructure, both NPS EN1 (paragraph 3.1.3) and Draft NPS EN-1 (paragraph 3.2.5) establish that all applications for development consent should be assessed on the basis that the Government has demonstrated that there is a need for new energy infrastructure including EfW.

4.2.8 The Proposed Development will generate electricity from residual waste, exporting 55MW of electricity to the national grid. Operating at 90%+ availability, the Proposed Development will be able to provide a near constant supply of electricity to a UK electricity generating industry, delivering increased energy security and resilience.

The Need for Renewable and Low Carbon Energy Generation Capacity

4.2.9 There is an established, urgent need to deliver additional renewable and low carbon energy generation capacity to ensure that the UK meets its climate change commitments. The Proposed Development, as a form of renewable energy, responds to this challenge and supports the UK's transition to net zero.

4.2.10 The Climate Change Act 2008 (as amended) commits the UK to reduce its net GHG emissions by at least 100% below 1990 levels by 2050 (the 'UK carbon target', often referred to as 'net zero') (further detail relating to UK climate change policy is set out in **Section 4.5**). At the local level, the UK's net zero target is reflected in the climate change strategies of CCC, KLWN and NCC.

4.2.11 NPS EN-1 recognises that the successful transition to a secure, low carbon energy system will require major investment in cleaner power generation. Section 3.4 sets out that large scale deployment of renewables will help the UK to tackle climate change by reducing the UK's emissions of CO_2, deliver jobs and reduce fossil fuel demand. Paragraph 3.4.5 establishes that, for the UK to meet its climate change commitments, "*it is necessary to bring forward new renewable electricity generating projects as soon as possible. The need for new renewable electricity generation projects is therefore urgent*".

4.2.12 In this context, EfW is identified as a major source of large-scale renewable energy generation (paragraph 3.4.3). Paragraph 3.4.5 of NPS EN-1 also summarises the Government's position that to largely decarbonise the power sector by 2030, it is necessary to bring forward renewable electricity generating projects as soon as possible and that there is therefore an urgent need.

4.2.13 Draft NPS EN-1 reflects more recent Government legislation and policy in respect of climate change including amendments to the Climate Change Act 2008. At paragraph 2.3.2, the Government's objectives for the UK's energy system are set out:

"*Our objectives for the energy system are to ensure our supply of energy always remains secure, reliable, affordable, and consistent with meeting our target to cut GHG emissions to net zero by 2050, including through delivery of our carbon budgets and NDC. This will require a step change in the decarbonisation of our energy system*".

4.2.14 At paragraph 2.3.3, Draft NPS EN-1 goes on to state that "*Meeting these objectives necessitates a significant amount of energy infrastructure, both large and small-scale*". EfW, amongst other technologies, is identified in Draft NPS EN-1 as a generating technology that is *"urgently needed to meet the Government's energy objectives*" (paragraph 3.3.43).

4.2.15 NPS EN-3 expressly includes EfW as a form of renewable energy development. At paragraph 2.5.2, it recognises that the recovery of energy from waste, where in accordance with the waste hierarchy, will play an increasingly important role in meeting the UK's energy needs. Consistent with the designated NPS, Draft NPS EN-3 sets out at paragraph 1.1.1 that "*Electricity generation from renewable sources of energy is an essential element of the transition to net zero. Our analysis suggests that demand for electricity is likely to increase significantly over the coming years and could more than double by 2050. This could require a fourfold increase in low carbon electricity generation, with most of this likely to come from renewables*". It goes on to confirm at paragraph 2.5.1 that EfW "*has a potentially significant role in supporting delivery towards the UK's net zero target when combined with carbon capture and storage*".

4.2.16 The Proposed Development will generate electricity from residual waste, supporting the transition away from the burning of fossil fuels and contributing towards the achievement of the UK's climate change commitments. It is therefore development for which an urgent need has been established in UK Government policy.

4.2.17 NPS EN-1 (Section 4.7) requires that all applications for new combustion plant over 300MW demonstrate that they are carbon capture ready. Draft NPS EN-1 is consistent with the adopted statement. Whilst not applicable to the Proposed Development, given that it is not a combustion plant over 300MW, the Applicant is aware that BEIS issued a call for evidence on an expansion to the 2009 CCR requirements to generation facilities under 300MW in July 2021. The consultation closed in September 2021, although the outcome of this consultation has not yet been published by BEIS. As the outcome of the consultation is unknown, the Applicant has ensured that the design of the EfW CHP Facility is carbon capture ready.

The Need to Divert Waste from Landfill

4.2.18 Whilst there is an urgent need for new electricity generating infrastructure in the UK, the other main driver of the need for the Proposed Development is the diversion of residual waste from landfill locally and efficient resource use, in accordance with the

waste hierarchy and aligned with the proximity principle – two of the central pillars of national and local waste management policy.

4.2.19 The waste hierarchy (described in **Section 3.2**) is embodied in relevant national waste policy including the Waste Management Plan for England (2021) and England's National Waste Strategy (2018). In summary, the waste hierarchy seeks to reduce the negative effects of waste management by focusing on the higher levels of the waste hierarchy; reducing the amount of waste produced and re-using or recycling waste. The recovery of energy from residual waste is also an important component of the waste hierarchy and is part of the Government's approach to diverting waste from landfill. In this regard, Defra's Energy from waste: A guide to the debate (2014)[72] states (on page 2) that "*To maintain the energy output from less residual waste resource we will need to divert more of the residual waste that does still exist away from landfill and capture the renewable energy continue the drive towards better, higher efficiency energy from waste solutions*".

4.2.20 The waste hierarchy and energy recovery are, importantly, reflected in a number of other Government policies including (*inter alia*): Our Waste, Our Resources: Strategy for England (2018), which sets out a target to reduce landfill to a maximum of 10% of total municipal waste by 2035; and the 25 Year Environment Plan, which aims to use resources more efficiently and encourages operators to maximise the amount of energy recovered from residual waste. The NPPF, associated NPPG (paragraph 009 Reference ID: 28-009-20141016), the NPPW (paragraph 1) and local planning policy (Policy 1 of the Cambridgeshire and Peterborough Waste Local Plan) also promote the sustainable management and use of resources and driving waste up the waste management hierarchy.

4.2.21 Allied to the application of the waste hierarchy is the need to manage waste in accordance with the proximity principle. Essentially, this requires waste to be managed at facilities located as close as reasonably possible to where waste is generated to reduce the need to travel but also to encourage communities to take responsibility for the waste they produce.

4.2.22 In the context of the Government's national policy objectives for waste management, NPS EN-3 makes clear at paragraph 2.5.64 that EfW facilities "*need not disadvantage reuse or recycling initiatives where the proposed development accords with the waste hierarchy*." Paragraphs 2.5.66 to 2.5.67 establish a requirement that applicants assess both the conformity of their proposals with the waste hierarchy and effects in respect of national and local waste plans and strategy targets, taking into account existing capacity. Draft NPS EN-3 additionally sets out that new EfW proposals should not result in over capacity of these facilities at a national or local level (paragraph 2.10.5), that proposals must be compatible with long term recycling targets and that applicants should consider existing and future capacity. These are the principal policy tests to be applied to the Proposed Development in respect of waste management.

4.2.23 Policy 3 of the Cambridgeshire and Peterborough Waste Local Plan identifies waste management needs in the plan area over the period to 2036. Whilst it does not identify a substantial waste management capacity gap over the plan period, it establishes that there is a 2.3 million tonne shortfall in non-hazardous landfill

[72] Defra (2014) Energy from waste: A guide to the debate (February 2014).

capacity. In this context, the policy states that the net capacity figures identified in the Waste Local Plan for the recovery of waste are not ceilings and that proposals would be supported if (amongst other requirements) they would move identified waste needs up the waste hierarchy. Policy 4, meanwhile, sets out that the Councils will "*aim to actively encourage, and will in principle support the sustainable management of waste, which includes encouraging waste to move as far up the waste hierarchy as possible*".

4.2.24 A **Waste Fuel Availability Assessment (WFAA) (Volume 7.3)** has been prepared and is submitted with the DCO application. The **WFAA (Volume 7.3)** demonstrates how the Proposed Development conforms with the waste hierarchy and relevant waste plans and strategies as at the date of submission of the DCO application. It concludes that within the defined local[73] Study Area there is potential for around 2.5 million tonnes of material to be managed further up the waste hierarchy and/or at a location that is more proximate to the point of arising.

4.2.25 Future predictions around waste arisings, factoring in Government targets to reduce, reuse and recycle, suggest that there will be a shortfall in the capacity of the industry to accommodate waste other than by landfill of some 1.9 million tonnes up to 2030 reducing to 1.8 million tonnes by 2035. As the availability of non-hazardous landfill declines, the importance of facilities to receive and use the waste which will continue to be generated grows and in this regard, the **WFAA (Volume 7.3)** reports that in the East of England alone there will be a residual waste management capacity gap of between 1.4 and 2.7 million tonnes per annum with the requirement doubling for the wider London and South-east area. Nationally, and with Government targets to recycle 65% of municipal and 'municipal like' commercial and industrial waste achieved by 2030, there would still remain a minimum shortfall of 2.8 million tonnes of residual HIC capacity in the UK (this would rise to over 6 million tonnes if the Government's recycling target is undershot by 5%).

4.2.26 The **WFAA (Volume 7.3)** establishes that the Proposed Development could offer up to 625,600 tonnes per annum of capacity, helping to address the shortfall identified in the assessment. This, in-turn, responds to the Government's policy objective of diverting waste from continued management at the bottom of the waste hierarchy (i.e., landfill) up to having value (in the form of electricity) recovered from it. It would also avoid significant quantities of residual HIC waste being exported for management abroad, allowing waste to be managed in accordance with the proximity principle.

4.2.27 On this basis, it can be concluded that the Proposed Development would not disadvantage local reuse or recycling initiatives/targets nor would it prejudice the achievement of local or national waste management targets; it would therefore meet the tests set out at paragraph 2.10.5 of NPS EN-3. Given the capacity gap identified in the WFAA, it would also not result in over capacity of EfW facilities at a national or local level, which is the test set out at paragraph 2.10.5 of Draft NPS EN-3.

[73] The local Study Area adopted in the WFAA comprises of the East of England region Waste Planning Authorities, in addition to the following East Midlands Waste Planning Authorities: Leicester City (unitary); Leicestershire; Lincolnshire; Northamptonshire; and Rutland.

The Need to Minimise Carbon Emissions

4.2.28 The Proposed Development will provide additional renewable electricity generating capacity but, importantly, it will also divert residual waste from landfill. The diversion of residual waste from landfill reduces associated emissions of methane which is a significant greenhouse gas. In this regard, the Proposed Development is expected to deliver an overall net reduction in GHG emissions, which has been assessed in **Chapter 14: Climate (Volume 6.2)** of the **ES** to equate to around 2,571 $ktCO_2e$ over the lifetime of the scheme (over the alternative of landfill disposal). The GHG emissions benefits of the Proposed Development are considered further in **Section 4.5**.

4.2.29 In this context, the Proposed Development will support the transition to net zero and the attainment of the UK Government's carbon budgets which is a significant benefit.

Combined Heat and Power Connectivity

4.2.30 The Proposed Development is designed to deliver CHP with the opportunity to supply local businesses, delivering further GHG emissions reduction benefits.

4.2.31 Section 4.6 of NPS EN-1 encourages the inclusion of CHP within projects and states that additional positive weight should be given to applications incorporating CHP. NPS EN-1 recognises at paragraph 4.6.1 that a 'CHP Station' may supply steam to customers after it has been used to drive electricity generating turbines (as in the case of the Proposed Development). The NPS recognises that to be economical, the generating station needs to be located close to industrial or domestic customers with heat demands. Draft NPS EN-1 similarly requires at paragraph 4.7.7 that applicants consider opportunities for CHP.

4.2.32 Consistent with NPS EN-1 and Draft NPS EN-1, NPS EN-3 (paragraph 2.5.27) and Draft NPS EN-3 (paragraph 2.10.9) set out that the SoS will need to be satisfied that the applicant has provided appropriate evidence that CHP is included in proposals or that the opportunities for CHP have been fully explored.

4.2.33 Whilst the Proposed Development would be able to export all electricity generated that is surplus to its own requirements to the national grid, consent is also sought for a private wire network forming part of the CHP Connection and a second private wire underneath New Bridge Lane. These private wire networks would allow for the Proposed Development to supply local businesses with electricity, providing each with a commercially attractive and environmentally friendly means of powering their operations.

4.2.34 A **Combined Heat and Power Assessment (Volume 7.6)** has been prepared to accompany the DCO application. This document analyses potential demand for heat and power and demonstrates the financial viability of the Applicant's proposals. The assessment concludes the following:

- Referencing the BEIS report 'Opportunity areas for district heating networks in the UK: National Comprehensive Assessment (the NCA) of the potential for efficient heating and cooling'[74], September 2021, it notes that the East of

[74] BEIS (2021) Opportunity areas for district heating networks in the UK, Sep 2021.

England has higher-than average domestic heating demand with lower-than-average heating requirements from industry.

- It finds that cooling demand for the industrial and commercial sectors in the east of England is conversely above the national average.
- It recognises that the National Heat Map[75], developed with the aim of enabling prospective developers to identify potential locations where heat network implementation is likely to be economically viable, shows that Wisbech is a location with a potentially significant demand for heat.
- Due to their evident current heat demands and/or their proximity to the CHP Connection Corridor, there are as a minimum three potential heat users - Lamb Weston, Nestlé Purina and Eviosys Packaging which could benefit from the heat and power produced whilst within the local area other industrial facilities include Del Monte and Fountain Frozen.

4.2.35 The use of heat and power from a CHP facility would displace the fossil fuel derived energy otherwise required to facilitate the relevant industrial processes. **Appendix 14c (Volume 6.4)** to ES **Chapter 14: Climate (Volume 6.2)** demonstrates that the inclusion of CHP increases the emissions saved over the alternative of landfill from 73,952 tCO_2 to 103,246 tCO_2 per annum based upon the current grid average. This represents a substantial project benefit.

4.2.36 The potential to supply heat to local customers can also provide benefits to their business operations. The EfW CHP Facility will be able to deliver sustainable energy at prices cheaper than those available from the electricity and gas networks. The supply of heat to a number of potential industrial food processing companies would enable them to further improve their own sustainability metrics, as well as lower their energy costs.

The Environmental, Social and Economic Benefits of the Proposed Development

4.2.37 The **Project Benefits Report (Volume 7.4)** sets out that the Proposed Development responds to other Government legislation and policy concerned with environmental enhancement, economic growth and social good. These benefits are described in detail in The **Project Benefits Report (Volume 7.4)** and in the topic sections below; they include:

- **Environmental benefits:** A range of measures have been embedded into the design of the Proposed Development, and additional measures are proposed, to mitigate its environmental impacts. These embedded and additional measures are identified in the relevant environmental topic chapters of the **ES (Volume 6.2)**.

  In addition to the environmental benefits associated with renewable energy generation, moving waste up the waste hierarchy and the management of waste arisings locally associated with the operation of the EfW CHP Facility, the Proposed Development will deliver environmental enhancements. In particular,

[75] https://chptools.decc.gov.uk/developmentmap, accessed March 2022.

habitat creation and enhancement measures will be secured in accordance with a Habitats Management Plan which, together with off-setting, will ensure that the Proposed Development delivers BNG.

- **Economic benefits:** As set out above, the additional energy generation capacity provided by the Proposed Development will support the economic priorities of the UK Government. The Proposed Development itself also represents a large capital investment that will generate both direct and indirect employment opportunities and supply chain benefits during both construction and operation. This, in-turn, will support the aims and objectives of local economic strategies. **Section 4.14** provides further detail relating to the economic benefits of the Proposed Development.
- **Social benefits:** To ensure that the employment opportunities generated by the Proposed Development benefit the local workforce and supply chain, the Applicant has submitted with the DCO application an **Outline Employment and Skills Strategy (Volume 7.8)**. **Section 4.14** provides further detail relating to the social benefits of the Proposed Development. The Applicant has additionally prepared a **Community Benefits Strategy (Volume 7.14)**. This Strategy commits the Applicant to establish a local liaison committee and employ a community liaison manager with the aim of delivering a range of local community benefits. It should be noted, however, that the **Community Benefits Strategy (Volume 7.14)** is not a relevant planning consideration and will not, therefore, be afforded weight in the SoS's decision on the DCO application.

The Principle of Development

4.2.38 There is clear, in principle support for the Proposed Development in national and local planning policy.

4.2.39 Reflecting the level and urgency of need for energy infrastructure, paragraph 3.1.3 of NPS EN-1 establishes that the SoS should "*assess all applications for development consent for the types of infrastructure covered by the energy NPSs on the basis that the Government has demonstrated that there is a need for those types of infrastructure*". At paragraph 4.1.2, NPS EN-1 sets out that the SoS should start with a presumption in favour of granting consent to applications for energy NSIPs. The presumption applies unless any more specific and relevant policies set out in relevant NPSs clearly indicate that consent should be refused, subject to the provisions of the 2008 Act. The need, and presumption in favour of granting consent for, new energy infrastructure are, respectively, reaffirmed at paragraph 3.2.5 and paragraph 4.1.2 of Draft NPS EN-1.

4.2.40 In consequence, there is in principle support for the Proposed Development in national policy, subject to there not being any matters which prevent consent being granted pursuant to policy contained in NPS EN-1, NPS EN-3 and NPS EN-5. The planning assessment presented in Sections 4.3 to 4.18 confirms that the Proposed Development is, overall, in accordance with these NPSs.

4.2.41 In principle support for the Proposed Development is also provided by the Cambridgeshire and Peterborough Minerals and Waste Local Plan. Policies 3 and 4 of the Local Plan set out that proposals will, in principle, be supported where they move waste capacity up the waste hierarchy, ensure net self-sufficiency and (where

they do not comply with the spatial strategy of the Local Plan) demonstrate a quantitative need.

4.2.42 As set out above, the Proposed Development will manage residual waste that would otherwise be sent to landfill and would, therefore, move waste capacity up the waste hierarchy. Further, the proposed EfW CHP Facility Site is located within the defined settlement boundary of Wisbech and in an employment area such that it is in accordance with the broad spatial strategy set out in Policy 4 of the Local Plan. On this basis, the Proposed Development meets the test set out in Policy 3 and, therefore, benefits from in principle Local Plan policy support.

4.2.43 The proposed EfW CHP Facility Site is also designated as a WMA under Policy 4 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan. On this basis, the use of the site for the management of waste is considered an acceptable use of land.

4.3 Appraisal against NPS Assessment Principles

4.3.1 Part 4 of NPS EN-1 outlines the assessment principles which should be taken into consideration for energy NSIPs. Paragraphs 2.5.31 to 2.5.36 of NPS EN-3, meanwhile, detail the assessment principles related specifically to EfW (including biomass) proposals whilst Part 2 of NPS EN-5 deals with electricity network infrastructure schemes.

4.3.2 **Table 4.1: Appraisal of the Proposed Development against NPS EN-1, NPS EN-3 and NPS EN-5 Assessment Principles** presents an assessment of the Proposed Development against these principles, signposting to where further information is presented in this Planning Statement and/or other documents submitted with the DCO application. Where the draft NPSs introduce assessment principles that are substantively different, or additional, to those contained in the designated NPSs, this is also considered.

Table 4.1: Appraisal of the Proposed Development against NPS EN-1, NPS EN-3 and NPS EN-5 Assessment Principles

Principle	NPS Reference(s)	Assessment	Other Application Documents
Environmental Statement	NPS EN-1: 4.2.1 - 4.2.11	An ES has been submitted as part of the DCO application for the Proposed Development. In accordance with NPS EN-1, the ES assesses the likely significant environmental, social and economic effects (including cumulative effects) associated with all stages of the Proposed Development and details the measures proposed to mitigate the negative effects of the scheme. An assessment of cumulative effects is presented in **Chapter 18: Cumulative Effects Assessment (Volume 6.2)** of ES. This considers inter-projects effects (i.e., effects resulting from the Proposed Development combining with the same topic-related	ES (Vol. 6.2) ES Non-technical Summary (Vol. 6.1) ES Figures (Vol. 6.3) ES Appendices (Vol. 6.4)

Principle	NPS Reference(s)	Assessment	Other Application Documents
		effects generated by other developments to affect a common Receptor) and inter-related effects (i.e., individual environmental topic effects resulting from the Proposed Development which are not significant in their own right, but could combine with other environmental topic effects from the same development to create effects that are significant). The findings of the ES have informed the assessment of the Proposed Development against the generic impacts contained in the NPSs in **Sections 4.4** to **4.18** of this Planning Statement.	
Habitats and Species Regulations	NPS EN-1: 4.3.1	A **Habitats Regulations Assessment (HRA) NSER** has been submitted as part of the DCO application (**Volume 5.3**). The HRA identifies that there would be no significant effects upon European designated nature conservation sites as a result of the Proposed Development. A summary of the **HRA NSER (Volume 5.3)** is presented in **Section 4.5** below.	HRA NSER (Vol. 5.3)
Alternatives	NPS EN-1: 4.4.1- 4.4.3	**Chapter 2: Alternatives (Volume. 6.2)** of the ES includes a description of the main alternatives considered by the Applicant and the reasons for selecting the preferred options for the Proposed Development. The alternatives considered by the Applicant relate to: the site selection process for the EfW CHP Facility; location of the TCC; CHP Connection design; and the Grid Connection Corridor, including substation location and design (a separate **Grid Connection Options Report** has been submitted as **Appendix 2A (Vol. 6.4)** to **Chapter 2**: **Alternatives (Volume 6.2)** of the ES). At each stage of design evolution, the Applicant has taken account of the potential effects of the alternatives considered and selected a preference informed by predicted environmental performance together with technical and land use considerations. Account has also been taken of the relevant NPSs and local plan policies and proposals including waste management allocations and other relevant local strategies. The design evolution has also been informed by responses to non-statutory and statutory consultation.	ES Chapter 2 (Vol. 6.2) ES Appendix 2A (Vol. 6.4)
Criteria for 'good design' for energy infrastructure	NPS EN-1: 4.5.1 - 4.5.6 NPS EN-5: 2.5.1 - 2.5.2	A **Design and Access Statement (Vol. 7.5)** has been provided as part of the DCO application. This details how the design of the Proposed Development has evolved and demonstrates that all aspects of site selection, site access and future access requirements have been addressed and incorporated into the proposed design and that measures have been embedded to mitigate the	Design and Access Statement (Vol. 7.5) ES Chapter 2 (Vol. 6.2)

Principle	NPS Reference(s)	Assessment	Other Application Documents
		adverse impacts of the Proposed Development. It explains the options considered in respect of (*inter alia*) massing, roof profiles and architectural design. The **Design and Access Statement (Vol 7.5)** confirms that the Applicant is committing to achieving a high sustainability standard by choosing to implement a Building Research Establishment Environmental Assessment Method (BREEAM) scoring system for the development, with BREEAM 'Excellent' on the administration building, and BREAM 'Good' on the rest of the development. As highlighted above, **Chapter 2: Alternatives (Volume. 6.2)** of the ES also includes a description of the main alternatives considered by the Applicant and the reasons for selecting the preferred options for the Proposed Development.	
Consideration of Combined Heat and Power	NPS EN-1: 4.6.1 – 4.6.12	A CHP Connection has been incorporated into the design of the Proposed Development. This will allow the export of steam and electricity from the EfW CHP Facility to surrounding business users via dedicated pipelines and private wire cables. Any future connection spurs to end users would be the subject of a separate consent. The CHP Connection is described in **Chapter 3: Description of the Proposed Development (Volume 6.2)** of the ES and **Section 2** of this Planning Statement. The evolution of the CHP Connection design is described in **Chapter 2: Alternatives (Volume 6.2)** of the ES. The environmental effects of the CHP Connection are assessed in the ES and have been taken into account in **Sections 4.4** to **4.18** of this Planning Statement. A **Combined Heat and Power Assessment (Volume 7.6)** has been prepared to accompany the DCO application. This document analyses potential demand for heat and power and demonstrates the financial viability of the Applicant's proposals.	ES Chapter 2 (Vol.6.2) ES Chapter 3 (Vol 6.2) Combined Heat and Power Assessment (Vol. 7.6)
Climate Change adaptation	NPS EN-1: 4.8.1 – 4.8.13 NPS EN-5: 2.4.1 - 2.4.2 Draft NPS EN-1: 4.9.5	**ES Chapter 14: Climate (Volume 6.2)** includes an assessment of the projected impacts of climate change on the Proposed Development during construction, operation and decommissioning. This assessment of climate change resilience is based on UK Climate Projections 18 produced by the Met Office and draws on data from the Third Climate Change Risk Assessment published by the UK Government in January 2022[76] and the latest evidence prepared by the Adaptation Committee	ES Chapter 12 (Vol. 6.2) ES Appendix 12A (Vol. 6.4) ES Chapter 14 (Vol. 6.2)

[76] UK Government. UK Climate Change Risk Assessment 2022.

Principle	NPS Reference(s)	Assessment	Other Application Documents
		presented in the Independent Assessment of UK Climate Risk 2021[77]. The assessment takes account of the design measures built into the Proposed Development to ensure climate resilience. These measures include: • design of Proposed Development to be resilient to current weather impacts; • implementation of a flexible construction programme to integrate extreme weather-related delays and allow flexibility of timings of critical activities; • a requirement for contractors to sign up for short to medium range weather forecasting alerts; • installation of lightning protection systems where required; • design of Proposed Development to give consideration to climate change adaptation in line with relevant standards and future climate; • measures to reduce the impact of extreme weather on construction; • design of the drainage systems to include consideration for resilience to climate change; • protection of the waste bunker against groundwater ingress and uplift; • use of climate suitable species in landscape planting; and • reduction in the reliance on potable water to be implemented e.g., rainwater harvesting. On the basis of the measures embedded into the design of the Proposed Development, the climate change resilience assessment concludes that there would be no significant effects. The effects of climate change are additionally considered (as appropriate) in other ES environmental topic chapters. This includes the assessment of hydrological impacts in **ES Chapter 12: Hydrology (Volume 6.2)** which has been informed by an **FRA** (**Appendix 12A: FRA (Volume 6.4)**). The findings of the hydrological assessment including FRA are summarised in **Section 4.9** of this Planning Statement.	
Grid Connection	NPS EN-1: 4.9.1 – 4.9.4	**ES Chapter 2: Alternatives (Volume 6.2)** explains how the design of the Grid Connection has evolved as a result of environmental, technical and land use considerations and as a result of consultation feedback including from National Grid. A separate **Grid Connection Options Report** has been	ES Chapter 2 (Vol. 6.2) ES Appendix 2A (Vol. 6.4)

[77] Betts, R.A. and Brown, K, (2021). Introduction. In: *The Third UK Climate Change Risk Assessment Technical Report* [Betts, R.A.,Haward, A.B. and Pearson, K.V.(eds.)]. Prepared for the Climate Change Committee, London.

Principle	NPS Reference(s)	Assessment	Other Application Documents
		submitted as **Appendix 2A (Vol. 6.4)** to **Chapter 2: Alternatives** of the ES. **Chapter 3: Description of the Proposed development (Volume 6.2)** of the ES describes the connection and this is summarised in **Section 2** of this Planning Statement. The environmental effects of the Grid Connection are assessed in the ES and have been taken into account in **Sections 4.4** to **4.18** of this Planning Statement. A **Grid Connection Statement (Volume 7.2)** has been submitted with the DCO application. This demonstrates that there is the necessary infrastructure and capacity within the distribution network to accommodate the electricity generated by the Proposed Development and confirms that the Applicant has accepted a connection offer from UKPN. National Grid has confirmed via an email dated 06 September 2021 that it has no assets within the Order limits or in close proximity. Overall, there is no reason why a grid connection cannot be secured.	ES Chapter 3 (Vol. 6.2) Grid Connection Statement (Vol 7.2)
Pollution control and other environmental regulatory regimes	NPS EN-1: 4.10.1 – 4.10.8	The Applicant recognises that some issues may be subject to separate regulatory regimes including environmental permitting. The **Other Consents and Licences (Volume 5.4)** document submitted with the DCO application identifies the other consents and licences required and provides details of when they will be applied for.	Other Consents and Licences (Vol. 5.4)
Safety	NPS EN-1: 4.11.1-4.11.4	HSE were consulted on the Proposed Development during Statutory Consultation and has confirmed that it would not advise against the DCO application. Further detail is provided in the **Consultation Report (Volume 5.1)** and **Chapter 17: Major Accidents and Disasters (Volume 6.2)** of the ES. **Chapter 17: Major Accidents and Disasters (Volume 6.2)** of the ES confirms that the Proposed Development does not full under the Control of Major Accident Hazards (COMAH) Regulations 2015 and, further, that it will not require Hazardous Substances Consent due to the low inventories of any hazardous substances which may be stored or used at the EfW CHP Facility. HSE has additionally confirmed that the EfW CHP Facility Site is outside the consultation distances for any sites with Hazardous Substances Consent or Major Accident Hazard Pipelines. This means that it is extremely unlikely that an accident on one of these sites could lead to a major accident at the EfW CHP Facility.	Consultation Report (Vol. 5.1) ES Chapter 17 (Vol.6.2)

Principle	NPS Reference(s)	Assessment	Other Application Documents
		The Grid Connection crosses or is in close proximity to, several gas pipelines. However, the major accidents and disasters assessment presented in **Chapter 17: Major Accidents and Disasters (Volume 6.2)** of the ES has confirmed that any impacts during construction or operation will be suitably managed in conjunction with the pipeline operator to ensure they are not significant.	
Hazardous Substances	NPS EN-1: 4.12.1 – 4.12.3	As noted above, the Proposed Development will not require Hazardous Substances Consent due to the low inventories of any hazardous substances which may be stored or used at the EfW CHP Facility. Further detail is provided in **Chapter 17: Major Accidents and Disasters (Volume 6.2)** of the ES.	ES Chapter 17 (Vol. 6.2)
Health	NPS EN-1: 4.13.1 – 4.13.5 Draft NPS EN-1: 4.3.5	**Chapter 16: Health (Volume 6.2)** of the ES provides an assessment of the health impacts of the Proposed Development, focusing on effects on the population, including vulnerable groups, rather than individuals. The health impacts considered include (*inter alia*): • economic impacts (including jobs creation) during construction and operation of the Proposed Development; • impacts on healthcare facilities during construction of the Proposed Development; • severance during constriction and operation of the Proposed Development; • perceptions of risk affecting health and wellbeing; • noise and vibration effects arising from the construction and operation of the Proposed Development; • emissions to air arising from the construction and operation of the Proposed Development; and • EMFs. The assessment has been informed by the other environmental topic chapters of the ES, as appropriate. It has taken into account measures embedded into the design of the Proposed Development to mitigate health impacts including (*inter alia*): • implementation of the **Outline CEMP (Volume 7.12)** submitted with the DCO application; • optimisation of chimney heights to ensure adequate dispersion of emissions from the EfW CHP Facility; • implementation of selective non-catalytic reduction (SNCR) within the furnace to reduce emissions to air;	ES Chapter 16 (Vol.6.2)

Principle	NPS Reference(s)	Assessment	Other Application Documents
		• transport, handling and processing of waste in enclosed buildings and covered vehicles and implementation of the **Outline Odour Management Plan (Volume 7.11)** to avoid odour effects; • implementation of the **Outline Employment and Skills Strategy (Volume 7.8)** submitted with the DCO application to maximise the use of, and upskill, the local workforce; and • provision of an acoustic fence to 10 New Bridge Lane. The assessment identifies the potential for moderate and probably significant beneficial effects on the local economically active population arising from the creation of temporary direct and indirect employment opportunities during construction of the Proposed Development. Significant adverse effects are identified in respect of severance during construction and operation associated with increased HGV movements, although proposals for a new pedestrian crossing (see **Section 4.15**) reduce the residual effect to not significant. The assessment identifies the potential for major and significant negative health effects on residential and non-residential Receptors due to noise impacts during construction; however, with mitigation (see **Section 4.13**) the residual effect is reduced to not significant. Noise arising from the operation of the proposed EfW CHP Facility is also assessed as having a significant negative health effect at the nearest dwellings at 9 and 10 New Bridge Lane. However, the assessment confirms that with the implementation of additional mitigation measures (see **Section 4.13**), impacts will again be reduced such that the resultant effects are not significant. Further, the assessment concludes that, given the number of dwellings involved, operational noise will not impact on health within the wider population, including vulnerable groups. No further significant health effects have been identified in the health assessment presented at **Chapter 16: Health (Volume 6.2)** of the ES. The findings of **Chapter 16: Health (Volume 6.2)** of the ES have informed **Sections 4.4** to **4.18** of this Planning Statement, as appropriate.	

Principle	NPS Reference(s)	Assessment	Other Application Documents
Common law nuisance and statutory nuisance	NPS EN-1: 4.14.1 - 4.14.3	A **Statement of Statutory Nuisance (Volume 5.2)** has been prepared which considers possible sources of nuisance arising from the Proposed Development and how they may be mitigated or limited under the provisions of section 79(1) of the Environmental Protection Act 1990. Possible sources of nuisance considered in the **Statement of Statutory Nuisance (Volume 5.2)** include emissions to air, noise and artificial lighting associated with the construction and operation of the Proposed Development. It concludes that embedded mitigation measures will prevent impacts which are considered to have the potential to result in statutory nuisance under section 79(1) of the Environmental Protection Act 1990. Further, operation of the Proposed Development in terms of emissions to air will be regulated by the EA through the environmental permitting regime. The ES includes an assessment of the effects of the Proposed Development on air quality (**Chapter 8: Air Quality**), noise (**Chapter 7: Noise and Vibration**) and visual amenity (**Chapter 9: Landscape and Visual**) (all **Volume 6.2**). **Chapter 16: Health (Volume 6.2)** of the ES, meanwhile, presents an assessment of the effects of the Proposed Development on human health. The findings of the ES have informed **Sections 4.4** to **4.18** of this Planning Statement.	Statement of Statutory Nuisance (Vol. 5.2) ES Chapter 7 (Vol. 6.2) ES Chapter 8 (Vol. 6.2) ES Chapter 9 (Vol. 6.2) ES Chapter 16 (Vol. 6.2)
Security considerations	NPS EN-1: 4.15.1 – 4.15.5	The Proposed Development includes a range of security measures. These measures are detailed in **Chapter 3: Description of the Proposed Development (Volume 6.2)** of the ES, the **Design and Access Statement (Volume 7.5)** and the **Outline CEMP (Volume 7.12)** and include (*inter alia*): • security fencing along the boundary of the EfW CHP Facility Site and the TCC; • installation of security lighting and CCTV at the EfW CHP Facility Site; • installation of remote cameras at the TCC during construction; • operation of s shift team outside of operational hours at the EfW CHP Facility; • control of access and egress from the EfW CHP Facility Site and TCC during construction and operation; • attendance of security personnel on-site during the construction phase; and • development of Safety and Security Plans for the construction site.	ES Chapter 3 (Vol. 6.2) Design and Access Statement (Vol. 7.5) Outline CEMP (Vol. 7.12)

Principle	NPS Reference(s)	Assessment	Other Application Documents
National **designations**	NPS EN-3: 2.5.33 – 3.5.34	**ES Chapter 9: Landscape and Visual** (**Volume 6.2**), **ES Chapter 10: Historic Environment (Volume 6.2)** and **ES Chapter 11: Biodiversity (Volume 6.2)** contain, respectively, assessments of the impact of the Proposed Development on nationally designated sites and assets for landscape, heritage and nature conservation. No significant adverse effects have been identified.	ES Chapter 9 (Vol. 6.2) ES Chapter 10 (Vol. 6.2) ES Chapter 11 (Vol. 6.2)
Environmental and Biodiversity Net Gain	Draft NPS EN-1: 4.5.1 – 4.5.4	The Proposed Development seeks to provide an overall biodiversity enhancement by delivering BNG. The approach to delivering BNG is outlined in **Section 11.10** of **ES Chapter 11: Biodiversity (Volume 6.2)**.	ES Chapter 11 (Vol. 6.2)

4.3.3 Overall, the appraisal presented in **Table 4.1: Appraisal of the Proposed Development against NPS EN-1, NPS EN-3 and NPS EN-5 Assessment Principles** demonstrates that the DCO application for the Proposed Development is in accordance with the relevant general assessment principles contained in NPS EN-1, NPS EN-3 and NPS EN-5.

4.4 Air Quality and Emissions

Policy Requirements

4.4.1 Air quality refers to the concentrations of pollutants in the air that people breathe. Poor air quality is associated with a number of health problems, especially respiratory conditions; it can also affect vegetation and sensitive ecosystems. The Air Quality Standards (England) Regulations 2010 (as amended) set out limits provided for the protection of human health for sulphur dioxide (SO_2), nitrogen dioxide (NO_2), benzene (C_6H_6), carbon monoxide (CO) and lead (Pb) and target values have been set for the concentration of fine particulate matter ($PM_{2.5}$). The Air Quality (England) Regulations 2000 (as amended) provides UK Air Quality Objectives (AQOs) for a range of different pollutants.

4.4.2 Part IV of the Environment Act 1995 requires that local authorities periodically review air quality within their individual areas. This process of Local Air Quality Management (LAQM) is an integral part of delivering the Government's Air Quality Objectives (AQOs). FDC has declared three AQMAs in Wisbech:

- Wisbech AQMA No.1 (SO_2) approximately 1.0km north of the EfW CHP Facility;
- Wisbech AQMA No.2 (particulate matter (PM_{10})) approximately 1.7km north-east of the EfW CHP Facility; and
- Wisbech AQMA No.3 (NO_2) approximately 1.2km north-east of the EfW CHP Facility.

4.4.3 Emissions arising from the combustion of waste specifically are subject to the Industrial Emissions Directive (IED)[78] which requires Competent Authorities to control and reduce the impact of certain industrial emissions on the environment. The Environmental Permitting (England and Wales) Regulations 2016, as amended, implement the requirements of Annex VI of the IED under which releases to air from EfW facilities are controlled by emission limit values (ELVs). In accordance with these regulations, operators must apply to the EA for a permit to operate their installation; the EA, in-turn, must set conditions in permits so as to achieve a high level of protection for the environment as a whole, based on the use of the best available techniques (BAT). Amongst others, emissions to air from permitted installations must meet the Best Available Technique Associated Emission Levels (BAT-AEL) set in the relevant sectoral BAT Conclusions and ensure no significant pollution is caused.

4.4.4 The Department for Food, Environment & Rural Affairs' (Defra) Clean Air Strategy 2019[79] outlines the Government's proposed ambitions relating to reducing air pollution in order to protect health and nature, whilst boosting the economy. The Clean Air Strategy proposes (*inter alia*) to halve the number of people living in locations where concentrations of particulate matter are above the World Health Organisation (WHO) guideline limit of 10µg m^{-3} by 2025.

4.4.5 Paragraph 5.2.6 of NPS EN-1 requires that, where a project is likely to have adverse effects on air quality, the applicant should undertake an assessment of the impacts of the project on air quality as part of the ES. Paragraph 5.2.7 goes on to state that the ES should describe:

- *"any significant air emissions, their mitigation and any residual effects distinguishing between the project stages and taking account of any significant emissions from any road traffic generated by the project;*
- *the predicted absolute emission levels of the proposed project, after mitigation methods have been applied;*
- *existing air quality levels and the relative change in air quality from existing levels; and*
- *any potential eutrophication impacts".*

4.4.6 The NPPF (paragraph 186) states that: *"Planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified".* NPPW (Appendix B) also stipulates that in determining planning applications, waste planning authorities should consider (*inter alia*) air emissions, including dust.

4.4.7 Consistent with national planning policy, Local Plan policies require that the air quality impacts of development proposals are assessed and, where appropriate, mitigated. Policy 18 of the Cambridgeshire and Peterborough Minerals and Waste

[78] Directive 2010/75/EU of the European Parliament and of the Council on Industrial Emissions (integrated pollution prevention and control).
[79] Defra (2019) Clean Air Strategy 2019.

Local Plan requires that development proposals must not result in unacceptable adverse impacts on the amenity of existing occupiers of any land or property, including in respect of air quality, and that where there is the potential for impacts to occur, an assessment appropriate to the nature of that potential impact should be carried out to establish the need for, and deliverability of, any mitigation.

4.4.8 Policy LP16 of the Fenland Local Plan states that proposals for development will only be permitted if it can be demonstrated that they (*inter alia*) identify, manage and mitigate against any existing or proposed risks from sources of pollution including odour and dust. Policy DM15 of the KLWN SADMP, meanwhile, states that development proposals must protect and enhance the amenity of the wider environment and that proposals will be assessed in terms of their impact on existing and future neighbouring uses and occupants in terms of factors including air quality. With specific regard to proposals for renewable energy, Policy DM20 of the SADMP states that proposals for renewable energy will be assessed to determine whether or not the benefits they bring in terms of the energy generated are outweighed by the impacts upon (*inter alia*) air quality.

Planning Assessment

4.4.9 In accordance with the requirements of NPS EN-1 and Local Plan policies, **Chapter 8: Air Quality (Volume 6.2)** of the ES has robustly assessed the air quality impacts of the Proposed Development during construction, operation and decommissioning.

4.4.10 The principal source of construction-related emissions to air would be from the use of non-road mobile machinery (NRMM) and construction traffic; construction may also result in dust which is considered separately in **Section 4.8**. NRMM exhaust emissions would be subject to controls pursuant to the Non-Road Mobile Machinery (Emission of Gaseous and Particulate Pollutants) Regulations 1999 and the air quality assessment finds that the scale, duration and distance of construction activity to relevant Receptors would mean that effects due to NRMM exhaust emissions are unlikely to be significant. Further, specific mitigation measures are incorporated into the **Outline CEMP (Volume 7.12)** to ensure that residual effects would be negligible at all sensitive Receptors.

4.4.11 The primary pollutants of concerns in respect of construction traffic are oxides of nitrogen (NO_X and NO_2), particulate matter (PM_{10} and $PM_{2.5}$) and ammonia (NH_3). Emissions of these pollutants have been calculated in the air quality assessment for 2024 (representing the worst case for construction traffic) based on 2021 traffic survey data and using detailed dispersion modelling. The air quality assessment identifies that emissions from construction traffic would remain comfortably below AQO limits at all Receptors including those within the Wisbech AQMA No.3.

4.4.12 During operation of the EfW CHP Facility, effects on air quality would be predominantly associated with chimney emissions, in addition to emissions from traffic; operation of waste management facilities can also result in odours and this is considered in **Section 4.8**. The pollutants assessed in **ES Chapter 8: Air Quality (Volume 6.2)** associated with chimney emissions (and traffic movements, as appropriate) include: NO_X, NO_2, PM_{10} and $PM_{2.5}$, NH_3, SO_2; hydrogen chloride (HCl);

hydrogen fluoride (HF); metals[80], volatile organic compounds (VOCs); ammonia (NH_3); polychlorinated dibenzo-p-dioxins and polychlorinated dibenzofurans (PCDD/Fs); polychlorinated biphenyls (PCBs); and polycyclic aromatic hydrocarbons (PAHs).

4.4.1 Measures have been incorporated into the design of the EfW CHP Facility to minimise air quality impacts. In particular, the stack height of the facility has been optimised to ensure adequate dispersion (informed by a chimney height assessment) and SNCR would be implemented within the furnace in accordance with BAT. Taking these measures into account, the air quality assessment presented in **Chapter 8: Air Quality (Volume 6.2)** of the ES confirms that changes in concentrations during operation of the EfW CHP Facility would be small or negligible at all Receptors including those within the three AQMAs, with all concentrations remaining below AQO limits. Under abnormal and emergency operating conditions, concentrations would still be below AQO limits. It is also important to note that the Applicant will be required to apply for an environmental permit (EP) from the EA under which releases to air from the operation of the EfW CHP Facility would be controlled by ELVs.

4.4.2 On this basis, the air quality assessment presented in the ES concludes that effects of the Proposed Development on air quality would not be significant. It is therefore assessed as being in accordance with national and local policy relating to air quality.

4.5 Greenhouse Gas Emissions

Policy Requirements

4.5.1 As set out in **Section 4.2**, the Climate Change Act 2008 (as amended) commits the UK to reduce its net GHG emissions by at least 100% below 1990 levels by 2050 (the UK carbon target, often referred to as net zero) and requires the Government to establish five-year carbon budgets. The carbon budgets relevant to the Proposed Development are as follows:

- fourth carbon budget, 2023 to 2027: 1,950 metric tons of carbon dioxide equivalent ($MtCO_2e$), representing a 51% reduction below 1990 levels by 2025;
- fifth carbon budget, 2028 to 2032: 1,725 $MtCO_2e$, representing a 57% reduction below 1990 levels by 2030; and
- sixth carbon budget, 2033 to 2037: 965 $MtCO_2e$, representing a 78% reduction below 1990 levels by 2035.

4.5.2 The UK Government's Net Zero Strategy (2021) sets out sectoral policies and proposals for decarbonising all sectors of the UK economy to meet the coming carbon budgets and the 2050 net zero target. At the local level, the UK's net zero target is reflected in the climate change strategies of CCC, KLWN and NCC.

4.5.3 Draft NPS EN-1 requires, at paragraph 5.3.4, that proposals for energy infrastructure projects include a carbon assessment as part of the ES. It also sets

[80] Metals considered in Chapter 8 of the ES include: Group 1 metals (cadmium (Cd) and thallium (Tl)); Group 2 metals (mercury (Hg)); and Group 3 metals (antimony (Sb), arsenic (As), chromium (Cr), cobalt (Co), copper (Cu), lead (Pb), manganese (Mn), nickel, (Ni) and vanadium (V)).

out that applicants should look for opportunities to embed nature-based or technological solutions to mitigate or offset GHG emissions arising from construction and decommissioning. Steps taken to minimise and offset emissions should be set out in a GHG reduction strategy. However, both NPS EN-1 and the Draft NPS EN-1 recognise that new energy infrastructure will help meet the UK's climate change commitments. At paragraph 5.3.6, Draft NPS EN-1 states that "*In light of the vital role energy infrastructure plays in the process of economy wide decarbonisation, the SoS accepts that there are likely to be some residual emissions from construction and decommissioning of energy infrastructure. Government has determined that operational GHG emissions are not reasons to prohibit the consenting of energy projects and the SoS does not need to assess individual applications for planning consent against operational carbon emissions and their contribution to carbon budgets, net zero and the UK's international climate commitments"*.

4.5.4 The NPPF and local planning policy require that development proposals include measures to minimise GHG emissions. At paragraph 152, the NPPF states that "*The planning system should support the transition to a low carbon future in a changing climate…it should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions… and support renewable and low carbon energy and associated infrastructure*". It also requires in paragraph 154(b) that new development should be planned for in ways that "*can help to reduce greenhouse gas emissions, such as through its location, orientation and design*". Policy 1 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan, meanwhile, sets out that waste management proposals should (*inter alia*):

- demonstrate how the location, design, site operation and transportation related to the development will help to reduce GHG emissions;
- where relevant, make use of renewable energy including opportunities for generating energy from waste for use beyond the boundaries of the site itself, and the use of decentralised and renewable or low carbon energy; and
- broadly quantify the reduction in carbon associated with their operation.

4.5.5 Policies LP14 of the Fenland Local Plan and CS08 of the KLWN Core Strategy similarly require that development proposals include sustainable design measures to minimise GHG emissions.

4.5.6 With specific regard to climate change adaptation, NPS EN-1 (at Part 2) sets out how applicants should take into account the effects of climate change when developing energy infrastructure, including the measures necessary to adapt development proposals to future climate change.

Planning Assessment

4.5.7 The Proposed Development is a renewable energy facility that will make an important contribution to decarbonisation of the UK economy. A robust assessment of emissions across the lifecycle of the Proposed Development has been undertaken, consistent with the requirements of Draft NPS-EN1 and Policy 1 of the Cambridgeshire and Peterborough Local Plan, and this is presented in **Chapter 14: Climate (Volume 6.2)** of the ES.

4.5.8 Overall, total GHG emissions over the lifecycle of the Proposed Development are estimated to be approximately 8,246 $ktCO_2e$. In **Chapter 14: Climate (Volume 6.2)** of the ES, these total emissions have been compared to the emissions that would be generated in a 'without Proposed Development' case. In the 'without the Proposed Development' case, no new infrastructure would be delivered meaning that GHG emissions would instead be associated with the landfilling of residual waste (that would be treated by the EfW CHP Facility) over the same time period as the Proposed Development would be operational. Relative to the 'without Proposed Development' case, the Proposed Development is estimated to result in a net decrease in GHG emissions equivalent to approximately 2,571 $ktCO_2e$ over its lifetime.

4.5.9 The net decrease of 2,571 $ktCO_2e$ equates to 0.004% of the UK's carbon budget for the fourth carbon budget, 0.02% of the UK's fifth carbon budget and 0.03% of the sixth carbon budget. In 2050, when the UK net carbon budget is zero, the Proposed Development will have an impact equivalent to -67 $ktCO_2e$. This is assessed as a significant beneficial effect in **Chapter 14: Climate (Volume 6.2)** of the ES.

4.5.10 With respect to GHG emissions at a local level, the Proposed Development will receive residual waste from local authorities and businesses in the region that would otherwise be deposited in landfill. Given the net benefits of GHG emissions of the EfW CHP Facility over the alternative landfill disposal, the Proposed Development will have a positive contribution in supporting carbon reduction targets and ambitions for carbon neutrality and net zero in areas where landfill would otherwise be used for residual waste. Importantly, this does not account for the additional benefit that would be achieved through the CHP connection to local businesses.

4.5.11 Consistent with the requirement of Draft NPS EN-1, a number of measures are incorporated into the design of the Proposed Development to reduce, as far as possible, its GHG emissions. The measures include:

- the development of an **Outline CEMP (Volume 7.12)** that will reduce GHG emissions associated with the use of plant and machinery during construction and minimise the embodied carbon in construction materials.
- incorporation of CHP, enabling steam generated by the incineration process to be used for the generation of electricity. Further heat recovery can be secured by the export of heat in the form of steam to off-site customers such as local industries.
- ensuring that the Proposed Development is carbon capture retrofit ready with land set aside for a carbon capture and storage (CCS) facility.

4.5.12 It is the Government's position that operational emissions are not a reason to refuse consent for the Proposed Development; these emissions will be managed at a level through mechanisms such as the UK Emission Trading Scheme (ETS). Notwithstanding this, the Proposed Development would not have an adverse, material effect on the ability of the UK Government to meet its carbon target and budgets. On the contrary, the Proposed Development would make a positive contribution to the achievement of UK, and local, climate change commitments. In consequence, the Proposed Development is in accordance with national and local policy on GHG emissions.

4.5.13 **ES Topic Chapters 6-17 (Volume 6.2)** consider the future baseline, including climate change where this is considered relevant. **Chapter 9 Landscape and Visual** and **Chapter 12 Hydrology (**both **Volume 6.2)** for example explain that the **Outline landscape and Ecology Strategy (Figure 3.14, Volume 6.4)** has been designed to take account of episodes of drier weather whilst **Chapter 12 Hydrology (Volume 6.2)** describes the ways in which the Proposed Development has taken into account future flood conditions. **Chapter 14: Climate (Volume 6.2)** identifies all of the climate resilience embedded into the Proposed Development. On this basis, the Proposed Development is considered to also be in accordance with policy on climate change adaptation.

4.6 Biodiversity and Geological Conservation

Policy Requirements

4.6.1 NPS EN-1 requires (at paragraph 5.3.3) that, where developments are subject to EIA, applicants clearly set out the effects of proposals upon the hierarchy of designated sites. At paragraph 5.3.5, it references the Government's biodiversity strategy current at the time the policy statement was designated noting that this sought to halt, and if possible reverse, declines in priority habitats and species, recognising the essential role biodiversity can play in enhancing quality of life. Draft NPS EN-1 (paragraph 4.5.2) extends the Government's commitment to biodiversity and biodiversity gain. It states that: "*Although achieving biodiversity net gain is not an obligation for projects under the Planning Act 2008, energy NSIP proposals should seek opportunities to contribute to and enhance the natural environment by providing net gains for biodiversity where possible"*. In this context, paragraph 5.4.3 requires that applicants also show how proposals have taken advantage of opportunities to conserve and enhance biodiversity and geological conservation interests, taking into account the Government's ambition contained within 25 Year Environment Plan. Paragraph 5.4.6 states that development should at the very least avoid significant harm to biodiversity and geological interest. At paragraph 5.3.18, NPS EN-1 requires that applicants consider mitigation whilst Draft NPS EN-1 (at paragraph 5.4.18) states that applicants should consider producing and implementing a Biodiversity Management Strategy as part of their development proposals.

4.6.2 NPS EN-1 (paragraph 5.3.13) and Draft NPS EN-1 (paragraph 5.4.12) explain how the SoS should approach the consideration of effects upon regional and local designated areas, explaining that in the context of new nationally significant infrastructure, these should not be used in themselves to refuse development consent.

4.6.3 The NPPF, at paragraph 174, requires planning policies and decisions to contribute to, and enhance, the natural and local environment by protecting and enhancing sites of biodiversity value in a manner commensurate with their status, recognising the wider benefits from natural capital and ecosystem services and minimising impacts on, and providing net gains for, biodiversity. Paragraph 180 stipulates (*inter alia*) that:

- development should be refused where significant harm to biodiversity cannot be avoided, mitigated or, as a last resort, compensated for;
- development which is likely to have an adverse effect on a Site of Special Scientific Interest (SSSI) should not be permitted except where the benefits clearly outweigh the impacts on site specific features of special scientific interest and the national network of SSSIs; and
- development resulting in the loss or deterioration of irreplaceable habitats should be refused, unless there are exceptional reasons and a compensation strategy exists.

Consistent with the NPPF, Local Plan policies seek to conserve and enhance biodiversity including designated sites and important habitats and species. Policy 20 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan provides criteria against which applications for waste development will be considered for their potential effects upon biodiversity. This criteria includes the avoidance of negative impacts on, and the delivery of enhancements to, biodiversity, including achieving net gain, appropriate to the scale of development. The policy sets out that "*Development should avoid adverse impact on existing biodiversity and geodiversity features as a first principle. Where adverse impacts are unavoidable they must be adequately and proportionately mitigated. If full mitigation cannot be provided, compensation will be required as a last resort where there is no alternative"*.

4.6.4 The Fenland Local Plan sets out at Policy LP16 that proposals for all new development will only be permitted if it can be demonstrated that they (*inter alia*) protect and enhance biodiversity including designated sites, retain natural features and provide well designed hard and soft landscaping including sustainable drainage features as appropriate. Policy 14 of the Norfolk Core Strategy and Minerals and Waste Development Management Policies DPD requires that developments must ensure that there are no unacceptable adverse impacts on, and ideally deliver improvements to, biodiversity, including nationally and internationally designated sites and species, habitats and sites identified in Biodiversity Action Plans. Policy DM1 provides that development will only be permitted if it can be demonstrated that sufficient measures to mitigate harm to sites, habitat(s) and/or species can be put in place, preferably in advance of development.

4.6.5 Policy CS12 of the KLWN Core Strategy states that the Council will protect designated sites and that development should seek to avoid, mitigate or compensate for any adverse impacts. Policy DM19 of the SADMP requires that all new development must ensure there is no adverse effect on a European sites through the provision of appropriate measures whilst Policy DM20 concerning renewable energy proposals states that applications will be assessed to determine whether the benefits are outweighed by the impacts (with reference to sites of international, national or local nature conservation value).

Planning Assessment

4.6.6 Consistent with the requirements of NPS EN-1 and other national and local policy, **Chapter 11: Biodiversity (Volume 6.2)** of the ES, together with the **HRA NSER (Volume 5.3)**, have assessed the potential effects of the Proposed Development on

biodiversity, including in respect of international, national, regional and locally designated nature conservation sites. They confirm that the Proposed Development would not result in significant effects on any of the designated sites either directly or indirectly.

4.6.7 The ecological assessment presented in the ES also gives due consideration to the potential for effects of the Proposed Development upon sites that are of regional or local significance. This includes potential effects upon the River Nene County Wildlife Site (CWS) habitats which are present within approximately 2km of the Proposed Development. The assessment confirms that, with the inclusion of embedded environmental measures, the Proposed Development would not have significant effects on these features.

4.6.8 Habitats and potentially species which exist or use the existing Proposed Development site would be affected during construction. However, taking into consideration the measures embedded into the Proposed Development (see below), the assessment presented within **Chapter 11: Biodiversity (Volume 6.2)** of the ES concludes that effects upon habitats and species would not be significant.

4.6.9 Both national and local policy require that consideration be given to biodiversity at the earliest stages of design development. The evolution of the Proposed Development has been informed by approaches to mitigation through design, most obviously in the way in which the Grid Connection design has evolved to conclude with an approximate 4km underground connection but equally through the approaches taken to the design of certain buildings, the focus upon ecology when designing the landscaping for the EfW CHP Facility and the measures which will be in place to manage the effects of construction which are presented within the **Outline CEMP (Volume 7.12)**. In accordance with NPS EN-1 and Draft NPS EN-1, opportunities have also been identified to deliver biodiversity enhancement as part of the Proposed Development. These enhancements would be delivered in accordance with the **Outline Landscape and Ecological Management Strategy** (**Figure 3.14 (Volume 6.4))**, together with a commitment to deliver net gain over present, baseline conditions (see **Chapter 11: Biodiversity, Appendix 11M Biodiversity Net Gain Assessment (Volume 6.4)**.

4.6.10 Overall, the assessments presented in **Chapter 11: Biodiversity (Volume 6.2)** and **HRA NSER (Volume 5.3)** confirm that, with mitigation, the Proposed Development would not have any significant effects on biodiversity. Further, measures have been identified to deliver ecological enhancements, including BNG. It is therefore concluded that the Proposed Development is consistent with national and local policy relating to biodiversity including the Government's commitment to BNG.

4.7 Civil and Military Aviation and Defence Interests

Policy Requirements

4.7.1 NPS EN-1 (paragraph 5.4.1) highlights that civil and military aviation and defence interests can be affected by energy development. Paragraph 5.4.10 requires that, where a proposed development may affect civil or military aviation defence assets, applicants should assess the potential effects in the ES in consultation with the Defence Infrastructure Organisation (DIO), Civil Aviation Authority (CAA), National

Air Traffic Services (NATS) and any aerodrome. With specific regard to defence, the military low flying system covers the whole of the UK and enables low flying activities at altitudes as low as 75m and in consequence, new energy infrastructure may cause obstructions in such low flying areas.

4.7.2 Policy 25 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan sets out that, within aerodrome safeguarding areas, development will only be permitted where it can be demonstrated that it would not constitute a significant hazard to air traffic.

Planning Assessment

4.7.3 Consultation with the DIO, the CAA, NATS and any aerodromes potentially affected by the Proposed Development has been undertaken in accordance with NPS EN-1 and appropriate measures have been implemented to ensure that the scheme would have no impacts on aviation. Specifically, the maximum height of the EfW CHP Facility chimneys would be 90m above FFL and, in response to comments from the DIO, a static infra-red light would be fitted at the highest practical point of each chimney to satisfy its request for aviation warning lighting. The DIO confirmed their agreement to this approach via email on 5 May 2021.

4.7.4 The Proposed Development would not be located within an aerodrome safeguarding area and responses have not been received to-date from the CAA. NATS has confirmed via an email dated 6 July 2021 that the Proposed Development does not conflict with its safeguarding criteria and, as such, it raised no objection at Statutory Consultation.

4.7.5 On the basis of the above, the Proposed Development is assessed as being in accordance with national and local policy in respect of civil and military aviation and defence interests.

4.8 Dust, Odour, Artificial Light, Smoke, Steam and Insect Infestation

Policy Requirements

4.8.1 NPS EN-1 (paragraph 5.6.1) recognises the potential for energy infrastructure to release a "*range of emissions such as odour, dust, steam, smoke, artificial light and infestation of insects"* which could have potential harmful effects on amenity or cause a common law nuisance or statutory nuisance. At paragraph 5.6.4, it requires that applicants assess these potential effects as part of an ES. NPS EN-3 (paragraph 2.5.60) also requires that applicants assess the potential for insect infestation and emissions of odour associated with the handling and storage of waste for fuel. It goes on to state at paragraph 2.5.62 that the reception, storage and handling of waste should be carried out within defined areas and within enclosed buildings in EfW stations. Appendix B of NPPW also advises waste planning authorities to consider odour, vermin and birds when identifying suitable waste management sites.

4.8.2 The NPPF (paragraph 185) sets out that planning decisions should ensure that new development *"is appropriate for its location taking into account the likely effects*

(including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development". The NPPF also makes clear at paragraph 188 that the focus of planning decisions "*should be on whether proposed development is an acceptable use of land, rather than the control of processes or emissions (where these are subject to separate pollution control regimes)"* and that decisions *"should assume that these regimes will operate effectively".*

4.8.3 Policy 18 of the Cambridgeshire and Peterborough Waste Local Plan deals with amenity considerations in proposals for waste development. It sets out that development must not result in unacceptable adverse impacts in respect of (*inter alia*) air quality from odour, fumes, dust, smoke or other sources and light pollution from artificial light or glare. Similarly, Policy LP16 of the Fenland Local Plan stipulates that development proposals will only be permitted where they (*inter alia*) identify, manage and mitigate existing or proposed risks from sources of pollution including odour and dust.

Planning Assessment

4.8.4 In accordance with NPS EN-1 and NPS EN-3, as well as NPPW and Policy 18 of the Cambridgeshire and Peterborough Waste Local Plan, the Applicant has assessed the potential for artificial light, dust, odour, smoke, steam and insect infestation to have a detrimental impact on amenity and, where possible, mitigation measures are proposed to minimise any effects. A summary of the assessment findings is provided below.

Dust

4.8.5 The air quality assessment presented in **Chapter 8: Air Quality (Volume 6.2)** of the ES has considered dust effects during construction of the Proposed Development (operational dust effects have been scoped out of the assessment). Whilst construction would result in dust emissions with the potential to affect a number of commercial and residential Receptors, the air quality assessment confirms that, with mitigation (including measures to be set out in the **Draft Dust Management Plan** contained at Appendix D to the **Outline CEMP (Volume 7.12)**), dust emission effects will be negligible and not significant.

Odour and insect infestation

4.8.6 Before the EfW CHP Facility commences operation, an EP from the EA will be required; as a condition of the EP, the installation will operate an Odour Management Plan to ensure no significant odour is detectable beyond the site boundary. Furthermore, a number of measures have been incorporated into the design of the proposed EfW CHP Facility to ensure odour effects during the operational phase will be no greater than negligible. These measures include the delivery of waste in enclosed refuse collection vehicles and the processing of waste within enclosed areas maintained under a slight negative pressure to prevent leakage of building air. Taking into account these measures, odour, which could attract insects and vermin, during normal operations has been scoped out of the air quality assessment presented in **Chapter 8: Air Quality (Volume 6.2)** of the ES.

4.8.7 During periods of abnormal operation, which may require a temporary shutdown of the furnace, waste is likely to remain within the storage bunker. In this event, either building air will continue to be extracted via the primary air supplied to the other furnace or, should both furnaces be shutdown, building air would be extracted and vented through carbon filters before being released to atmosphere (or a permanently installed odour neutralisation system will be deployed). Procedures in the **Outline Odour Management Plan (Volume 7.11)** will ensure full breakthrough does not occur.

Artificial light

4.8.8 Outside of daylight hours, lighting requirements would be limited to security and safety only, in both the construction and operational periods. A Lighting Strategy has been prepared (see **Appendix 3B: Outline Lighting Strategy** (**Volume 6.4)** of the ES) to minimise lighting at the operational EfW CHP Facility Site, with lighting to be restricted to ground and low-level locations utilising luminaries with full horizontal cut-off in order to minimise light spill and sky glow. There will be no requirement for visible aviation lighting on the chimneys (see **Section 4.7**).

4.8.9 On this basis, for the majority of residential Receptors, the visual assessment confirms that construction and operational lighting will not be visible. However, the assessment identifies that changes in the lighting regime could contribute to major adverse and significant effects on the visual amenity of one residential property (10 New Bridge Lane).

Smoke

4.8.10 As set out in **Section 4.4**, emissions to air associated with the operation of the proposed EfW CHP Facility would not be significant. The EfW CHP Facility would not emit dark smoke and all emissions would be subject to strict controls in accordance with an EP.

Steam

4.8.11 The visual assessment presented in **Chapter 9: Landscape and Visual (Volume 6.2)** of the ES has considered the potential effects on visual amenity associated with the release of an occasional water vapour plume from the operational EfW CHP Facility. It highlights that the plume will only be visible for a small proportion of the time, being dependent upon the occurrence of suitable meteorological variables, and that this occurrence is more likely at night when temperatures tend to be lower. Consequently, the plume would only be potentially visible for ~6% of the time during a year and its maximum height and length parameters would be attained even more infrequently. For some visual Receptors, especially those in Wisbech, the plume being present in their view would also depend upon its direction.

4.8.12 Taking these factors into account, the assessment in **Chapter 9: Landscape and Visual (Volume 6.2)** of the ES concludes that there would be no visual Receptor groups where there would be potential for the occasional visible plume to change the conclusions of the visual assessment (summarised in **Section 4.11**) from not significant to significant.

Conclusion

4.8.13 On balance, it is not considered that the construction or operation of the Proposed Development will result in unacceptable adverse effects on dust, odour, artificial light, smoke, steam and insect infestation. The Proposed Development is therefore assessed as being in accordance with NPS EN-1 and NPS EN3, as well as the NPPF, NPPW and the relevant aspects of Policy 18 of the Cambridgeshire and Peterborough Waste Local Plan and Policy LP16 of the Fenland Local Plan.

4.9 Flood Risk

Policy Requirements

4.9.1 NPS EN-1 (paragraph 5.7.4) states that all proposals for energy projects located in Flood Zones 2 and 3 should be accompanied by a Flood Risk Assessment (FRA) which identifies and assesses the risks of all forms of flooding to and from the project and demonstrates how these risks will be managed, taking climate change into account.

4.9.2 Paragraph 5.7.9 of NPS EN-1 sets out that, in determining applications for development consent, the decision maker should ensure that the Sequential Test and Exceptions Test requirements have been met. The Sequential Test requires that preference is given to locating development proposals in Flood Zone 1; where there is no reasonably available sites in Flood Zone 1, proposals can be located in Flood Zone 2 and, subject to the Exception Test, Flood Zone 3. For the Exception Test to be passed, proposals must provide wider sustainability benefits that outweigh the risk of flooding, should be located on previously developed land and be safe, without increasing flood risk elsewhere.

4.9.3 Proposals should also be in accordance with relevant flood strategies, incorporate sustainable drainage systems (SuDs) and be resilient to flooding.

4.9.4 The policy on flood risk in NPS EN-1 is also reflected in Draft NPS EN-1 at paragraphs 5.8.6 to 5.8.10 and is consistent with that contained in the NPPF, NPPW (Appendix B) and Local Plans.

Planning Assessment

4.9.5 The Proposed Development is situated within a flat and low-lying area served by an extensive network of artificial drainage channels under the control and management of the Hundred of Wisbech Internal Drainage Board (HWIDB) and King's Lynn Internal Drainage Board (KLIDB). Drains are present along the edge and across the centre of the EfW CHP Facility Site and across the Grid Connection route. Tidal flooding from the River Nene, which is located approximately 0.6km to the west of the Proposed Development, represents the greatest potential flood risk to the Proposed Development. Consistent with many parts of Wisbech, the entirety of the EfW CHP Facility Site and CHP Connection Corridor and large areas of the Access Improvements, TCC and Water Connections lie within Flood Zone 3. Small areas of the TCC, Access Improvements and most of the Water Connections lie within Flood Zone 2.

4.9.6 In accordance with the requirements of NPS EN-1, the NPPF and relevant Local Plan policy, a FRA has been prepared and is presented within **Chapter 12 Hydrology Appendix 12A: Flood Risk Assessment (Volume 6.4)** of the ES. The FRA has considered all potential sources of flooding, including the risks posed to and from the Proposed Development over the full development lifetime, and where a risk has been identified, flood risk management measures have been proposed. The flood risk management measures proposed include (*inter alia*) the preparation of an Emergency Flood Management Plan for flood events (consistent with the **Outline Emergency Flood Management Plan (Volume 7.9)**, minimum FFL for the EfW CHP Facility, suitable stand-off distances from IDB watercourses and an **Outline Drainage Strategy** (**Chapter 12: Hydrology, Appendix 12F Outline Drainage Strategy (Volume 6.2)**) which includes for SuDs to restrict rates of run-off during both construction and operation.

4.9.7 The FRA applies the Sequential Test. It confirms that, although the EfW CHP Facility is within Flood Zone 3a, the development area is considered to be a suitable location with no reasonably available alternative sites at a lower risk of flooding. It also concludes that there are few other options for providing the CHP Connection from the EfW CHP Facility Site but that, in any case, the disused railway is raised above surrounding ground levels for much of its route and thus provides the lowest flood risk CHP Connection option. The Grid Connection element of the Proposed Development, meanwhile, was informed by a sequential approach when determining its route. This ensured that, where possible, the route was sited in the lowest flood risk areas, acknowledging the expansive floodplains in the wider area, and the need to connect to an existing substation. The **Grid Connection Options Report (ES Chapter 2: Alternatives Appendix 2A (Volume 6.4)**) and FRA explain the approach taken when considering the evolution of the Grid Connection and the factors including flood risk that were considered. The FRA reports that the selected Grid Connection route is preferred on flood risk grounds because of a shorter route through Flood Zones 2 and 3 and highlights that the connection point itself (at Walsoken) is not at residual tidal flood risk.

4.9.8 In accordance with NPS EN-1 and the NPPF, the FRA has applied the Exceptions Test for the essential infrastructure elements of the Proposed Development located in Flood Zone 3a, specifically: the EfW CHP Facility Site (power generation elements, weighbridge, internal roads); Grid Connection; and CHP Connection. It demonstrates that the Proposed Development would provide wider sustainability benefits that outweigh flood risk, that the development will be safe for its lifetime and that it would not increase flood risk elsewhere. On this basis, the FRA determines that the Proposed Development passes the Exception Test.

4.9.9 Overall, the FRA confirms that the Proposed Development is appropriate to its flood zone classifications and that, where necessary, the Sequential Test and Exception Test have been passed. Further, the Proposed Development incorporates suitable flood risk management measures including SuDs. On this basis, it is concluded that the requirements of NPS EN-1, the NPPF, NPPW and Local Plan policy with respect to flood risk have been met.

4.10 Historic Environment

Policy Requirements

4.10.1 NPS EN-1, paragraph 5.8.1, advises that the construction, operation and decommissioning of energy infrastructure has the potential to result in adverse impacts on the historic environment. Accordingly, it requires that an assessment is undertaken of any likely significant heritage impacts and that these should include consideration of heritage assets above, at, and below the surface of the ground.

4.10.2 Paragraph 5.8.8 states that applicants are required to provide a description of the significance of the heritage assets affected by development proposals and the contribution of their setting to that significance. Where a development site includes, or the available evidence suggests it has the potential to include, heritage assets with an archaeological interest, the applicant should carry out an appropriate desk-based assessment and, where necessary, a field evaluation. Draft NPS EN-1 adds to the designated NPS in that it also encourages applicants to seek opportunities to prepare proposals to make a positive contribution to the historic environment.

4.10.3 At paragraph 2.5.34, NPS EN-3 requires that when considering the impacts of EfW proposals on the historic environment, the SoS should be satisfied that the substantial public benefits would outweigh any loss or harm to the significance of a designated heritage asset and that these benefits should include the positive role that large-scale renewable projects play in the mitigation of climate change, the delivery of energy security and the urgency of meeting the national targets for renewable energy supply and emissions reductions.

4.10.4 The NPPF (paragraph 194) requires applicants to describe the significance of any heritage assets, including their setting, affected by development providing a level of detail which is proportionate to the assets' importance. Paragraph 200 states that clear and convincing justification should be provided for development which would lead to any harm to a designated heritage asset's significance; the NPPF confirms that non-designated archaeological assets of equivalent significance to scheduled monuments, should also assessed as designated heritage assets. Appendix B of NPPW also advises that waste planning authorities consider conserving the historic environment when identifying suitable waste management sites.

4.10.5 Policy 21 of the Cambridgeshire and Peterborough Waste Local Plan concerns the historic environment. It sets out that waste management proposals will be subject to the requirements of the NPPF and requires that all development proposals that would directly affect any heritage asset and/or its setting (whether designated or non-designated), must be accompanied by a Heritage Statement.

4.10.6 Policy LP18 of the Fenland Local Plan states that development proposals should describe and assess the significance of assets and their settings, identify the impact of proposed works upon the special character of the asset and provide clear justification for the works. The FDC Delivering and Protecting High Quality Environments in Fenland SPD (2014) (Policy DM1) confirms that planning permission will not be granted if it would involve the demolition of, or substantial alteration to, any building designated as of local importance unless certain conditions are met. Policy DM9 of the Norfolk Core Strategy and Minerals and

Waste DMP DPD also advises that applications which could affect heritage assets should include a desk-based assessment and, where necessary, a field evaluation whilst Policy CS12 of the KLWN Core Strategy states that development should seek to avoid, mitigate or compensate for any adverse impacts on heritage as well as seeking to enhance sites through the creation of features of new heritage interest. Policy DM15 of the KLWN SADMP requires new development to protect and enhance the amenity of the wider environment including its heritage and cultural value.

Planning Assessment

4.10.7 The EfW CHP Facility Site and its construction compound is located on the former Great Boleness Field. The field was used for agricultural purposes during the 19th century, and from the start of the 20th century it was increasingly used as an area of orchards and market gardens. Nearby previous archaeological investigations indicate there is the potential for the survival of Roman period remains in this area. The Access Improvements and CHP Connection cross or follow the disused March to Wisbech Railway. This railway was opened in 1847 and was closed to passengers in 1968, reduced to a single track in 1972 and finally closed to freight in 2000. Historic features which are designated for their significance are generally located in the nearby settlements of Wisbech and Elm, which include listed buildings, many of which are within Conservation Areas.

4.10.8 In accordance with the provisions of NPS EN-1 (paragraph 5.8.1) and relevant Local Plan policies, an assessment has been undertaken of the potential impacts arising from the Proposed Development on heritage assets which is reported in **Chapter 10: Historic Environment (Volume 6.2)** of the ES.

4.10.9 The assessment concludes that archaeological remains existing within the EfW CHP Facility Site would likely be of low heritage significance. It is recognised that construction does, however, have the potential to disturb the deeper deposits within the site; however, this is not considered to be significant when taking into account the proposed mitigation in the form of archaeological recording. The assessment similarly concludes that the other elements of the Proposed Development are unlikely to have significant effects on archaeology. Consistent with policy requirements, the Applicant proposes mitigation measures which are set out within the **Outline CEMP (Volume 7.12)**. These comprise the preparation of an Archaeological Written Scheme of Investigation (WSI) which will set out the arrangements and proposed methodology for the recording of archaeological remains in areas where the assessment has identified a potential for these to be present.

4.10.10 The EfW CHP Facility will be visible to some degree from limited parts of Wisbech Conservation Area (mainly from the southern edge), though partially screened and viewed alongside existing vertical elements. However, these limited views will not notably affect the sense of openness which contributes to the historic character of this part of the Conservation Area and as such, the assessment reported within **Chapter 10: Historic Environment (Volume 6.2)** of the ES concludes that effects on the setting of the Conservation Area they will not be significant. Similarly, the assessment has confirmed that the Proposed Development will not result in

significant effects on listed buildings associated with the Conservation Area and across the wider Study Area adopted in the assessment.

4.10.11 Overall, the Proposed Development would not result in significant effects on heritage assets. It is therefore assessed as being in accordance with NPS EN-1, and NPS EN3, as well as the NPPF, NPPW and the relevant Local Plan policies.

4.11 Landscape and Visual

Policy Requirements

4.11.1 Paragraph 4.5.1 of NPS EN-1 considers good design criteria for energy infrastructure recognising that this is often considered in relation to its visual appearance but that it extends beyond this to include functionality as well as sense of place. This same approach is repeated within the Draft NPS EN-1 which also requires applicants to explain how the design process has evolved.

4.11.2 With regard to landscape and visual effects, NPS EN-1 (paragraph 5.9.1) acknowledges that effects arising from energy projects will vary according to the type of development, its location and the landscape setting whilst paragraphs 5.9.8 and 5.9.18 recognise that virtually all proposed energy infrastructure will give rise to landscape and visual effects and that the decision maker should judge whether these effects outweigh the benefits of the project. NPS EN-1 paragraphs 5.9.5 - 5.9.7, NPS EN-3 paragraph 2.5.48 and NPS EN-5 paragraph 2.8.4 together with the equivalent draft NPSs advise applicants to carry out a landscape and visual impact assessment of the effects during construction and operation, including light pollution effects on local amenity and nature conservation.

4.11.3 NPS EN-5 (paragraph 2.11.12) references the use of the Horlock Rules when identifying locations for substations; reference in NPS EN-5 to the Holford Rules and guidance for overhead lines is not relevant to the consideration of an application which consists of an underground cable connection only.

4.11.4 At paragraph 130, the NPPF sets out that planning decisions should ensure that developments are (*inter alia*) visually attractive as a result of good architecture, layout and appropriate and effective landscaping and that they are sympathetic to local character and history, including the surrounding built environment and landscape setting. At paragraph 174, the NPPF requires that decisions should respect and enhance valued landscapes. NPPW Appendix B advises waste planning authorities to consider landscape and visual impacts when identifying suitable waste management sites.

4.11.5 Local planning policy also promotes the protection and enhancement of landscapes and visual amenity. For example, Policy 17 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan requires that waste management proposals secure high quality design whilst Policy 18 advises on the amenity of existing occupiers. Similarly, Policy LP16 of the Fenland Local Plan also promotes high quality design and requires that development proposals (*inter alia*) "*make a positive contribution to the local distinctiveness and character of the area, enhances its local setting, responds to and improves the character of the local built environment, provides resilience to climate change, reinforces local identity and*

does not adversely impact, either in design or scale terms, on the street scene, settlement pattern or the landscape character of the surrounding area". The Delivering and Protecting High Quality Environments in Fenland SPD expands upon adopted Local Plan policies by providing additional guidance on how development can secure good design. KLWN Core Strategy Policy CS12, meanwhile, supports proposals which protect and enhance the historic environment and landscape character of the Borough.

Planning Assessment

4.11.6 In accordance with the provisions of NPS EN-1, NPS EN-3, NPS EN-5 and other relevant national and local policies outlined above, an assessment of the likely landscape, townscape and visual effects of the Proposed Development has been undertaken and the findings are presented in **Chapter 9: Landscape and Visual (Volume 6.2)** of the ES.

4.11.7 The assessment considers a Study Area within which landscape and townscape character has been characterised and assessed. It concludes that there will be no significant effects upon any of the landscape character areas or types identified within the Study Area during construction. It notes that there is often sufficient screening to coalesce in outward views from character areas and character types to the mitigate effects upon them. The assessment also concludes that there will be no significant effects upon any of the eight townscape character areas (TCAs) identified. This reflects the flat topography, tight urban morphology and high density of urban development which would block lower level views and screen those to the taller elements of construction activity. Visual Receptors will be dispersed in comparison to townscape Receptors such that the assessment has identified significant effects upon a small number of residential properties, users of PRoW and roads.

4.11.8 The level and range of effects associated with operation of the Proposed Development are similar to those identified for construction. The landscape and visual assessment presented in **Chapter 9: Landscape and Visual (Volume 6.2)** of the ES confirms that there will be no significant effects upon landscape character areas or landscape character types nor any significant townscape effects. The chimneys at the EfW CHP Facility Site, which would be the tallest element associated with the Proposed Development, would be a periodic presence in some of the TCAs, as could be the infrequent presence of the associated plume; however, the assessment concludes that in combination, they would have a highly limited influence upon the character, key characteristics, and perceptual qualities of the townscape and that as a consequence, the key townscape characteristics would not be affected significantly.

4.11.9 Operational visual effects would be experienced by a small number of residential Receptors and PRoW and road users, similar in number to those identified during construction and at a level considered to be significant. For most visual Receptors, there is a strong likelihood that intervening tree cover will be sufficient to screen at least the main building at the EfW CHP Facility and that whilst the tops of the chimneys would sometimes be clearly visible in middle and some long-distance views, they would not be of a scale and mass to generate significant visual effects.

4.11.10 In accordance with national and local policy, mitigation measures are embedded into the design of the Proposed Development to minimise the potential for townscape and visual effects. These measures include for the development and implementation of an architectural design which minimises overall massing within the functional requirements of the EfW CHP Facility and considers appropriate external cladding materials and colours to reflect the surrounding context. The **Outline CEMP (Volume 7.12)** also includes measures to minimise landscape and visual effects during construction, particularly upon the closest residential Receptors. The Applicant has also prepared an **Outline Lighting Strategy (Chapter 3 Appendix 3B (Volume 6.24)** for external lighting that minimises the potential for light pollution and an **Outline Landscape and Ecological Strategy (Figure 3.14, (Volume 6.3))**, which includes for tree, hedgerow and wet woodland planting in the southern part of the EFW CHP Facility Site to provide a landscape setting focused upon ecological habitat creation.

4.11.11 When determining the acceptability of the Proposed Development in the context of the landscape and visual assessment, it is important to recognise that NSIPs will often give rise to landscape and visual effects and that a judgement is therefore required as to whether the scale and significance of such effects is sufficient to outweigh the benefits of the project. This is expressly recognised in NPS EN-1 (paragraph 5.9.18). Given the need for the Proposed Development set out in **Section 4.2**, the fact that there would be no significant effects on landscape and townscape and the relatively small number of significant visual effects identified, the balance is considered to be firmly with the Proposed Development.

4.12 Land Use, Including Open Space, Green Infrastructure and the Green Belt

Policy Requirements

4.12.1 NPS EN-1 (paragraph 5.10.1) notes that an energy infrastructure project will have direct effects on the existing use of the proposed development site and may have indirect effects on the use, or planned use, of land in the vicinity for other types of development. Reference is made in paragraph 5.10.2 to the importance of open spaces and areas of recreation. including green infrastructure. Paragraph 5.10.3 recognises that, whilst the re-use of previously developed land can make a major contribution to sustainable development, this is not always possible for many forms of energy infrastructure. Draft NPS EN-1 expands upon the benefits of green infrastructure.

4.12.2 At paragraph 5.10.5, NPS EN-1 requires that an applicant's ES should identify existing and proposed land uses near development proposals, any effects of replacing an existing development or use of the site with the proposed project or preventing a development or use on a neighbouring site from continuing. It sets out that applicants should also assess any effects of precluding a new development or use proposed in the development plan. Paragraph 5.10.8, meanwhile, requires applicants to minimise impacts upon best and most versatile agricultural land and states that, if developing on previously developed land, applicants should ensure consideration has been given to land contamination. Draft NPS EN-1 adds that applicants should be encouraged to develop a Soil Management Plan.

4.12.3 The NPPF (at paragraph 119) sets out that planning decisions should "*should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions*". The NPPF goes on to state, at paragraph 120, that decisions should (*inter alia*) give substantial weight to the use of brownfield land. At paragraph 185, the NPPF requires that planning decisions should ensure that development sites are suitable for the proposed use, taking account of ground conditions and any risks arising from land instability and contamination. Appendix B of NPPW advises waste planning authorities to consider potential land use conflict when identifying suitable waste management sites.

4.12.4 Policy 17 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan requires that new waste management development should (*inter alia*) prioritise the use of previously developed land whilst Policy 18 states that development must not give rise to unacceptable adverse impacts upon the amenity of existing occupiers of land or property, amongst other criteria. Policy 24, meanwhile, promotes the sustainable use of soils and seeks to protect best and most versatile agricultural land. Policy LP17 of the Fenland Local Plan requires the identification, management and mitigation against any existing or proposed risks from potentially polluting sources such that development would not result in any unreasonable constraint(s) or threaten the operation and viability of existing or nearby or adjoining businesses or employment sites.

4.12.5 The Proposed Development is not located within the green belt and, therefore, national and local green belt policy is not considered in this assessment.

Planning Assessment

4.12.6 Consistent with NPS EN-1, the Applicant has undertaken an assessment of the effects of the Proposed Development in respect of contamination and land use, the results of which are reported within ES **Chapter 13: Geology, Hydrogeology and Contaminated Land (Volume 6.2)** and **Chapter 15: Socio economics, Tourism, Recreation and Land Use (Volume 6.2).**

4.12.7 The predominant area upon which the Proposed Development would be sited includes an existing WTS, land allocated for future business use, highway land, a disused railway and land within the control of UKPN. As such, the majority of the Proposed Development would be located on previously developed land. No best and most versatile agricultural land would be affected by the Proposed Development.

4.12.8 Locating the Proposed Development on previously developed land does give rise to the potential for land contamination and the Applicant has undertaken intrusive ground surveys of the substantial part of the EfW CHP Facility Site, supplemented by detailed desk based study. The results of this assessment are reported within **Chapter 13: Geology, Hydrogeology and Contaminated Land (Volume 6.2)** of the ES and conclude that, with embedded mitigation in place including further investigations to inform the measures in the **Outline CEMP (Volume 7.12**), there will be no release of contaminants during the construction phase such that effects in respect of land contamination would not be significant.

4.12.9 In accordance with the requirements of Draft NPS EN-1, the Applicant has prepared an Outline Soil Management Plan which is Appendix C to the **Outline CEMP (Volume 7.12)**.

4.12.10 As set out in **Section 4.2**, the proposed EfW CHP Facility Site is designated as a WMA under Policy 4 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan. On this basis, the use of the site for the management of waste is considered an acceptable use of land. The potential for the Proposed Development to affect surrounding land uses and development plan allocations is considered within **Chapter 15: Socio economics, Tourism, Recreation and Land Use (Volume 6.2)** of the ES which takes account of the conclusions of other relevant environmental topic chapters such as **Chapter 6 Traffic and Transport** and **Chapter 7: Noise and Vibration (Volume 6.2)**. It concludes that surrounding businesses would not be affected significantly by the Proposed Development with mitigation measures in place. These measures include for a **CTMP (Appendix 6A Volume 6.4)**, a **Construction Noise and Vibration Monitoring Plan (**within the **Outline CEMP, Volume 7.12)** and an **Operational Noise Management Plan (Appendix 7D Volume 6.4)**. **Chapter 18 Cumulative Effects Assessment (Volume 6.2)** also assesses the potential for cumulative effects to arise as a result of the Proposed Development with other developments and allocations, concluding that effects will not be significant.

4.12.11 The disused March to Wisbech Railway runs along the western boundary of the EfW CHP Facility Site and the CHP Connection would be located within the corridor. The Applicant has designed the connection such that it would not affect the ability of the relevant project promoters to reintroduce the railway. In April 2022, Network Rail confirmed the Proposed Development received business clearance. At the time of writing, the Applicant is in discussions with Network Rail about the technical clearance.

4.12.12 The Proposed Development will not directly affect public rights of way or green infrastructure networks. The Grid Connection will be within highway land and when underground along the verge of the A47, it will pass in proximity to the Halfpenny Lane PRoW and the National Cycle Network Route 63. However, the PRoW is severed by the A47 at this point such that it is shown on the definitive map either side of the highway and highway verge. There is the ability for pedestrians to cross the A47 at the point at which it crosses the A47 and should they choose to do so, it is considered that the potential for them to be affected by construction works would be low. This is because the Grid Connection would be constructed at night. The circumstances are similar for Route 63.

4.12.13 Overall, the use of the proposed EfW CHP Facility Site for waste management is acceptable in policy terms. The wider Proposed Development would not result in significant effects on land use and sustainably reuses previously developed land. It is therefore considered that the Proposed Development is in accordance with national and local policy in respect of land use, open space, green infrastructure and green belt.

4.13 Noise and Vibration

Policy Requirements

4.13.1 NPS EN-1 (paragraph 5.11.4) states that, where noise (and/or vibration) impacts are likely to arise from a Proposed Development, the applicant should prepare a noise assessment. It requires that the existing noise environment is characterised, and that predictions are undertaken to understand how this may change as a result of the development proposed. It also states that the nature and extent of the noise assessment should be proportionate to the likely noise impact. Paragraph 5.11.5 requires that the noise impact of ancillary activities associated with development, such as increased road and rail traffic movements, are also considered whilst paragraph 5.11.6 stipulates that, with respect to human Receptors, operational noise should be assessed using the principles of the relevant British Standards and other guidance.

4.13.2 At paragraph 5.11.8, NPS EN-1 requires that the SoS assesses whether development proposals demonstrate good design through selection of the quietest cost-effective plant available, the containment of noise within buildings wherever possible, the optimisation of plant layout to minimise noise emissions and, where possible, the use of landscaping, bunds or noise barriers to reduce noise transmission. Paragraph 5.11.9 of NPS EN-1 (and paragraph 2.5.58 of NPS EN-3) state that development should not be granted consent unless the decision maker is satisfied that the proposals avoid significant adverse impacts, and mitigate and minimise other adverse impacts, on health and quality of life from noise, and, where possible, contribute to improvement in health and quality of life through effective noise management and control. Paragraph 2.5.55 of NPS EN-3 also requires the SoS to be satisfied that noise and vibration will be adequately mitigated through requirements attached to consents.

4.13.3 In addition to the generic noise and vibration impacts that are detailed in NPS EN-1, paragraph 2.5.53 of NPS EN-3 highlights that there are specific considerations which apply to EfW generating stations. It notes that EfW specific sources of noise and vibration may include: delivery and movement of fuel and materials; processing of waste for fuel; gas and steam turbines; and, external noise sources such as externally-sited air-cooled condensers. NPS EN-5, meanwhile, provides advice and guidance on the assessment of noise generated by overhead electricity lines.

4.13.4 Paragraph 174 of the NPPF states that planning decisions should contribute to and enhance the natural and local environment by (*inter alia*) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of noise pollution, amongst other criteria cited. Paragraph 185 stipulates that planning decisions should ensure that development is appropriate for its location, seeking to mitigate and reduce to a minimum potential adverse impact resulting from noise from new development and avoiding noise giving rise to significant adverse impacts on health and the quality of life. Appendix B of the NPPW, meanwhile, advises that in determining planning applications, waste planning authorities should consider (*inter alia*) noise and vibration, including consideration of the proximity of sensitive Receptors. The NPSE sets out the long term vision of Government noise policy, to promote good health and a good quality of life through the management of noise.

4.13.5 Policy 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan stipulates that development proposals must ensure that they can be integrated effectively with existing or planned (i.e., allocated or consented) neighbouring development. It states that new development must not result in unacceptable adverse impacts on the amenity of existing occupiers of any land or property, including (*inter alia*) noise and/or vibration levels resulting in disturbance. Policy 18 goes on to state that, where there is the potential for noise impacts to occur, an assessment appropriate to the nature of that potential impact should be carried out, and submitted as part of the proposal, in order to establish, where appropriate, the need for, and deliverability of, any mitigation. Policy CS14 of the Norfolk Core Strategy and Minerals and Waste Development Management Policies DPD similarly states that developments must ensure that there would be no unacceptable adverse impacts on, and there are ideally improvements to, residential amenity (including noise and vibration). Policy CS15 states that the NCC will consider minerals and waste development proposals to be satisfactory in terms of access where anticipated HGV movements, taking into account any mitigation measures proposed, do not generate (*inter alia*) unacceptable impacts on residential and rural amenity, including from noise

4.13.6 Policy LP16 of the Fenland Local Plan advises that development proposals will only be permitted if it can be demonstrated that they meet a number of criteria, including that they do not adversely impact on the amenity of neighbouring users. Policy DM15 of the KLWN SADMP states that development must protect and enhance the amenity of the wider environment and that proposals will be assessed against a number of factors including (*inter alia*) noise. Policy DM20, meanwhile, sets out that proposals for renewable energy and associated infrastructure will be assessed to determine whether or not the benefits they bring in terms of the energy generated are outweighed by the impacts, either individually or cumulatively, upon (*inter alia*) amenity (including noise).

Planning Assessment

4.13.7 In accordance with the requirements of NPS EN-1, NPS EN-3, NPS EN-5 and other relevant national and local policies outlined above, an assessment of the likely noise and vibration impacts associated with the Proposed Development has been undertaken as part of the EIA and the findings are presented in **Chapter 7: Noise and Vibration (Volume 6.2)** of the ES.

4.13.8 Good design to reduce noise effects upon sensitive Receptors is embedded into the Proposed Development. The design of the EfW CHP Facility includes for all waste to be deposited into the bunkers from inside the tipping hall whilst the EfW CHP Facility itself is located in the northern end of the EfW CHP Facility Site, furthest away from the small number of residential Receptors along New Bridge Lane. The Grid Connection is underground to the Walsoken Substation such that the potential for noise effects from overhead lines are prevented. A range of environmental measures to control operational noise have been embedded into the Proposed Development and measures to control construction noise and vibration are included in the **Outline CEMP (Volume 7.12)**, which will be secured by DCO Requirement.

4.13.9 The noise assessment identifies potential significant effects arising from construction noise at residential and commercial properties in proximity to the EfW

CHP Facility Site. Significant noise effects from the operation of the EfW CHP Facility would occur at two residential properties, 9 and 10 New Bridge Lane. To alleviate these effects, additional mitigation is proposed by the Applicant which includes (*inter alia*) the provision of local screening and, if required, additional noise insulation or temporary rehousing. Consistent with NPS EN-1 (paragraph 5.11.8), an acoustic fence (noise barrier) is proposed at 10 New Bridge Lane to reduce the level of noise experienced at that dwelling. The Applicant is also in negotiation with the owner of 9 New Bridge Lane to purchase the property or, failing that, compulsorily acquire it, removing the dwelling as a sensitive Receptor.

4.13.10 The assessment of construction vibration has concluded that, during the construction phase, significant effects are likely at 9 New Bridge Lane. Significant effects due to construction vibration are unlikely at all other locations assessed. Additional mitigation measures to avoid significant effects due to construction vibration at 9 New Bridge Lane have been identified which reduce the resultant effects such that they would not be significant.

4.13.11 With the embedded and additional mitigation measures in place, the noise assessment concludes that significant noise and vibration effects are not predicted. As the Proposed Development would not result in significant noise effects, it is therefore considered to be in accordance with the requirements of NPS EN-1, NPS EN-3 and NPS EN-5 in addition to the other relevant national and local policies.

4.14 Socio-economic Impacts

Policy Requirements

4.14.1 At paragraphs 5.12.2 to 5.12.3, NPS EN-1 requires that applicants undertake an assessment of all the relevant socio-economic impacts of their development proposals, which may include: the creation of jobs and training opportunities; the provision of additional local services and improvements to local infrastructure; effects on tourism; the impact of a changing influx of workers during different phases of the project; and cumulative effects. Paragraph 5.13.3 of Draft NPS EN-1 additionally includes reference to the sustainability of jobs created by a development proposal, including where they will help to develop the skills needed for the UK's transition to net zero. Paragraph 5.13.9 states that the SoS may wish to include a requirement that specifies the approval by the local authority of an employment and skills plan detailing arrangements to promote local employment and skills development opportunities.

4.14.2 NPS EN-1 notes (paragraph 5.10.1) that an energy infrastructure project will have direct effects on the existing use of the proposed site and may have indirect effects on the use, or planned use, of land in the vicinity for other types of development. It requires that the ES identifies existing and proposed land uses near the project and assesses any effects of replacing an existing development or use of the site with the proposed project, or preventing a development or use on a neighbouring site from continuing. Applicants should also assess any effects of precluding a new development or use proposed in the development plan (paragraph 5.10.5).

4.14.3 The NPPF seeks to help build a strong and competitive economy. It sets out that planning decisions should create the conditions in which businesses can invest,

expand, and adapt and at paragraph 81 it states that significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The NPPF also seeks to promote healthy and safe communities and states that planning decisions should guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs (paragraph 93).

4.14.4 Consistent with the NPPF, Local Plan policies support proposals that will deliver employment benefits and require that development proposals do not have unacceptable adverse impacts on other land uses.

Planning Assessment

4.14.5 In accordance with NPS EN-1, **Chapter 15: Socio-economic, Tourism, Recreation and Land Use (Volume 6.2)** of the ES presents an assessment of the likely significant socio-economic effects of the Proposed Development at the county, district and ward levels.

4.14.6 Construction of the Proposed Development would represent a large capital investment of circa £450 million with the potential to create jobs and generate local supply chain benefits. To maximise these opportunities, the Applicant has developed an **Outline Employment and Skills Strategy (Volume 7.8)** in consultation with NCC and consistent with The Cambridgeshire and Peterborough Combined Authority Skills Strategy[81] and The New Anglia Sector Skills Plan (Construction)[82], which identify the construction sector as a skills priority area. The **Outline Employment and Skills Strategy (Volume 7.8)** includes measures relating to:

- the upskilling and use of the local workforce;
- local industry and supplier events; and
- the provision of apprenticeships, work experience and skills development.

4.14.7 The socio-economic assessment estimates that up to 700 direct temporary construction workers would be required for the construction of the EfW CHP Facility and Grid Connection, with up to 500 workers employed on site at peak; it is anticipated that a proportion of this workforce would be sourced directly from the local area. A further 777 indirect and induced jobs would also be created. On this basis, **Chapter 15: Socio economics, Tourism, Recreation and Land Use (Volume 6.2)** of the ES concludes that, overall, the direct and indirect employment opportunities associated with construction would be probably significant at the ward and district levels.

4.14.8 Taking account of the numbers of potential suppliers in the local area and within the wider district, the socio-economic assessment has also identified that there would be a probably significant beneficial effect on local suppliers during the construction phase. In this regard, the **Outline Employment and Skills Strategy (Volume 7.8)**

[81] Cambridgeshire and Peterborough Combined Authority. The Cambridgeshire and Peterborough Combined Authority Skills Strategy. (2019).
[82] New Anglia LEP. New Anglia Sector Skills Plan Construction. (2016).

includes measures to encourage the local supply chain to bid for construction work and there will also be indirect investment opportunities for local suppliers.

4.14.9 The Applicant is seeking to maximise the use of the local workforce and it is anticipated that workers sourced from outside the county area would be low and would not be required for the full duration of the construction programme. On this basis, the socio-economic assessment concludes that construction of the Proposed Development would not result in significant adverse effects on the local housing market, tourist accommodation or educational facilities. Local businesses along Algores Way and New Bridge Lane could be potentially affected by construction traffic associated with the EfW CHP Facility; however, the increased traffic levels will not significantly affect driver delay and a CTMP (**ES Chapter Appendix 6A: Outline Construction Traffic Management Plan (Volume 6.4)**), will be implemented to manage construction traffic (see **Section 4.15**). Effects upon local businesses could also arise as a result of Grid Connection construction; however, works would take place in the highway at night to avoid disruption over what will be a relatively short period of time (six months plus one month mobilisation) and would not be significant.

4.14.10 There will be up to 40 full-time equivalent jobs created during the operational phase of the Proposed Development, in addition to 32 indirect jobs and opportunities for local suppliers. The **Outline Employment and Skills Strategy (Volume 7.8)** would maximise opportunities for the local workforce through the provision of skills and training opportunities including apprenticeships, supported by the provision of a full-time education officer and a dedicated community area within the administration building. The **Outline Employment and Skills Strategy (Volume 7.8)** will also maintain a commitment to encourage local suppliers to support the operation of the Proposed Development. The socio-economic assessment presented in the **Chapter 15: Socio economic, Tourism, Recreation and Land Use (Volume 6.2)** of the ES concludes that this would result in a beneficial effect, although commensurate with the number of opportunities to be generated by the operation of the Proposed Development, this beneficial effect would not be significant.

4.14.11 As set out in **Section 4.2**, the Applicant has prepared a **Community Benefits Strategy (Volume 7.14)** which commits the Applicant to establish a local liaison committee and employ a community liaison manager with the aim of delivering a range of local community benefits. However, it should be noted that this Statement is not a relevant planning consideration and will not be afforded weight in the SoS's decision on the DCO application.

4.14.12 The socio-economic assessment has identified the potential for a local, adverse and significant effect on users of the PRoW network in the local area during the operational phase. This reflects the findings of the landscape and visual assessment contained in **Chapter 9: Landscape and Visual (Volume 6.2)** of the ES which has identified that there would be significant effects in short sections of the Nene Way, NCR63, Halfpenny Lane, the Still and other PRoWs west of Begdale associated with the EfW CHP Facility. However, it is considered unlikely that this visual impact would dissuade people from using the local PRoW network, and local sections of the relevant regional or national networks.

4.14.13 Consistent with paragraph 81 of the NPPF, the economic benefits of the Proposed Development should be afforded significant weight in the planning balance. Whilst

the assessment presented in **Chapter 9: Landscape and Visual (Volume 6.2)** of the ES has identified the potential for significant adverse effects on users of the PRoW network in the local area during the operational phase, it is considered unlikely that these effects would dissuade people from using the network. On balance, it is considered that the Proposed Development is in accordance with national and local policy in respect of socio-economic impacts.

4.15 Traffic and Transport

Policy Requirements

4.15.1 Paragraph 5.13.3 of NPS EN-1 requires that, where a project is likely to have significant transport effects, the applicant's ES should include a transport assessment. It also states that applicants should consult the Highways Agency (now National Highways) and Highways Authorities, as appropriate, on the assessment and mitigation. Paragraph 5.13.4 additionally requires (where appropriate) applicants to prepare a travel plan including demand management and sustainable travel measures to mitigate transport impacts and reduce the need for parking associated with development proposals.

4.15.2 Paragraph 2.5.25 of NPS EN-3 states that materials (fuel and residues) should be transported by water or rail routes where possible. It also states that applicants should locate new waste combustion generating stations in the vicinity of existing transport routes wherever possible and that any application should incorporate suitable access leading off from the main highway network. Where the existing access is inadequate and the applicant has proposed new infrastructure, the SoS will need to be satisfied that the impacts of the new infrastructure are acceptable.

4.15.3 The NPPF (paragraph 110) states that (*inter alia*) applications for development should ensure that: appropriate opportunities to promote sustainable transport modes can be, or have been, taken up; safe and suitable access to the site can be achieved for all users; and any significant impacts from the development on the transport network or on highway safety can be cost effectively mitigated to an acceptable degree. At paragraph 111, the NPPF goes on to state that development should only be refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. For developments that will generate significant amounts of movements, paragraph 113 requires that applications are supported by a transport assessment and travel plan.

4.15.4 Appendix B of NPPW states that in determining planning applications, waste planning authorities should consider (*inter alia*) traffic and access, including consideration of the suitability of the road network and the extent to which access would require reliance on local roads and the rail network.

4.15.5 Consistent with national planning policy, Local Plan policies (including Policy 23 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan, Policy LP15 of the Fenland Local Plan and Policy CS11 of the KLWN Core Strategy) require that development proposals are designed to reduce the need to travel, promote sustainable modes of transport and, where appropriate, are accompanied by a transport assessment and travel plan. With specific regard to proposals for waste

management facilities, Policy 23 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan additionally stipulates that, where waste is to be taken on or off a site using the highway network, all proposals must demonstrate how the latest identified Heavy Commercial Vehicle (HCV) Route Network is, where reasonable and practical to do so, to be utilised. Policy LP8 of the Fenland Local Plan, meanwhile, identifies South Wisbech as an area that requires improvements to address access issues.

Planning Assessment

4.15.6 The proposed EfW CHP Facility Site including the CHP Connection, Water Connections and Access Improvements are located to the south of Wisbech and have good connections to local residential areas and the public transport network. This would allow staff to access the Proposed Development using sustainable modes of transport. The proposed EfW CHP Facility itself is within close proximity to the strategic road network (SRN) (A47) with access via the B198 Cromwell Road.

4.15.7 In accordance with NPS EN-1, the NPPF and Local Plan policy, a detailed assessment of the traffic and transport impacts of the Proposed Development has been undertaken, supported by an **Outline CTMP** and **Outline Travel Plan**. The assessment is presented in **Chapter 6: Traffic and Transport (Volume 6.2)** of the ES and is informed by a **Transport Assessment** (**ES Chapter 6 Appendix 6B: Transport Assessment (Volume 6.4)**). A total of 18 sections of highway ('highway links') to be used by traffic during the construction and operation of the Proposed Development have been considered.

4.15.8 Construction of the Proposed Development will result in HGV movements to transport materials and equipment to site and remove construction waste arisings, together with light vehicle (LV) movements related to worker travel. A range of measures, as set out in the **Outline CTMP** (**ES Chapter Appendix 6A: Outline Construction Traffic Management Plan (Volume 6.4)**), will be implemented to manage the impacts of this traffic, including HGV routing to avoid impacts on sensitive links and a commitment to undertake highways condition surveys and repair any damage caused to highways as a result of construction vehicles.

4.15.9 The Transport Assessment has confirmed that the peak AM and PM traffic flows during the construction phase would only generate 14 two-way HGV movements; no LVs would be included during the network peak hours. Taking these flows into account, **Chapter 6: Traffic and Transport (Volume 6.2)** of the ES concludes that, with the exception of New Bridge Lane (east of Cromwell Road), effects in terms of severance, driver delay, pedestrian amenity, pedestrian delay and fear and intimidation and accidents and safety would be minor and not significant. Total HGV flows are predicted to increase on the New Bridge Lane (east of Cromwell Road) link by 68.63% (an increase of 126 HGVs) which has been assessed in **Chapter 6: Traffic and Transport (Volume 6.2)** of the ES as having a moderate and significant adverse effect in respect of severance.

4.15.10 During the operational period, the Proposed Development will only generate traffic in the context of the EfW CHP Facility and for the purposes of the assessment presented in the ES, it has been assumed that 625,600 tonnes of waste per annum will require transport to the plant (on a worst-case basis). Embedded mitigation

measures to manage the highways impacts arising from these movements include the Access Improvements works proposed on New Bridge Lane. Importantly, the alignment of the Access Improvements works has been based on the initial proposals for the Wisbech Access Strategy (WAS) Southern Access Road (SAR) 1 scheme proposed by CCC and FDC and include pedestrian infrastructure which would enhance the local area. The Transport Assessment has concluded that these improvements will provide a benefit to the existing local highway network and will reduce the need for HGVs to route along Cromwell Road and Weasenham Lane in Wisbech, thereby alleviating the potential for traffic-related effects on sensitive Receptors along these highways. Further, an Outline Operational Travel Plan (**ES Chapter 6 Appendix 6C: Outline Operational Travel Plan (Volume 6.4)**) has been prepared which includes details on how the Applicant will reduce single car occupancy for staff in the operational (and construction phase) of the EfW CHP Facility.

4.15.11 Operational traffic flows have been calculated for a total of 18 highways links in 2027 with two junctions having been subject to more detailed junction capacity assessment in the Transport Assessment; B198 Cromwell Road/New Bridge Lane and A47/B198 Cromwell Road/Redmoor Lane. The junction modelling results show that all arms of both the B198 Cromwell Road/New Bridge Lane junction and the A47/B198 Cromwell Road roundabout junction would operate within capacity such that the operational phase traffic would have no significant effects on the operation of the junctions. However, total HGV flows on New Bridge Lane are predicted to increase by 128.68% over the 24-hour period (an increase of 284 HGVs); the total vehicle flow is also predicted to increase by 33.57% (an increase of 284 vehicles). The ES has identified major and significant effects in terms of severance due to the increased number of HGV movements on New Bridge Lane.

4.15.12 To address the issues related to severance on New Bridge Lane during construction and operation, a formal pedestrian crossing of New Bridge Lane at its junction with Cromwell Road is proposed as additional mitigation. This crossing design is shown as **Figure 6.21: New Bridge Lane Pedestrian Crossing (Volume 6.4)**. Further detail on the design of the crossing is provided within the Transport Assessment (**Chapter 6: Traffic and Transport, Appendix 6B Transport Assessment (Volume 6.4)**).

4.15.13 The EfW CHP Facility Site is located adjacent to the disused March to Wisbech Railway with plans for its reopening being promoted by Cambridgeshire and Peterborough Combined Authority (CPCA). To take account of the potential reopening of the disused March to Wisbech Railway, an alternative access scenario has been accommodated whereby operational access would be maintained from Cromwell Road along New Bridge Lane via a new railway bridge. This would replace the road crossing which forms part of the Proposed Development. In this scenario, it is assumed that CPCA/Network Rail would construct the new railway bridge along New Bridge Lane in the location of the road crossing proposed by the Applicant. It should be noted, however, that the construction of a railway bridge does not form part of the Proposed Development. This alternative to the crossing of the disused March to Wisbech Railway by a reopened New Bridge Lane has been accommodated to provide key Stakeholders with the confidence that the Proposed Development will not compromise their proposals and that sufficient land within the site of the Proposed Development has been set aside to enable the construction of

a new railway bridge, should this be deemed to be the most appropriate means of crossing.

4.15.14 Overall, the traffic and transport effects of the Proposed Development have been appropriately mitigated such that the construction and operation of the scheme would not result in unacceptable impacts on the highway network. Further, the Proposed Development will provide a benefit to the local highways network, improve pedestrian facilities and would support the implementation of the WAS (SAR 1). It is therefore in accordance with NPS EN-1 and NPS EN-3 and meets the tests set out in the NPPF and Local Plan policy.

4.16 Waste Management and Resources

Policy Requirements

4.16.1 NPS EN-1 (paragraph 5.14.6) requires that applicants set out the arrangements for the management of waste generated by a development proposal and that they prepare a Site Waste Management Plan. It stipulates that this should include an assessment of the impact of waste arisings on the capacity of waste management facilities for at least five years of operation. Draft NPS EN-1 (paragraph 5.15.7) additionally encourages applicants to use sustainable sources of materials from local suppliers. It also states that construction best practices should be adopted in order to ensure that material is reused or recycled onsite where possible.

4.16.2 As set out in **Section 4.2**, paragraphs 2.5.66 to 2.5.67 of NPS EN-3 establish a requirement that applicants assess both the conformity of their proposals with the waste hierarchy and effects in respect of national and local waste plan and strategy targets, taking into account existing capacity. Draft NPS EN-3 additionally sets out that new EfW proposals should not result in over capacity of these facilities at a national or local level, that proposals must be compatible with long term recycling targets and that applicants should consider existing and future capacity. Paragraphs 2.5.77 and 2.5.78 of NPS EN-3 also require applicants to describe and consider available capacity for dealing with residues arising over the planned life of EfW facilities.

4.16.3 With specific regard to resources, the NPPF sets out, under the Government's environmental objective for sustainable development, that the planning system must (*inter alia*) use natural resources prudently.

Planning Assessment

4.16.4 To fulfil the requirements of NPS EN-3, an assessment of waste fuel availability has been undertaken and is submitted with the DCO application. As set out in **Section 4.2**, the evidence presented in the **WFAA (Volume 7.3)** demonstrates that the additional capacity provided by the Proposed Development would address the shortfall of non-landfill HIC residual waste management capacity locally and divert waste from landfill in accordance with the waste hierarchy - a cornerstone of England's waste management policy and legislative framework. On this basis, it would not disadvantage local reuse or recycling initiatives/targets, nor would it prejudice the achievement of local or national waste management targets, which is

the test set out at paragraph 2.10.5 of NPS EN-3. Given the capacity gap identified in the **WFAA (Volume 7.3)**, it would also not result in an over capacity of EfW facilities at a national or local level, which is the test set out at paragraph 2.10.5 of Draft NPS EN-3.

4.16.5 Importantly, the Proposed Development will facilitate management within the UK of significant quantities of residual HIC waste exported for management abroad. This would allow waste to be managed in accordance with the proximity principle which is a further fundamental pillar of England's waste management policy and the legislative framework for waste.

4.16.6 In accordance with NPS EN-1 and NPS EN-3, the Applicant has provided details relating to the sustainable management of waste arisings associated with the construction of the Proposed Development in the **Draft Site Materials and Waste Management Plan** contained at **Appendix E** to the **Outline CEMP (Volume 7.12)**. To reduce the volume of waste generated during construction of the Proposed Development, the EfW CHP Facility building layout has been designed to make best use of the site and its topography and cut and fill would be balanced where practicable to minimise removal of material and waste generated during construction; modelled estimates suggest that approximately 70,000m^3 would need to be removed from the site. Further, materials arising from demolition and excavation activities would be re-used on site as far as practicable including, for example, as backfill and for landscaping. Concrete and tarmac arising from demolition can also be treated to produce high quality aggregates and, where practicable, re-used on site.

4.16.7 The quantity of waste anticipated to be generated as a result of demolition, excavation and construction which cannot be re-used on site is estimated at 71 tonnes of steel to be recycled off site, 2700m^2 of cladding and 17 HGV loads of ancillary waste. The quantity of waste anticipated to be generated as a result of the construction of the other scheme components including the Grid Connection and Water Connections is anticipated to be very low.

4.16.8 Operation of the EfW CHP Facility would generate three principal types of waste: office waste; waste associated with ongoing maintenance activities (such as scrap metals, oils and chemicals); and residues arising from the combustion of waste. Office and maintenance waste would be collected for recycling where possible, or where this is not practicable (for example, in relation to some maintenance waste types), it would be managed in accordance with relevant regulations. Solid residues in the form of incinerator bottom ash (IBA) would be the main operational waste stream and this waste would be transported off site and recycled. Residues from the Air Pollution Control (APC) system, meanwhile, would require disposal off site at a licensed hazardous waste landfill facility. All waste exported from the EfW CHP Facility would be managed in accordance with standard waste auditing procedures.

4.16.9 Overall, the Proposed Development is assessed as being in accordance with waste management policy in NPS EN-1 and NPS EN-3 as well as the draft NPSs, the NPPF, NPPW and the Waste Management Plan for England. Importantly, it would not prejudice the achievement of targets of the Cambridgeshire and Peterborough Waste Local Plan.

4.17 Water Quality and Resources

Policy Requirements

4.17.1 Paragraph 15.15.2 of NPS EN-1 and paragraph 2.5.85 of NPS EN-3 state that, where a project is likely to have effects on the water environment, the applicant should undertake an assessment of the existing status of, and impacts of the proposed project on, water quality, water resources and physical characteristics of the water environment as part of the ES. With specific regard to EfW generating stations, paragraph 2.5.85 of NPS EN-3 requires that the assessment should particularly demonstrate that appropriate measures will be put in place to avoid or minimise adverse impacts of abstraction and discharge of cooling water. With regard to electricity network infrastructure, paragraph 2.6.3 of NPS EN-5 sets out that applicants are required to assess all likely significant effects of their proposals, including (but not limited to) impacts identified in Part 5 of NPS EN-1 (such as those on water quality and resources).

4.17.2 Draft NPS EN-1 is consistent with NPS EN-1 but at paragraph 5.16.3 encourages applicants, where possible, to manage surface water during construction by treating surface water runoff from exposed topsoil prior to discharging and to limit the discharge of suspended solids e.g., from car parks or other areas of hard standing, during operation. Furthermore, paragraph 5.16.4 states that applicants are encouraged to consider protective measures to control the risk of pollution.

4.17.3 Chapter 15 (paragraph 174) of the NPPF states that planning decisions should contribute to, and enhance, the natural and local environment by (*inter alia*) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of (*inter alia*) water pollution. It sets out that development should, wherever possible, help to improve local environmental conditions such as water quality, taking into account relevant information such as river basin management plans. Appendix B of NPPW requires that, when determining planning applications, waste planning authorities should consider the protection of water quality and resources and flood risk management, including consideration of proximity of vulnerable surface and groundwater or aquifers.

4.17.4 Policy 22 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan states that waste management development will only be permitted where it can be demonstrated that there would be no significant adverse impact on: the quantity and quality of surface or groundwater resources; the quantity and quality of water abstraction currently enjoyed by abstractors, unless acceptable alternative provision is made; and the flow of groundwater at or in the vicinity of the site. The policy also states that all proposed development will be required to incorporate adequate water pollution control and monitoring measures and that proposals should also have due regard to the latest policies and guidance in the Cambridgeshire Flood and Water SPD and the Peterborough Flood and Water Management SPD (or their successors).

4.17.5 Policy LP16 of the Fenland Local Plan stipulates that, proposals for all new development will only be permitted if it can be demonstrated that, amongst other criteria, the proposal identifies, manages and mitigates against any existing or

proposed risks from sources of pollution or contamination and protects from water body deterioration. Policy DM15 of the KLWN SADMP states that development must protect and enhance the amenity of the wider environment and that proposals will be assessed against a number of factors which include water quality. Policy DM 20 sets out that proposals for renewable energy and associated infrastructure will be assessed to determine whether or not the benefits they bring in terms of the energy generated are outweighed by the impacts, either individually or cumulatively, upon (*inter alia*) water courses (in terms of pollution).

Planning Assessment

4.17.6 In accordance with the provisions of NPS EN-1, NPS EN-3 and NPS EN-5, the draft NPSs and other national and local planning policy, an assessment of the existing status of, and impacts of the Proposed Development upon, water quality, water resources and physical characteristics of the water environment has been undertaken. The findings of this assessment are presented in **Chapter 12: Hydrology** (**Volume 6.2**) of the ES.

4.17.7 As set out in **Section 4.9**, the Proposed Development is situated within a flat and low-lying area served by an extensive network of artificial drainage channels. Drains are present along the edge and across the centre of the EfW CHP Facility Site and across the Grid Connection route. **Chapter 12: Hydrology (Volume 6.2)** of the ES summarises the extensive discussions which have been held with the two IDBs responsible for the land within which the Proposed Development would be located. It records the agreements with National Highways and the IDB to maintain suitable standoff distances from the drains and the design measures to be put in place to ensure that the Grid Connection can cross the ditches without giving rise to significant effects. Measures are embedded into the design of the Proposed Development to manage impacts on the water environment. These measures include the incorporation of SuDs as well as additional measures which are set out and described within the **Outline CEMP (Volume 7.12)**. On this basis, the assessment concludes that the Proposed Development would not result in significant effects on the surface water environment. The assessment also confirms that the Proposed Development is not located within a source protection zone such that its construction and operation would not affect potable groundwater abstractions.

4.17.8 As the Proposed Development will not give rise to significant effects on the water environment, overall it is considered to be in accordance with the requirements of NPS EN-1, NPS EN-3 and NPS EN5, in addition to the other relevant national and local planning policies.

4.18 Electric and Magnetic Fields

Policy Requirements

4.18.1 EMFs arise from the generation, transmission, distribution and use of electricity and can have adverse effects on human health, including impacts on the nervous system. Direct effects on human health are primarily a result of the induction of currents around power lines and electric cables, particularly where the public may

be exposed for a considerable time. Indirect effects can occur as a result of the build up of electric charges on the surface of the body producing a microshock; such indirect effects are generally only an issue for higher voltage overhead line transmission (at 275kV or 400kV) and have not been identified as an issue for overhead lines at 132kV or lower[83]. For electricity substations, the EMFs close to sites tend to be dictated by the overhead lines and cables entering the installation, not the equipment within the site.

4.18.2 The International Commission on Non-Ionizing Radiation Protection (ICNIRP) guidelines set 'reference levels' of electric field strength (for electric fields) and magnetic flux density (for magnetic fields). The reference levels are such that compliance with them will ensure that 'basic restrictions', in terms of the induced current density in affected tissues of the body, are not reached or exceeded. Section 2.10 of NPS EN-5 and Section 2.13 of Draft NPS EN-5 do not repeat the ICNIRP guidelines but require the SoS to be satisfied that proposals are in accordance with them.

4.18.3 Paragraph 2.10.12 of NPS EN-5 and paragraph 2.13.13 of Draft NPS EN-5 recognise that undergrounding of a line reduces the level of EMFs experienced, but that magnetic fields may still be produced.

Planning Assessment

4.18.4 The EMF effects of the Proposed Development are considered in the health assessment presented in **Chapter 16: Health (Volume 6.2)** of the ES. As EMF intensity is less of an issue with voltages of 132kV or lower and decreases with distance, the proposed Grid Connection (at 132KV) would be unlikely to result in unacceptable adverse effects on human health and exposure would almost certainly be below the ICNIRP guidelines threshold. The Grid Connection would also run underground for its entire length to the point of connection at the Walsoken DNO substation. Placing the connection underground would eliminate the electric field for the majority of the route and whilst a magnetic field would still be produced, this would be directly under the cable and would avoid sensitive Receptors. The proposed substation, meanwhile, would be fenced off, further limiting exposure to EMFs. On this basis, **Chapter 16: Health (Volume 6.2)** of the ES concludes that effects on human health associated with EMF exposure from the Proposed Development would be minor and not significant.

4.18.5 The Proposed Development will therefore comply with the relevant industry codes and standards relating to EMF exposure limits and, on this basis, there would not be unacceptable EMF-related health impacts. The Proposed Development is assessed as being in accordance with the requirements of NPS EN-5 and also the Draft NPS EN-5.

[83] DECC (2013) Power Lines: Control of microshocks and other indirect effects of public exposure to electric fields – a Voluntary Code of Practice.

5. Planning Balance and Conclusion

5.1 Introduction

5.1.1 Section 104(2) of the 2008 Act requires the SoS to have regard to the following in determining DCO applications:

> *a) "any national policy statement which has effect in relation to development of the description to which the application relates (a "relevant national policy statement"),*
>
> *(aa) the appropriate marine policy documents (if any), determined in accordance with section 59 of the Marine and Coastal Access Act 2009,*
>
> *b) any local impact report (within the meaning given by section 60(3)) submitted to the Secretary of State before the deadline specified in a notice under section 60(2),*
>
> *c) any matters prescribed in relation to development of the description to which the application relates, and*
>
> *d) any other matters which the Secretary of State thinks are both important and relevant to the Secretary of State's decision."*

5.1.2 Section 104(3) of the 2008 Act sets out that the SoS "*must decide the application in accordance with any relevant national policy statement, except to the extent that one or more of subsections (4) to (8) applies*." Section 104(7), meanwhile, provides that: "[t]*his subsection applies if the Secretary of State is satisfied that the adverse impact of the proposed development would outweigh its benefits*".

5.1.3 This section of the Planning Statement presents the overall planning balance. Drawing on the planning assessment presented in **Section 4**, and in accordance with the requirements of the 2008 Act above, it assesses, first, the extent to which the Proposed Development is in accordance with NPS EN-1, NPS EN-3 and NPS EN-5 (and, where appropriate, revised policy contained in the draft NPSs) (**Section 5.2**) before turning in **Section 5.3** to other important and relevant matters, including compliance with the NPPF and local planning policy. The benefits and adverse impacts of the Proposed Development are then appraised in **Section 5.4** before the overall planning balance exercise is undertaken in **Section 5.5**.

5.2 Accordance of the Proposed Development with National Planning Policy

5.2.1 **Section 4** of this Planning Statement has assessed the Proposed Development against the relevant policy contained in NPS EN-1, NPS EN-3 and NPS EN-5, drawing upon the information presented in the ES (**Volumes 6.1, 6.2, 6.3 and 6.4**) and other documentation submitted with the DCO application, as appropriate. Where relevant, consideration has also been given to proposed revised policy contained in the draft NPSs, although the 2011 suite of NPSs continue to have effect

in respect of any application accepted for examination before designation of the draft NPSs.

5.2.2 The planning assessment presented in **Section 4** has demonstrated that:

- The Proposed Development is a form of renewable energy development and benefits from the express, in-principle support given to new energy infrastructure by NPS EN-1 and Draft NPS EN-1.
- In accordance with NPS EN-3 and Draft NPS EN-3, the Proposed Development conforms with the waste hierarchy, would not prejudice the achievement of local or national waste management targets and would not result in the over provision of efw facilities locally.
- The DCO application is in accordance with the relevant NPS and draft NPS assessment principles and the Applicant has robustly assessed the environmental impacts of the Proposed Development during construction, operation and decommissioning.
- Taking into account policy contained in the designated and draft npss, a range of measures are embedded into the design of the Proposed Development to manage any adverse environmental impacts which may arise during construction, operation and decommissioning. Where necessary, additional mitigation is proposed to ensure that the Proposed Development will not result in unacceptable adverse environmental effects.

5.2.3 On this basis, it is concluded that the Proposed Development is in accordance with NPS EN-1, NPS EN-3 and NPS EN-5 and the draft NPSs.

5.3 Other Important and Relevant Matters

5.3.1 Whilst NPS EN-1, NPS EN-3 and NPS EN-5 are the primary policy documents in respect of the SoS's decision on the DCO application, the 2008 Act sets out that the SoS must also have regard to other matters which he thinks are both important and relevant; these matters include national and local policy.

National Policy

5.3.2 The principal national policies of relevance to the Proposed Development are contained in the NPPF as well as NPPW and NPSE. As set out above, a range of measures have been embedded into the design of the Proposed Development to ensure that there would be no unacceptable adverse environmental impacts. On this basis, the assessment presented in **Section 4** of this Planning Statement has demonstrated that the Proposed Development is in accordance with the NPPF, as well as NPPW and NPSE.

5.3.3 As set out in **Section 3.4**, a number of other national plans and policies concerning energy security (the British Energy Security Strategy, 2022), climate change (for example, the Net Zero Strategy, 2020), waste management (including The Waste Management Plan for England, 2021) and economic growth (such as Build Back Better, 2021) are also material to the SoS's decision on the DCO application.

5.3.4 The Proposed Development will contribute to domestic energy production and deliver additional renewable energy capacity, supporting the attainment of the UK Government's carbon budgets and its net zero strategy. In-turn, the scheme will support economic growth and productivity, and will also generate jobs and supply chain opportunities in its own right, helping to deliver the Government's wider economic priorities. The Proposed Development is, therefore, a development type for which an urgent need has been established in UK Government energy, climate change and economic policy.

5.3.5 The additional waste management capacity provided by the EfW CHP Facility will divert residual waste from landfill and reduce the significant quantities of residual HIC waste exported for management abroad. This is in accordance with the waste hierarchy and is aligned with the proximity principle, two of the central pillars of national waste management policy, as set out in The Waste Management Plan for England (2021). The reuse of waste, meanwhile, is consistent with Government policy objectives relating to the efficient use of resources established in the 25 Year Environment Plan and Our Waste, Our Resources: Strategy for England (2018).

5.3.6 These significant benefits are considered further in **Section 5.4.**

Local Policy

5.3.7 Paragraph 4.1.5 of NPS EN-1 sets out that local planning policy may be an important and relevant consideration to decision making on DCO applications; however any conflict between the NPSs and local policy is resolved by the principle that policy of the NPSs 'prevails' given the national significance of the infrastructure.

5.3.8 The conformity of the Proposed Development with relevant policies of the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2036, Fenland Local Plan, the Norfolk Minerals and Waste Development Framework and the King's Lynn and West Norfolk Borough Council Local Plan has been assessed in **Section 4** of this Planning Statement. As set out above, the Proposed Development would not result in unacceptable adverse environmental impacts and is not judged to be in conflict with the local planning policies relevant to the DCO application.

5.3.9 The Proposed Development does, however, benefit from in principle local policy support provided by Policies 3 and 4 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan. The proposed EfW CHP Facility Site is, moreover, located in accordance with the broad spatial strategy of the Cambridgeshire and Peterborough Minerals and Waste Local Plan and is designated as a WMA. In consequence, the development of the EfW CHP Facility Site specifically for the management of residual waste is already established as an acceptable use of land.

5.3.10 Importantly, the Proposed Development will support the achievement of local climate change targets and the objectives of local economic strategies. This material benefit is discussed further in **Section 5.4**.

5.4 The Benefits and Adverse Impacts of the Proposed Development

5.4.1 As highlighted above, Section 104(7) of the 2008 Act requires that DCO applications are decided in accordance with the relevant NPSs unless the adverse impacts of a proposal would outweigh its benefits. In this context, at paragraph 4.1.3, NPS EN-1 states that the SoS should take account of a proposal's:

- "*potential benefits including its contribution to meeting the need for energy infrastructure, job creation and any long-term or wider benefits*"; and
- "*potential adverse impacts, including any long-term and cumulative adverse impacts, as well as any measures to avoid, reduce or compensate for any adverse impacts*."

5.4.2 Consistent with Section 104(7) of the 2008 Act and in accordance with NPS EN-1, this section summarises the benefits and potential adverse impacts of the Proposed Development which are then weighed up in the planning balance exercise undertaken and presented in **Section 5.5**.

Benefits of the Proposed Development

5.4.3 **Section 4.2** of this Planning Statement has established the compelling need for, and benefits of, the Proposed Development.

5.4.4 The Proposed Development will generate (net) 55MW of electricity from residual waste for export to the national grid. This additional generating capacity will contribute towards meeting the urgent need for new energy infrastructure in the UK, provide enhanced energy security, support the economic priorities of the UK Government and, critically, make an important contribution to decarbonisation of the UK economy. Significantly, the diversion of residual waste from landfill will deliver GHG emissions benefits equivalent to approximately 2,571 $ktCO_2e$ over the lifetime of the Proposed Development, supporting the UK Government in meeting its carbon budgets and the UK's transition to net zero. Given this net GHG emission benefit, the Proposed Development will also make a positive contribution to the carbon reduction targets and ambitions for carbon neutrality and net zero in areas where landfill would otherwise be used for residual waste. In addition to this, the Proposed Development is designed to deliver CHP with the opportunity to supply local businesses, delivering further GHG emissions benefits.

5.4.5 A further, significant and material benefit of the Proposed Development relates to the diversion of residual waste from landfill itself and the efficient use of resources. The **WFAA (Volume 7.3)** has established that the Proposed Development could process up to 625,600 tonnes of residual waste per annum, helping to address the local shortfall of non-landfill HIC residual waste management capacity. In-turn, this will enable waste to be managed further up the waste hierarchy and, consistent with the proximity principle, reduce the need to export waste for treatment abroad.

5.4.6 The Proposed Development will deliver a range of other environmental, social and economic benefits that are material. These benefits include:

- **Environmental benefits**, including habitat creation and enhancement measures to deliver net gain in biodiversity and improvements to the existing local highway network and pedestrian facilities that would support the implementation of the WAS (SAR 1).
- **Economic benefits**, associated with the creation of circa 1,500 direct and indirect employment opportunities during construction and a further 72 opportunities during operation, alongside substantial investment in the supply-chain that will, in turn, support the aims and objectives of local skills strategies.
- **Social benefits**, associated with the implementation of an **Outline Employment and Skills Strategy** (**Volume 7.8**) that will help ensure that the significant opportunities generated by the Proposed Development benefit the local workforce and supply chain.

The Adverse Effects of the Proposed Development

5.4.7 The potential environmental impacts of the Proposed Development have been comprehensively assessed in the ES. Wherever practicable, likely adverse effects have been avoided or minimised through measures embedded into the design of the Proposed Development, taking into account the findings of the ES, consultation with Stakeholders and national and local policy requirements.

5.4.8 The ES has identified the potential for the Proposed Development to result in significant adverse effects in respect of transport, noise, visual amenity and human health. However, as highlighted in **Section 4**, additional mitigation is proposed to ensure that, with the exception of visual amenity, residual effects will not be significant. The residual significant adverse effects identified in respect of visual amenity relate to a small number of residential properties as well as PRoW and road users and would occur during construction and operation. In most cases, these effects would often be partially screened by vegetation and buildings and for those PRoW and road users affected by the Proposed Development, visual amenity effects would be transient. In consequence, the significant effects on visual amenity identified in the ES are not considered to be unacceptable.

5.5 Conclusion

5.5.1 Pursuant to Section 104 of the 2008 Act, the DCO application must be decided in accordance with NPS EN-1, NPS EN-3 and NPS EN-5, unless the Proposed Development would contravene the specific legal tests set out under Section 104 (4), (5), (6) and (8) of the 2008 Act or the adverse impacts of granting consent would outweigh the benefits (Section 104 (7)).

5.5.2 Determining the DCO application in accordance with the relevant NPS and granting development consent for the Proposed Development would not lead to the UK being in breach of any international obligations or statutory duties imposed upon the SoS, and would not be unlawful by virtue of any enactment. The Proposed Development does not, therefore, contravene any of the legal tests set out under Section 104 (4), (5), (6) and (8) of the 2008 Act. In accordance with Section 104 (7) of the 2008 Act, it is therefore necessary to determine whether the adverse impacts of the Proposed Development would outweigh its benefits.

5.5.3 NPS EN-1 establishes (at paragraphs 3.1.3 and 3.1.4) that all development consent applications for energy infrastructure should be assessed "*on the basis that the Government has demonstrated that there is a need for those types of infrastructure*" and that the SoS "*should give substantial weight to the contribution which projects would make towards satisfying this need when considering applications for development consent under the Planning Act 2008*". This identified need, and requirement to attach substantial weight to that need, is reiterated in Draft NPS EN-1 (paragraphs 3.2.5 and 3.2.6). The Proposed Development will contribute materially towards meeting the urgent national need for renewable/low carbon electricity supply. Reflecting NPS EN-1 and Draft NPS EN-1, substantial weight must be attached to the contribution of the Proposed Development to meeting this need, and this weights significantly in favour of the Proposed Development.

5.5.4 Importantly, the Proposed Development will also help to address the local shortfall of non-landfill HIC capacity, moving waste management capacity up the hierarchy and reducing the need to export waste for treatment abroad. This is consistent with national and local waste management policy objectives and, therefore, is also a significant material benefit.

5.5.5 The Proposed Development will deliver substantial social and economic benefits in terms of jobs and supply chain opportunities. In accordance with paragraph 81 of the NPPF, these are material benefits that should also be afforded significant weight in the planning balance. Other benefits, including the delivery of BNG and improvements to the local highway network, are judged to be of more limited weight in favour of the Proposed Development.

5.5.6 Both NPS EN-1 and Draft NPS EN-1 (paragraph 4.1.3) require that the SoS weighs up a proposal's contribution to meeting the need for energy infrastructure and wider benefits, against its potential adverse impacts. The adverse environmental effects of the Proposed Development have been appropriately minimised and mitigated such that, with the exception only of effects on visual amenity for some local Receptors, impacts would not be significant. Accordingly, the adverse environmental effects of the Proposed Development are, with the exception of visual amenity impacts, considered to have limited weight.

5.5.7 When determining the acceptability of the Proposed Development in the context of its adverse effects on visual amenity, it is important to recognise, as set out in NPS EN-1 (paragraph 5.9.18), that all NSIPs are likely to give rise to visual effects for Receptors around the development site and that a judgement is therefore required as to whether the scale and significance of such effects is sufficient to outweigh the benefits of the project. For the reasons set out in **Section 5.4**, the visual impacts of the Proposed Development would not be unacceptable and are judged to have moderate weight. Given there are no other significant adverse effects and taking account of the substantial benefits of the scheme, the overall balance is considered to be firmly in favour of the Proposed Development in respect of this issue.

5.5.8 Overall, the benefits of the Proposed Development, in terms of its contribution to meeting the urgent national need for renewable/low carbon electricity supply and the delivery of additional waste management capacity, as well as the wider socio-economic and environmental benefits it would deliver, clearly outweigh the limited adverse impacts of the scheme. In consequence, and pursuant to the Section 104

of the 2008 Act, the DCO application must be determined in accordance with NPS EN-1, NPS EN-3 and NPS EN-5.

5.5.9 At paragraph 4.1.2, NPS EN-1 establishes a presumption in favour of granting consent to applications for energy NSIPs, reflecting the level and urgency of need for new energy infrastructure. The presumption, which is reaffirmed in Draft NPS EN-1 (paragraph 4.1.2), applies unless any more specific and relevant policies set out in relevant NPSs clearly indicate that consent should be refused. The Planning Assessment presented in **Section 4** and summarised above has confirmed that the Proposed Development is in accordance with the relevant policies of NPS EN-1, NPS EN-3 and NPS EN-5, as well as the draft NPSs. There are, therefore, no policies which clearly indicate that consent should be refused. In consequence, the presumption in favour of granting consent applies.

5.5.10 Overall, the planning balance is firmly in favour of the Proposed Development and in accordance with the presumption in favour of development advanced in NPS EN-1 and Draft NPS EN-1, it is respectfully submitted that development consent be granted.

Appendix A
Figures

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310000 309000 308000 307000

N

Key

Order limits

0 100 200 300 400 500 600 700 m

Scale at A3: 1:12,500

Client

Medworth CHP Limited
Medworth Energy from Waste Combined Heat and Power Facility
Planning Statement

Figure 2.1
Site location

June 2022

wood.

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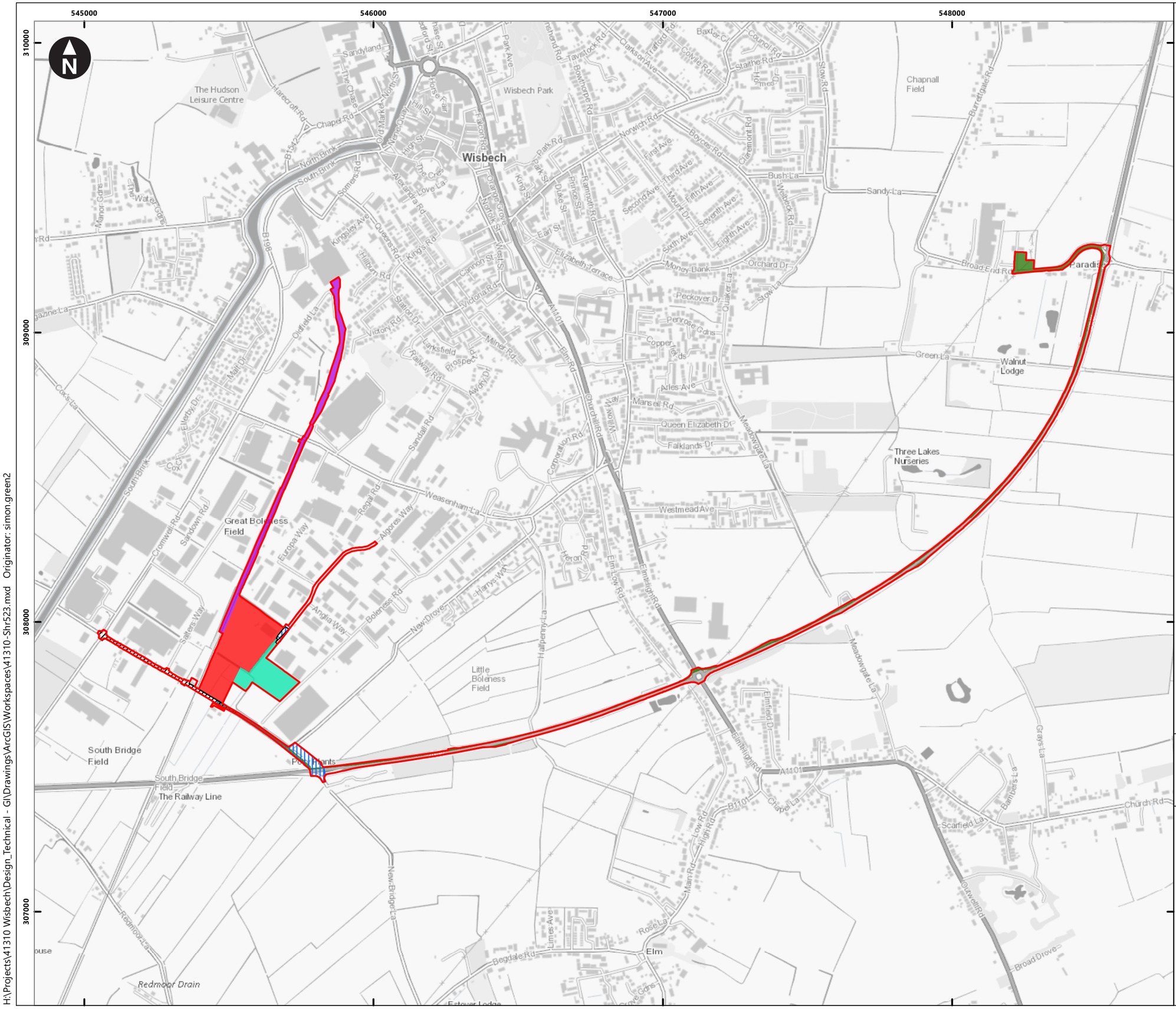

Client

Medworth CHP Limited
Medworth Energy from Waste Combined Heat and Power Facility
Planning Statement

Figure 2.2i
Project Components

June 2022

wood.

41310-Shr523

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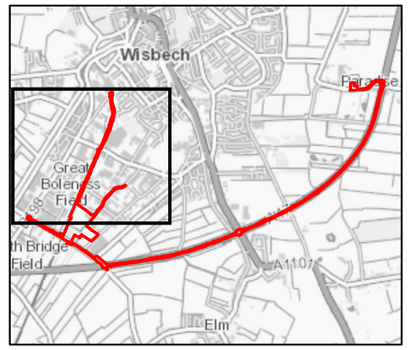
Great Boleness Field

Key

- Order limits
- EfW CHP Facility Site
- CHP Connection
- Temporary Construction Compound
- Grid Connection
- Access Improvements
- Water Connections



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Scale at A3: 1:5,000

Client

Medworth CHP Limited
Medworth Energy from Waste Combined Heat and Power Facility
Planning Statement

Figure 2.2ii
Project Components

June 2022

wood.

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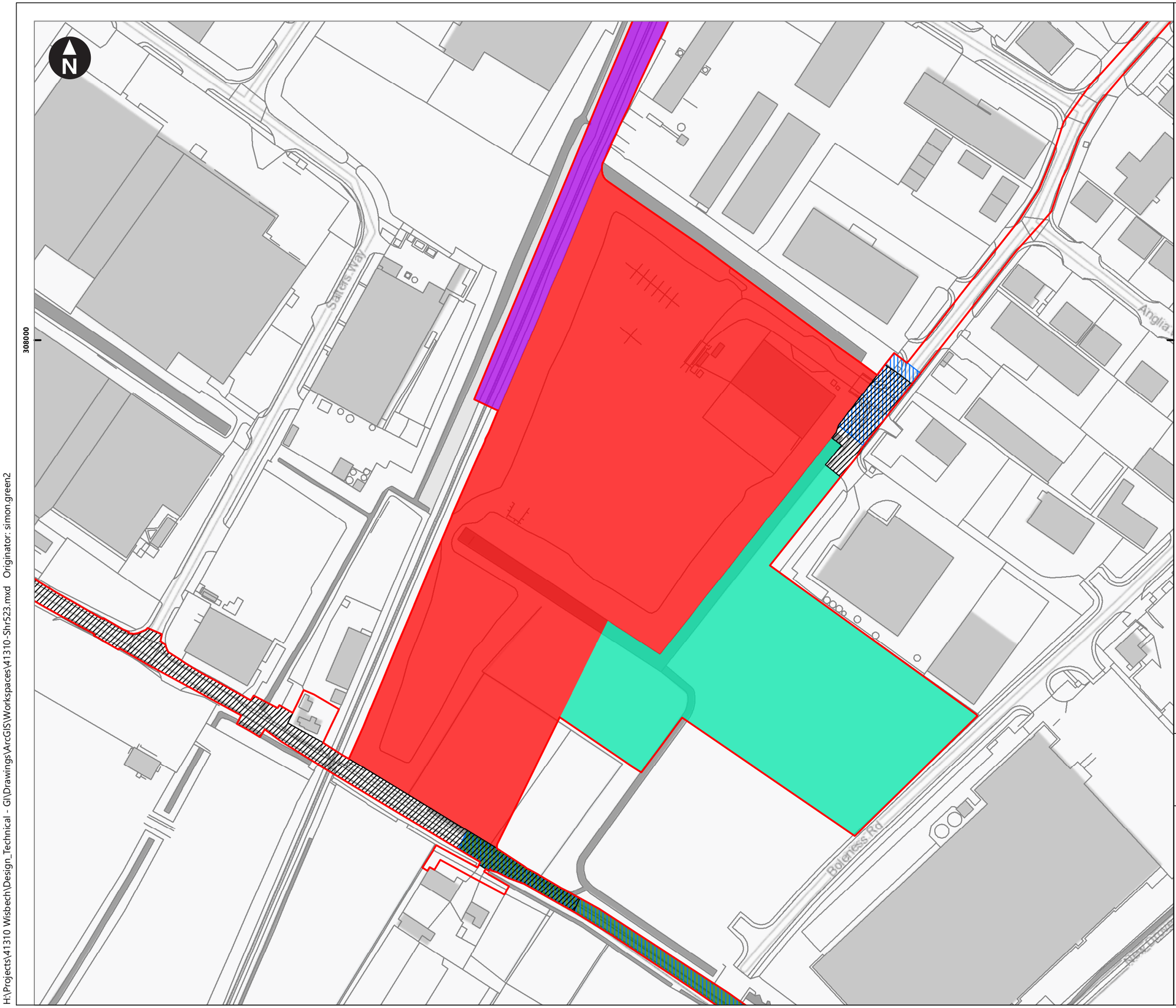

Client

Medworth CHP Limited
Medworth Energy from Waste Combined Heat and Power Facility
Planning Statement

Figure 2.2iii
Project Components

June 2022

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41310-Shr523

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308000

N

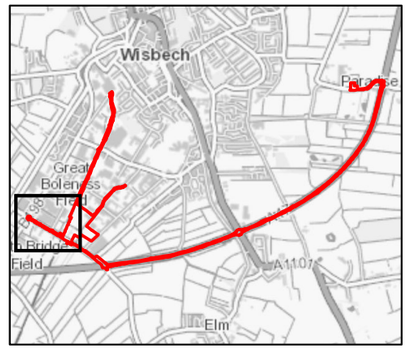
B198

Saltcas Way

Cromwell Rd

Key

- Order limits
- EfW CHP Facility Site
- CHP Connection
- Temporary Construction Compound
- Grid Connection
- Access Improvements
- Water Connections



0 100 m

Scale at A3: 1:2,000

Client

Medworth CHP Limited
Medworth Energy from Waste Combined Heat and Power Facility
Planning Statement

Figure 2.2iv
Project Components

June 2022

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Great Boleness Field

Europa Way

Anglia Way

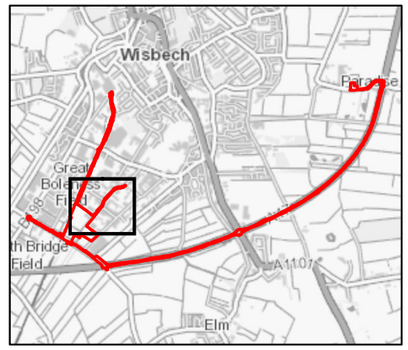
Algores Way

Broadgate Rd

N

Key

- Order limits
- EfW CHP Facility Site
- CHP Connection
- Temporary Construction Compound
- Grid Connection
- Access Improvements
- Water Connections



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Scale at A3: 1:2,000

Client

Medworth CHP Limited
Medworth Energy from Waste Combined Heat and Power Facility
Planning Statement

Figure 2.2v
Project Components

June 2022

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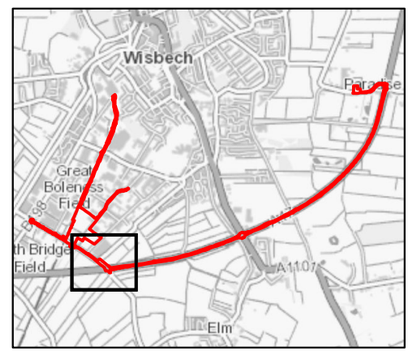
Boleness Rd

Potty Plants

Key

- Order limits
- EfW CHP Facility Site
- CHP Connection
- Temporary Construction Compound
- Grid Connection
- Access Improvements
- Water Connections



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Scale at A3: 1:2,000

Client

Medworth CHP Limited
Medworth Energy from Waste Combined Heat and Power Facility
Planning Statement

Figure 2.2vi
Project Components

June 2022

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Great Boleness Field

Little Boleness Field

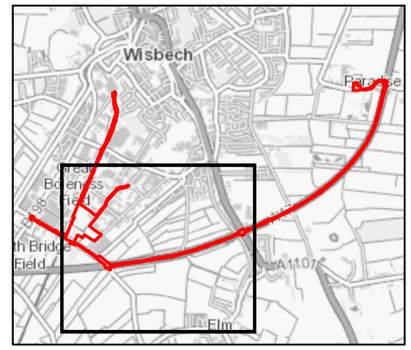
Bottom Bridge Field

All Saints Church

Elm

Key

- Order limits
- EfW CHP Facility Site
- CHP Connection
- Temporary Construction Compound
- Grid Connection
- Access Improvements
- Water Connections



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Scale at A3: 1:6,000

Client

Medworth CHP Limited
Medworth Energy from Waste Combined Heat and Power Facility
Planning Statement

Figure 2.2vii
Project Components

June 2022

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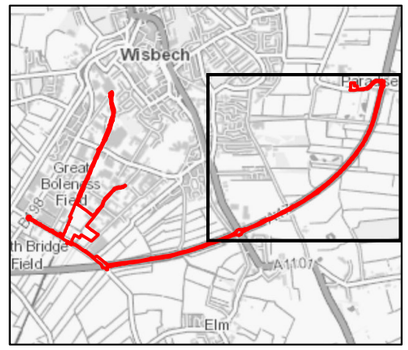
Walnut Lodge

Three Lakes Nurseries

Key

- Order limits
- EfW CHP Facility Site
- CHP Connection
- Temporary Construction Compound
- Grid Connection
- Access Improvements
- Water Connections



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Scale at A3: 1:6,000

Client

Medworth CHP Limited
Medworth Energy from Waste Combined Heat and Power Facility
Planning Statement

Figure 2.2viii
Project Components

June 2022

wood.

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Appendix B
Planning Policy Context

National Policy Context

National Policy Statements

Policy related to Nationally Significant Infrastructure Projects (NSIPs) is contained in National Policy Statements (NPSs). The relevant NPSs for the Medworth Energy from Waste (EfW) Combined Heat and Power Facility (CHP) are:

- Overarching National Policy Statement for Energy (EN-1);
- National Policy Statement for Renewable Energy Infrastructure (EN-3); and
- National Policy Statement for Electricity Networks Infrastructure (EN-5).

The UK Government announced a review of the energy NPSs within the Energy White Paper. Between September and November 2021, BEIS consulted upon a review of energy NPSs. The energy NPSs were reviewed to reflect the policies and broader strategic approach set out in the Energy White Paper and ensure that a planning framework is in place to support the infrastructure requirement for the transition to net zero. The consultation sought views on the following draft NPSs which are relevant to the Proposed Development:

- Draft Overarching National Policy Statement for Energy (EN-1);
- Draft National Policy Statement for Renewable Energy Infrastructure (EN-3); and
- Draft National Policy Statement for Electricity Networks Infrastructure (EN-5).

A summary of policies contained in the NPSs and the draft NPSs which are applicable to the Medworth EfW CHP facility is contained in Section 3 of this Report and therefore not repeated here.

National Planning Policy Framework (NPPF) (2021)

The revised National Planning Policy Framework was published in July 2021 (NPPF 2021). The document sets out the Government's planning policies and how these are expected to be applied. The NPPF 2021 emphasises the importance of National Policy Statements (NPSs) for major infrastructure in the determination of Nationally Significant Infrastructure Projects (NSIPs), whilst also noting that:

> *"The Framework does not contain specific policies for nationally significant infrastructure projects. These are determined in accordance with the decision-making framework in the Planning Act 2008 (as amended) and relevant national policy statements for major infrastructure, as well as any other matters that are relevant (which may include the National Planning Policy Framework). National policy statements form part of the overall framework of national planning policy"*

The central theme of the NPPF 2021 is the presumption in favour of sustainable development so that shall be pursued in a positive way as per paragraph 11.

The supporting core planning principles that support this include the protection and conservation of the natural, built and historic environment and the promotion of sustainable growth and development. Key policies relevant to the Proposed Development are summarised below.

Chapter 4 (Decision-making) expects local planning to approach a decision on a Proposed Development in a positive and creative way. Paragraph 55 on planning conditions and obligations states:

> *"Local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition."*

Chapter 6 (Building a strong, competitive economy) places a strong emphasis on supporting business growth and improved productivity stating that *"significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development"* (paragraph 81).

Paragraph 83 states planning decisions should recognise and address the specific locational requirements of different sectors.

Chapter 8 (Promoting healthy and safe communities), paragraph 92, encourages planning decisions to plan positively for the provision of community facilities and other local services to enhance the sustainability of communities and residential environments.

Chapter 9 (Promoting sustainable transport) encourages appropriate opportunities to promote sustainable transport modes. Paragraph 110 states that planning decisions should ensure that: a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location; b) safe and suitable access to the site can be achieved for all users; c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

Paragraph 111 expects development to "only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

Chapter 11 (Making effective use of land) encourages planning policies and decisions to promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions (paragraph 119).

Paragraph 121 states LPAs should take a proactive role in identifying and helping to bring forward land, including suitable sites on brownfield registers.

Chapter 12 (Achieving well-designed places) states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Paragraph 132 states that "Design quality should be considered throughout the evolution and assessment of individual proposals" and that "Early discussion between applicants, the local planning authority and local community about the design and style of

emerging schemes is important for clarifying expectations and reconciling local and commercial interests".

The NPPF 2021 explicitly supports the transition to a low carbon future and encourages the development of renewable energy generation infrastructure. Chapter 14 (Meeting the challenge of climate change, flooding and coastal change) recognises that planning plays a key role in supporting the delivery of renewable and low carbon energy and associated infrastructure. Under this policy applicants are not required to demonstrate the overall need for renewable or low carbon energy and local authorities should recognise that such projects provide a valuable contribution to cutting greenhouse gas emissions (paragraph 158a).

In respect of flood risk, paragraph 159 (Chapter 14) states that: "Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk. Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere".

Paragraph 162 states that the sequential approach should be applied in areas at risk of flooding in order to steer new development to areas with the lowest risk of flooding. However, Paragraph 166 confirms that the sequential test does not need to be undertaken for planning applications located on allocated sites evidenced by a sequential test although the exception test may need to be applied if relevant aspects of the proposal have not been considered at the plan-making stage or if more recent information about existing or potential flood risk should be considered.

Paragraph 164 states that the exception test is passed where the following can be demonstrated that: a) the development would provide wider sustainability benefits to the community that outweigh the flood risk; and b) the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall. Paragraph 165 confirms that both elements of the exception test must be satisfied for development to be permitted.

Chapter 15 (Conserving and enhancing the natural environment), paragraph 174 states that planning decisions should contribute to and enhance the natural and local environment by:

> *"a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);*
>
> *b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;*
>
> *c) maintaining the character of the undeveloped coast, while improving public access to it where appropriate;*
>
> *d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;*
>
> *e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water*

quality, taking into account relevant information such as river basin management plans; and

f) remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate."

Paragraph 180 refers to the need to conserve and enhance biodiversity through the application of four principles:

"a) if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused;

b) development on land within or outside a Site of Special Scientific Interest, and which is likely to have an adverse effect on it (either individually or in combination with other developments), should not normally be permitted. The only exception is where the benefits of the development in the location proposed clearly outweigh both its likely impact on the features of the site that make it of special scientific interest, and any broader impacts on the national network of Sites of Special Scientific Interest;

c) development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists; and

d) development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to improve biodiversity in and around developments should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity or enhance public access to nature where this is appropriate."

Paragraph 183 require that planning decisions should ensure that "*a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination. This includes risks arising from natural hazards or former activities such as mining, and any proposals for mitigation including land remediation*". It also requests that adequate site investigation information, prepared by a competent person, is available to inform these assessments.

Paragraph 185 identifies the need for planning decisions to ensure that development is appropriately located taking into account likely effects of pollution on health, the natural environment or general amenity. Sources of pollution include: ground conditions (paragraph 183), lighting (paragraph 185), noise (paragraph 185) and air pollution (paragraph 186).

Paragraph 185 states planning decisions should: a) mitigate and reduce potential adverse impacts resulting from noise from new development to a minimum and also avoid noise giving rise to significant adverse impacts on health and the quality of life; and b) identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason; and c) limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.

Paragraph 186 states that planning decisions should "*sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account*

the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. So far as possible these opportunities should be considered at the plan-making stage, to ensure a strategic approach and limit the need for issues to be reconsidered when determining individual applications". Planning decisions should also "*ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan*."

Paragraph 187 states that "*Planning policies and decisions should ensure that new development can be integrated effectively with existing businesses and community facilities (such as places of worship, pubs, music venues and sports clubs). Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Where the operation of an existing business or community facility could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or 'agent of change') should be required to provide suitable mitigation before the development has been completed*".

Chapter 16 'Conserving and enhancing the historic environment' sets out the Government's policies for the conservation and enhancement of designated and non-designated features of the historic environment.

Paragraphs 194 and 195 state that planning decisions should be based on the significance of the heritage asset and that the level of detail supplied by an applicant should be proportionate to the importance of the asset and should be no more than sufficient to understand the potential impact of the proposal upon the significance of that asset.

When considering impacts on the significance of a designated heritage asset paragraph 199 states that great weight should be given to the asset's conservation irrespective of whether the harm amounts to substantial harm, total loss or less than substantial harm.

Paragraph 200 states that any harm to a designated heritage asset should require clear and convincing justification and that substantial harm to or loss of grade II listed assets should be exceptional and substantial harm to grade II* or grade I listed assets should be wholly exceptional.

Paragraph 202 states that where development will lead to less than substantial harm to a designated heritage asset then this harm should be weighed against the public benefits of the proposal including securing its optimum viable use.

Paragraph 203 specifies that the effect of proposals on the significance of non-designated assets should also be considered. This paragraph requires the decision-maker to take into account the effect on the significance of non-designated heritage assets and to tale a balanced judgement to be made having regard to the scale of harm or loss and the significance of the asset(s) potentially affected.

National Planning Policy for Waste

The National Planning Policy for Waste (NPPW) was published in October 2014, setting out the Government's ambition to develop a more sustainable and efficient approach to resource use and management.

The NPPW recognises that planning can help to deliver the Waste Management Plan for England (2013) by helping to secure the re-use, recovery or disposal of waste without endangering human health and without harming the environment.

Section 4 states that local authorities should identify sites for waste management facilities in local plans and that waste planning authorities should consider the suitable siting of energy recovery facilities to enable the utilisation of the heat produced as an energy source in close proximity to suitable potential heat customers.

Section 7 on determining planning applications, states that when determining waste planning applications, waste planning authorities should (*inter alia*):

- *"consider the likely impact on the local environment and on amenity against the criteria set out in Appendix B and the locational implications of any advice on health from the relevant health bodies. Waste planning authorities should avoid carrying out their own detailed assessment of epidemiological and other health studies;*
- *ensure that waste management facilities in themselves are well-designed, so that they contribute positively to the character and quality of the area in which they are located; and*
- *concern themselves with implementing the planning strategy in the Local Plan and not with the control of processes which are a matter for the pollution control authorities. Waste planning authorities should work on the assumption that the relevant pollution control regime will be properly applied and enforced"*

Appendix B states that in considering the suitability of sites, waste planning authorities should consider the factors below in determining planning applications:

a. Protection of water quality and resources and flood risk management: considerations will include the proximity of vulnerable surface and groundwater or aquifers. The suitability of locations subject to flooding, with consequent issues relating to the management of potential risk posed to water quality from waste contamination, will also need care.

b. Land instability: locations that are liable to be affected by land instability, will not normally be suitable for waste management facilities.

c. Landscape and visual impacts: considerations will include (i) the potential for design-led solutions to produce acceptable development which respects landscape character; (ii) the need to protect landscapes or designated areas of national importance (National Parks, the Broads, Areas of Outstanding Natural Beauty and Heritage Coasts) (iii) localised height restrictions.

d. Nature conservation: considerations will include any adverse effect on a site of international importance for nature conservation (Special Protection Areas, Special Areas of Conservation and Ramsar Sites), a site with a nationally recognised designation (Sites of Special Scientific Interest, National Nature Reserves), Nature Improvement Areas and ecological networks and protected species.

e. Conserving the historic environment: considerations will include the potential effects on the significance of heritage assets, whether designated or not, including any contribution made by their setting.

f. Traffic and access: considerations will include the suitability of the road network and the extent to which access would require reliance on local roads, the rail network and transport links to ports.

g. Air emissions, including dust: considerations will include the proximity of sensitive Receptors, including ecological as well as human Receptors, and the extent to which adverse emissions can be controlled using appropriate and well-maintained and managed equipment and vehicles.

h. Odours: considerations will include the proximity of sensitive Receptors and the extent to which adverse odours can be controlled using appropriate and well-maintained and managed equipment.

i. Vermin and birds: considerations will include the proximity of sensitive Receptors. Some waste management facilities can attract vermin and birds and where birds congregate in large numbers, they may be a major nuisance to people living nearby and cause a hazard to aircraft at locations where close to aerodromes or low flying areas. The primary aim is to guard against new or increased hazards caused by development. The most important types of development in this respect include facilities intended for the handling of household or commercial wastes.

j. Noise, light and vibration: considerations will include the proximity of sensitive Receptors. The operation of large waste management facilities can produce noise affecting both the inside and outside of buildings, including noise and vibration from goods vehicle traffic movements to and from a site. Intermittent and sustained operating noise may be a problem if not properly managed particularly if night-time working is involved. Potential light pollution aspects will also need to be considered.

k. Litter: litter can be a concern at some waste management facilities. l. Potential land use conflict: proposed development should be considered taking account of site suitability for the envisaged waste management facility.

Planning Practice Guidance

The Planning Practice Guidance (PPG) was first published as an online resource in March 2014; it provides detailed guidance on implementing the NPPF policies which is updated on a regular basis, the latest being in July 2021. Together with the NPPF, the PPG sets out the Government's overall planning policy framework. The key sections of the PPG which may have a bearing on this development are listed below:

- Air quality;
- Appropriate assessment;
- Climate change;
- Environmental Impact Assessment;
- Flood risk and costal change;
- Historic environment;
- Land affected by contamination;
- Land Stability;

- Noise;
- Renewable and low carbon energy;
- Travel Plans, Transport Assessments and Statements; and
- Waste.

Noise Policy Statement for England

The Noise Policy Statement for England (NPSE) was published in March 2010 by the Department for Environment, Food and Rural Affairs (DEFRA). The NPSE seeks to clarify the underlying principles and aims in existing policy documents, legislation and guidance that relate to noise.

The NPSE sets out the long term vision of Government noise policy, which is to "*promote good health and a good quality of life through the effective management of noise within the context of Government policy on sustainable development*."

The NPSE introduces concepts from toxicology that are currently being applied to noise impacts by organisations such as the World Health Organisation (WHO). They are:

- NOEL – No Observed Effect Level - This is the level below which no effect can be detected. In simple terms, below this level, there is no detectable effect on health and quality of life due to the noise.
- LOAEL – Lowest Observed Adverse Effect Level - This is the level above which adverse effects on health and quality of life can be detected.

Extending these concepts for the purpose of the NPSE leads to the concept of a significant observed adverse effect level.

- SOAEL – Significant Observed Adverse Effect Level - This is the level above which significant adverse effects on health and quality of life occur.

The NPSE notes (paragraph 2.22) that "*it is not possible to have a single objective noise-based measure that defines SOAEL that is applicable to all sources of noise in all situations. Consequently, the SOAEL is likely to be different for different noise sources, for different receptors and at different times*."

Local Policy Context

In deciding applications, the SoS is required to have regard to any other matters which he or she thinks are both important and relevant to the decision. Paragraph 4.1.5 of NPS EN-1 clarifies that Development Plan Documents or other documents in Local Development Frameworks may be both important and relevant considerations to the SoS's decision making. However, as confirmed by NPS EN-1 (paragraph 4.1.5), any conflict between the National Policy Statements and local policy is resolved by the principle that policy of the National Policy Statements 'prevails'. Weight may also be given to emerging planning policy according to their stage of preparation, the level of objections and the degree of consistency with the relevant NPS.

Cambridgeshire County Council

Cambridgeshire and Peterborough Minerals and Waste Local Plan

The EfW CHP Facility, CHP Connection, Access Improvements and part of the Grid Connection are located within Cambridgeshire County Council's administrative area. The Cambridgeshire and Peterborough Minerals and Waste Local Plan 2036 (adopted July 2021) is the current adopted development plan relevant to the Cambridgeshire County area. The Plan sets out the framework for all minerals and waste developments in the plan area until 2036.

The Plan does not include any specific allocations for new waste sites; however, Policy 4 sets out a broad spatial strategy for the location of new waste management development with associated criteria intended to direct proposals. This strategy seeks to locate new or extended waste management facilities within the settlement boundaries of urban areas including Wisbech.

Policy 10 of the Minerals and Waste Local Plan identifies Waste Management Areas (WMAs). WMAs identify existing or committed waste management facilities that make a significant contribution to managing any waste stream; within a WMA, non-waste management proposals are (subject to some exceptions) not permitted. The EfW CHP Facility Site is designated as a WMA. It is also located in a Consultation Area pursuant to Policy 16.

The Minerals and Waste Local Plan includes a number of other policies of relevance to the Proposed Development, which (alongside the policies described above) are summarised in **Table B.1**: **Summary of Relevant Cambridgeshire and Peterborough Minerals and Waste Local Plan Policies.**

Table B.1 Summary of Relevant Cambridgeshire and Peterborough Minerals and Waste Local Plan Policies

Policy	Summary
Policy 1 - Sustainable Development and Climate Change.	This policy states that mineral and waste management proposals will be assessed towards playing an active role in guiding development towards sustainable solutions. The assessment will take account of local circumstances such as the character, needs, constraints and opportunities of the plan area. Proposals which are not consistent with this principle will be refused. The policy states that proposals should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures. Proposals which ensure the future resilience of communities and infrastructure to climate change impacts will be supported. Proposals, including operational practices and restoration proposals, must take account of climate change for the lifetime of the development (including the lifetime of its restoration scheme, where applicable). This will be through measures to minimise greenhouse gas emissions, and measures to ensure adaptation to future climate changes.

Policy	Summary
	The policy further sets out how proposals should to a degree which is proportionate to the scale and nature of the scheme set out how the above will be achieved, such as: a) demonstrating how the location, design, site operation and transportation related to the development will help to reduce greenhouse gas emissions, and take into account any significant impacts on human health and wellbeing and on air quality; b) where relevant, setting out how the proposal will make use of renewable energy including opportunities for generating energy from waste for use beyond the boundaries of the site itself, and the use of decentralised and renewable or low carbon energy; c) for proposals which involve the temporary or permanent removal of peat soils, measures to make long term sustainable use of such soils (see also Policy 24); and d) for waste management proposals, (i) how the principles of the waste hierarchy have been considered and addressed; and (ii) broadly quantifying the reduction in carbon dioxide and other relevant greenhouse gases e.g., methane, that should be achieved as part of the proposal, and how this will be monitored and addressed in future. The policy also states that proposals should also set out how they will be resilient to a changing climate, taking account of the latest available evidence on the impact of climate change, such as: e) avoiding proposals which could increase vulnerability to the range of impacts arising from climate change; f) incorporation of sustainable drainage schemes to minimise flood impacts, and, if viable opportunities exist, reduce current flood risk; g) measures to manage water resources efficiently (and where restoration proposals are reliant on water, ensure sufficient water resource will be available); h) measures to assist habitats and species to adapt to the potential effects of climate change; and i) measures to adapt to the potential impacts of excess heat and drought.
Policy 3 – Waste Management Needs	The Waste Planning Authorities will seek to achieve net self-sufficiency in relation to the management of wastes arising from within the plan area, plus additional provision until 2026 in order to accommodate needs arising from London (specifically regarding non-apportioned household and commercial and industrial waste). Capacity gap figures are presented for reference.
Policy 4 – Providing for Waste Management	This policy explains that across the plan area, existing and committed waste sites meet the majority of identified needs as set out in Policy 3 which takes into account the present forecast capacity gap being less than substantial. Hence the policy notes that the plan does not make specific allocations for new waste sites, but instead sets out broad spatial strategy for the location of new waste management development and criteria which will direct proposals to suitable sites, consistent with the spatial strategy. The policy also states that in order to achieve the aim of the plan to support the sustainable management of waste, waste management proposals must demonstrably contribute towards sustainable waste management, by moving

Policy	Summary
	waste up the waste hierarchy; and proposals for disposal must demonstrate that the waste has been pre-treated and cannot practicably be recycled. Proposals which do not comply with this spatial strategy for waste management development must also demonstrate the quantitative need for the development. The policy sets out to support the sustainable management of waste through new or extended waste management facilities within the settlement boundaries of urban areas including Wisbech. It also states that proposals should first consider the use of either employment areas within the urban areas or any 'strategic' employment area over 10ha which may be outside of an urban area (both of which are as identified in the Development Plan as being suitable for industrial and storage or distribution type uses). Various waste management facilities scenarios, with conditions for their support in principle, are then presented within this policy. One of such scenarios presented is for facilities for Stable Non-Reactive Hazardous Waste (SNRHW) Disposal, for which the policy states that: *where the need for additional capacity for the disposal of SNRHW is demonstrated such capacity will only be permitted at, or through an extension to, existing SNRHW and Non- Hazardous Waste disposal sites unless the extension for additional capacity would prejudice the wider strategic objectives of this plan and supporting appendices.*
Policy 10 – Waste Management Areas (WMAS)	This policy identifies Waste Management Areas (WMAs) which identify existing or committed waste management facilities that make a significant contribution to managing any waste stream. The policy notes that waste management proposals within WMAs will be considered under Policy 4 of the plan. It is noted that within a WMA, non-waste management proposals (other than proposals for a particular site that are compatible with the non-Minerals and Waste Plans that make up the development plan; or, where proposals have wider regeneration benefits that outweigh the harm of discontinued operation of the site as a WMA, together with identification of how the existing or recent waste stream managed by the site will be accommodated elsewhere) will not be permitted. The EfW CHP Facility site is designated as a WMA. It is also located in a Consultation Area pursuant to Policy 16.
Policy 16: Consultation Areas (CAS)	Consultation Areas (CAs) are identified on the Policies Map, as a buffer around Mineral Allocation Areas (MAAs), Mineral Development Areas (MDAs), Waste Management Areas (WMAs), Transport Infrastructure Areas (TIAs) and Water Recycling Areas (WRAs). The Proposed Development site is located within a Consultation Area (CA) associated with the site's allocation as a WMA. As such The Mineral and Waste Planning Authority must be consulted on all planning applications within the CAS unless it meets the exceptions set out (house holder applications and advertisements). It must also be demonstrated that development will not prejudice the existing or future use of the area for which the CA has been designated (in the case of the EfW CHP site, a WMA); and not result in unacceptable amenity issues or adverse impacts to human health for the occupiers or users of such new development, due to the ongoing or future use of the area for which the CA has been designated. The policy also states that when considering proposals for non-mineral and non-waste management development within a CA, then the agent of change principle will be applied to ensure that the operation of the protected infrastructure

Policy	Summary
	(i.e., MAA, MDA, WMA, TIA or WRA) is not in any way prejudiced. Any costs for mitigating impacts on or from the existing minerals and/or waste related uses will be required to be met by the developer. The policy goes on to say that it is for the developer to demonstrate that any mitigation proposed as part of the new development is practicable, and the continued use of existing sites will not be prejudiced.
Policy 17- Design	This policy instructs that all waste management development should secure high quality design. The policy states that the design of built development and the restoration of sites should be sympathetic to and, where opportunities arise, enhance local distinctiveness and the character and quality of the area in which it is located. The policy advises that permission will be refused for development of poor design that fails to take the opportunities available to achieve this. The policy provides a set of criteria that the design of new waste development must fulfil, including: • making efficient use of land and buildings (through design, layout, orientation and prioritisation of PDL use); • being durable, flexible and adaptable over its planned lifespan, taking into account future needs (social, environmental, technological, environmental); • providing a high standard of amenity for users of new buildings and maintenance/enhancement of the existing amenity of neighbours; • being designed to reduce crime, minimise fire risk, create safe environments, and provide satisfactory access for emergency vehicles; • creating visual richness through building type, height, layout, scale, form, density, massing, materials and colour and through landscape design; • being sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change; • retaining or enhancing important features and assets (including trees and hedgerows) within the landscape, treescape or townscape and conserve or create key views; and • providing a landscape enhancement scheme which takes account of any relevant landscape character assessments (including any historic landscape characterisation) and which demonstrates that the development can be assimilated into its surroundings and local landscape character; The policy also states that where appropriate for the development to do so it should provide well designed boundary treatments (including security features) that reflect the function and character of the development and are well integrated into its surroundings, and provide attractive, accessible and integrated vehicle and cycle parking which also satisfies the parking standards of the Development Plan for the area, and incorporates facilities for electric plug-in and other ultra-low emission vehicles. It also notes that detailed design guidance is presented in Appendix 3 of the plan.

Policy	Summary
Policy 18 – Amenity Considerations	This policy states that proposals must ensure that the development proposed can be integrated effectively with existing or planned (i.e., Development Plan allocations or consented schemes) neighbouring development. It also states that new development must not result in unacceptable adverse impacts on the amenity of existing occupiers of any land or property, including: a) risk of harm to human health or safety; b) privacy for the occupiers of any nearby property; c) noise and/or vibration levels resulting in disturbance; d) unacceptably overbearing; e) loss of light to and/or overshadowing of any nearby property; f) air quality from odour, fumes, dust, smoke or other sources; g) light pollution from artificial light or glare; h) increase in litter; and i) increase in flies, vermin and birds. The policy highlights that if any of the above impacts occur then an assessment appropriate to the nature of the potential impact should be carried out and submitted as part of the proposal, in order to establish the need for and deliverability of mitigation.
Policy 20 – Biodiversity and Geodiversity	This policy provides for the protection of designated sites, highlighting that development with unavoidable and unmitigable effects on international sites will not be permitted, except for in exceptional circumstances (which only apply when: there are no suitable alternatives; there are imperative reasons of overriding public interest; and, necessary compensatory provision can be secured). It states that where proposals will have unavoidable adverse impacts on international, national or local sites, priority habitats/species or locally important habitats/species, development will only be permitted under specific circumstances/under certain conditions (largely relating to benefits of development outweighing the adverse impacts; there being no other suitable alternatives; or there are imperative reasons of overriding public interest) with conditions/circumstances/protection being more stringent, the higher the value of the site/habitat/species (e.g., international sites are afforded the highest level of protection). It also states that development affecting European sites must satisfy the requirements of the Conservation of Habitats and Species Regulations 2017. The policy states that all development proposals must: • conserve and enhance the network of geodiversity, habitats, species and sites) of international, national and local importance; • avoid negative impacts on biodiversity and geodiversity; • deliver a measurable net gain in biodiversity, proportionate to the scale of development proposed; • contribute to the delivery of the Local Nature Partnership vision to ‘double land for nature’ (where viable); • where necessary, protect and enhance the aquatic environment within, adjoining or functionally linked to the site, including water quality and habitat. Where appropriate, proposals should identify Water Framework Directive (WFD) waterbodies in the vicinity of the proposal, and set out how WFD status will be protected/improved, with appropriate mitigation. In all cases regard should be had to the Cambridgeshire Flood and Water SPD or Peterborough Flood and Water SPD (or their successors).

Policy	Summary
	The policy also states that unless national policy or legislation provides an alternative but similar mechanism, waste management proposals must (unless a decision taker would clearly not benefit from it) be accompanied by a completed biodiversity checklist and must identify features of value on and adjoining the site and to provide an audit of losses and gains in existing and proposed habitat. Where there is the potential for the presence of protected species and/or habitats, a relevant ecological survey(s) must be undertaken by a suitably qualified ecologist. The development proposals must be informed by the results of both the checklist and survey. The policy concludes by stating that if it is not possible to avoid adverse impacts on biodiversity and geodiversity in the first instance then adverse impacts must be adequately and proportionately mitigated and if full mitigation cannot be provided, compensation will be required as a last resort.
Policy 21 – The Historic Environment	This policy states that in recognition of the desirability of sustaining and enhancing the significance of heritage assets (and their setting); the wider benefits that conservation can bring; the desirability of new development making a positive contribution to local character and distinctiveness; and, the opportunities to draw on the contribution made by the historic environment to the character of a place, all waste management proposals will be subject to the policy requirements set out in the NPPF, including striking an appropriate balance between harm and public benefit, but, as a first principle, development should avoid harm on the historic environment. The policy states that all development proposals that would directly affect any heritage asset and/or its setting, must be accompanied by a Heritage Statement which, as a minimum, should: • describe and assess the significance of the asset and/or its setting to determine its interest; • identify the impact of the development on the special character of the asset; and, • provide clear and convincing justification for any harm to, or loss of, the significance of a heritage asset. It states that the level of detail in the Heritage Statement should be proportionate to the asset's significance and sufficient to understand the impact of the proposal on the asset.
Policy 22 – Flood and Water Management	This policy sets out how mineral and waste management development will only be permitted where it can be demonstrated (potentially through a detailed hydrogeological assessment) that there would be no significant adverse impacts on: surface water or groundwater quantity or quality; the quantity and quality of water abstraction enjoyed by abstractors unless alternative provision is made; and, the flow of groundwater at/in the vicinity of the site. The policy also states that development in areas known to be at risk of flooding will only be permitted if: the sequential and exception tests are successfully passed (as necessary); where appropriate, (as defined by national policy) a site-specific Flood Risk Assessment is submitted, setting out appropriate flood risk; consideration of ongoing maintenance, management of mitigation measures and adoption and that any relevant agreements are in place; and, where built development is proposed, the incorporation of Sustainable Drainage Systems (SuDS) wherever feasible into the proposals.

Policy	Summary
	The policy also states that all Proposed Development will be required to incorporate adequate water pollution control and monitoring measures. Additionally, it states that proposals should have regard to the Cambridgeshire Flood and Water SPD and the Peterborough Flood and Water Management SPD (or their successors).
Policy 23 – Traffic, Highways and Rights of Way	This policy confirms that mineral and waste management development will only be permitted if: (a) appropriate opportunities to promote sustainable transport modes can be, or have been, taken up, to the degree reasonably available given the type of development and its location. If, at the point of application, commercially available electric Heavy Commercial Vehicles (HCVs) are reasonably available, then development which would increase HCV movements should provide appropriate electric vehicle charging infrastructure for HCVs; (b) safe and suitable access to the site can be achieved for all users of the subsequent development; (c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree; (d) any associated increase in traffic or highway improvements would not cause unacceptable harm to the environment, road safety or residential amenity, and would not cause severe residual cumulative impacts on the road network; and (e) binding agreements covering lorry routing arrangements and/or HCV signage for mineral and waste traffic are agreed, if any such agreements are necessary and reasonable to make a development acceptable. The policy also states that where waste is to be taken on or off a site using the highway network, then proposals must demonstrate how the latest identified HCV Route Network is, where reasonable and practical to do so, to be utilised. Noting that, if necessary, arrangements ensuring that the use of the HCV Route Network takes place may need to be secured through an appropriate and enforceable agreement. It also states that proposals must make provision for and appropriate diversions to affected public rights of way (PRoW), and ideally the enhancement of the public rights of way network where practicable, during all phases of the development. It states that where development would adversely affect the permanent use of PRoW (including temporary). diversions) planning permission will only be granted where alternative routes are provided that are of equivalent convenience, quality and interest.
Appendix 3 – The location and design of waste management facilities	Criteria for the location and design of waste management facilities is provided in this appendix. This includes guidance and principles for location of such facilities including for: siting; rural locations; urban locations; urban edge/new development sites; co-location of facilities; and, temporary facilities.

Policy	Summary
	It also provides guidance and principles for the design of such facilities including for: the built form, local distinctiveness, transport, access, parking and circulation; lighting; landscape and boundary treatments; noise; air quality; water; pest/vermin/bird control; security; and, energy efficiency and sustainable construction.

Supplementary Policy Documents

The following supplementary policy documents, including SPDs have been identified in **Table B.2. Summary of Relevant Cambridgeshire and Peterborough supplementary policy documents**.

Table B.2 Summary of Relevant Cambridgeshire and Peterborough supplementary policy documents

Document	Summary
Cambridgeshire Flood and Water SPD (2016)	This SPD forms part of each of the Cambridgeshire Local Planning Authority's (LPAs) suite of planning documents. This SPD has been developed by CCC (as Lead Local Flood Authority (LLFA)) in conjunction with LPAs within Cambridgeshire, and other relevant Stakeholders, to support the implementation of flood risk and water related policies in the Local Plans. It provides guidance on the implementation of flood and water related policies in each authority's respective local plans. It includes advice on how to address flood risk in the planning process including specific guidance on the principles of managing flood risk with the emphasis that it should be considered at all stages of the planning process.
RECAP Waste Management Design Guide (2012)	This document addresses the issue of waste management in new developments and redevelopments of a residential, commercial or mixed (residential and commercial) nature. The purpose of the guide is to: detail the waste segregation, storage and collection requirements that designers and developers need to satisfy; provide guidance for use by Local Planning Authorities when assessing relevant planning applications; address the unique waste management problems presented by high density developments; expands upon the requirements set out in the policies CS16 and CS28 of the Minerals and Waste Core Strategy for developer contributions relating to the funding and provision of waste management infrastructure; highlight to developers that there will be financial implications relating to the provision of waste management infrastructure; highlight examples of good practice demonstrating what can be achieved; and, contribute to sustainability and reduced environmental impact.
Cambridgeshire Statement of Community Involvement (2019)	This document sets out the minimum level of community involvement that the County Council proposes will be undertaken on the work included in the SCI. The document states that this level has been determined bearing in mind the nature of the work; statutory requirements; and level of resources available. It also states that there may be occasions when projects or issues arise that warrant going beyond the level of community involvement set out in the SCI, and the SCI document does not preclude that from happening. The activities covered by the SCI include the preparation of plans and strategies, as follows: • Minerals and Waste Local Plan;

Document	Summary
	• Local Enforcement Plan for Minerals and Waste Development in Cambridgeshire; • Supplementary Planning Documents; and • Neighbourhood Planning. In addition to the delivery of projects and proposals on the ground: • Planning applications for mineral, waste management and the County Council's own development, such as schools and roads. •
The Cambridgeshire & Peterborough Local Transport Plan	The Plan describes how transport interventions can be used to address current and future challenges and opportunities for Cambridgeshire and Peterborough. It sets out the policies and strategies needed to secure growth and ensure that planned large-scale development can take place in the county in a sustainable way. The Plan is split in to three main parts: The 'Local Transport Plan', which sets out the vision, goals and objectives that define how transport will support the Cambridgeshire and Peterborough Combined Authority's Growth Ambition, and our approach to meeting these objectives. The 'Transport Delivery Plan' (separate annex to the main document), which summarises the projects that the Combined Authority, alongside its partners aims to deliver over the lifetime of the Local Transport Plan, and the mechanisms through which they will be delivered. It also describes how the plan will be monitored, reviewed and updated through time, and the roles and responsibilities of the Combined Authority and its delivery partners. 'Our Policies' (separate annex to the main document), which describes requirements related to transport planning and design, delivery, and operation and maintenance for the Combined Authority, its public sector partners, and key private sector and not-for-profit Stakeholders. They also provide the principles which will underpin decision-making, capital investment and revenue support in our transport network. One of the strategic projects set out in the plan is to construct a new rail link between March and Wisbech, utilising the disused railway.

Fenland District Council

The EfW CHP Facility Site, the CHP Connection, the Access Improvements and part of the Grid Connection are located within Fenland District. The current adopted development plan for the Fenland District area is the Fenland Local Plan[84] (adopted May 2014). The policies from the Fenland Local Plan relevant to this development are summarised in the **Table B.3** below.

[84] Fenland District Council (2014). Fenland Local Plan.

Table B.3 Summary of Relevant Fenland Local Plan Policies

Policy	Summary
Policy LP1 - A Presumption in Favour of Sustainable Development	This policy states that at the heart of the strategy for Fenland is the desire to deliver sustainable growth. As such, the policy states that when considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It notes that the Council will work with applicants to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in Fenland. Planning applications that accord with the policies in this Local Plan will be approved without delay, unless material considerations indicate otherwise. Where there are no relevant policies to an application, or the policies become outdated, the council will grant permission unless material considerations indicate otherwise, taking into account whether adverse impacts outweigh the benefits when assessed against the policies of the NPPF and if the policies of the NPPF indicate the development should be restricted.
Policy LP2 - Facilitating Health and Wellbeing of Fenland Residents	This policy states that development proposals should contribute to the Council's goal of Fenland's residents achieving the highest attainable standard of health, irrespective of their race, religion, political belief, economic or social condition, sex or age. The policy sets out how development proposals should positively contribute to creating a healthy, safe and equitable living environment through various indices. Those which may be relevant to this development proposal include: • creating an environment (built and social) in which communities can flourish; • promoting high levels of residential amenity; • creating opportunities for employment in accessible locations; • providing and maintaining effective, sustainable and safe transport networks to ensure access to all essential services; and, • avoiding adverse impacts.

Policy	Summary
	For major developments, the Council will require a Health Impact Assessment (HIA) to be submitted with a planning application.
Policy LP3 - Spatial Strategy, the Settlement Hierarchy and the Countryside	The policy states that development should create strong, sustainable, cohesive and inclusive communities, making the most effective use of previously developed land and enabling a larger number of people to access jobs, services and facilities locally. This policy directs development towards the most sustainable locations based on the Fenland Settlement Hierarchy. Wisbech falls within the category "Market Towns" and is in fact a primary market town. These locations are considered the most sustainable locations for development, given that the majority of the district's new housing, employment growth, retail growth and wider service provision should take place in these settlements.
Policy LP6 – Employment, Tourism, Community Facilities and Retail	This policy sets out how opportunities for jobs growth in the district will be maximised with the aim of achieving 7,200 net additional jobs over the period 2011-2031. The policy states that to achieve this jobs growth target, the Council will facilitate the delivery of 85ha of new employment land to provide for business, industrial and distribution uses, including 30ha in Wisbech. This land is to be delivered through sites with permission (as at 2011), appropriate intensification and extensions to established areas of employment and through a master planning approach within the urban extensions to the four market towns. The policy sets out selection criteria that employment proposals will be assessed against: • Fit with the Council's spatial strategy (in terms of distribution and scale) • Fit with the specific and broad locations for growth identified in the Local Plan, or in other suitable locations on the edge of Market Towns where it can be demonstrated that such growth would be compatible with adjacent urban land uses • The size of the settlement and scale of housing growth proposed • Availability of and accessibility to public transport services • Site suitability in terms of physical constraints (e.g., access, flood risk)

Policy	Summary
	• Impact on natural and heritage assets • Impact in terms of urban/landscape character, and setting of settlements • Infrastructure capacity; and, • Availability and deliverability of sites.
Policy LP7 – Urban Extensions	Sets out that development of an urban extension (i.e., the broad or specific locations for growth identified in Policies LP8-11) must be planned and implemented in a coordinated way, through an agreed overarching broad concept plan, that is linked to the timely delivery of key infrastructure. With the exception of inconsequential very minor development, proposals for development within the identified growth locations which come forward prior to an agreed broad concept plan being produced will be refused. The policy sets out a list of criteria that the council will seek with regard to proposals in these areas. The proposed EfW site is adjacent to the South Wisbech (broad location for growth) as set out in policy LP8 (described below).
Policy LP8 – Wisbech	Wisbech, alongside March, is the main focus for housing, employment and retail growth in the Fenland District. This policy focuses on Wisbech and how development should contribute to the promotion of Wisbech becoming a strong, safe and community focussed market town, preserving and enhancing its unique historic character and making appropriate use of its heritage assets to benefit its regeneration, tourism potential and sense of place. Due Wisbech's growth constraints, by way of the capacity of the high network both internally and externally, the policy sets out that all development proposals must have an exceptionally strong focus on the provision of deliverable measures which should result in a modal shift to sustainable transport modes for residents and workers of both the new development themselves and, where possible, for existing communities. The policy also states that new urban extensions to Wisbech will be supported in a number of locations, including South Wisbech (broad location for growth), which is nearby to the EfW facility site. It goes on to say that provided transport implications can be overcome, the area

Policy	Summary
	will be predominantly for business purposes, though there is some potential for residential development in the eastern half (approximately 100 dwellings). It notes that existing areas of high quality woodland, including some mature orchards, should be retained and enhanced to serve as multifunctional public open space areas with amenity, biodiversity and community food value and that noise mitigation and screening measures should be provided along the A47, and between the residential and business areas as appropriate. The policy also notes that improved connectivity of Wisbech to the wider rail network in March and Peterborough is supported by the council and may include the utilisation of the disused March to Wisbech Railway.
Policy - LP13 - Supporting and Mitigating the Impact of a Growing District	This policy states that all new development should be supported by, and have good access to, infrastructure. It states that the council will consider proposals based on: a) infrastructure – in that permission will only be granted if it can be demonstrated that there is, or will be, sufficient infrastructure capacity to support and meet all the requirements arising from the proposed development. b) Developer contributions - Developers will either make direct provision or will contribute towards the provision of local and strategic infrastructure required by the development either alone or cumulatively with other developments.
Policy - LP14 - Responding to Climate Change and Managing the Risk of Flooding in Fenland	This policy is split into two parts, and explores the issues, measures and mitigation necessary for development proposals to be complaint with these two themes: Part (A) Resource Use, Renewable Energy and Allowable Solutions states that: • With regard to resource use, in order to address a number of environmental, social and economic factors set out in the policy, the council will expect non-dwelling developments of 100 sq m or more, to explicitly demonstrate what reasonable contribution the development will make towards minimising resource consumption above and beyond what is required by Building Regulations and/or other standard planning

Policy	Summary
	policies. It also states that developments should incorporate on site renewable and/or decentralised renewable or low carbon energy sources, water saving measures, in order to be resilient to the effects of climate change. • Renewable energy proposals will be supported and considered in the context of sustainable development and climate change. Proposals for renewable energy technology, associated infrastructure and integration of renewable technology on existing or proposed structures will be assessed both individually and cumulatively on their merits taking account of a number of factors set out in the policy, including (*inter alia*): noise impact; residential/visual amenity; highway safety; the surrounding landscape/townscape and heritage assets; and, biodiversity considerations. • With regard to allowable solutions, development proposals will, through Building Regulations or other regulations, need to meet all or the majority of their required reduction of carbon emissions on-site. Where these cannot be fully met on-site, and where a lawful mechanism exists to do so, the Council will be prepared to accept, as an 'allowable solution', a financial contribution to make up the difference. Part (B) Flood Risk and Drainage states that: • Granting or refusal of permission will be informed by a number of studies and plans, including relevant Strategic Flood Risk Assessments (SFRAs), Water Cycle Studies, Surface Water Plans, Strategic Studies, and current national advice. • All proposals should adopt a sequential approach to flood risk and development within an area known to be at risk of flooding will only be permitted following: the completion of the sequential test (if necessary); an exception test (if necessary); demonstration of identified need; and, submission of an appropriate site specific flood risk assessment. • With regard to drainage, in addition to the requirements of the NPPF, all applications for relevant developments must include a drainage strategy which demonstrates that suitable consideration has been

Policy	Summary
	given to surface water drainage, appropriate arrangements for attenuating surface water runoff can be accommodated on site, and issues of ownership and maintenance are addressed. • The use of Sustainable Drainage Systems (SuDs) will be required to ensure that runoff from the site (post development) is to Greenfield runoff rates for all previously undeveloped sites and for developed sites (where feasible), including sufficient area within the site to accommodate SuDS and where possible link to green/blue infrastructure. • The discharge of surface water from developments should be designed to contribute to an improvement in water quality in the receiving water course or aquifer in. • All proposals should have regard to the guidance and byelaws of the relevant Internal Drainage Board, including, where appropriate the Middle Level Strategic Study and should help achieve the flood management goals from the River Nene and Great Ouse Catchment Flood Management Plans.
Policy LP15 - Facilitating the Creation of a More Sustainable Transport Network in Fenland	This policy is split into three parts: Part (A) The Vision for a Sustainable Transport Network in Fenland: • The policy states that all development proposals are expected, in proportion to the size and impact of the development being proposed, to contribute to the delivery of the council's vision for a sustainable transport network in Fenland. The vision set out in the policy is the delivery of an integrated approach to transport in the district, which facilitates growth, links town and country, encompasses cross boundary transport issues and improves accessibility for all. Additionally, it aims to reduce the need to travel, but where it is necessary to do so, minimising the distances needed to travel and increasing options for travelling. Part (B) Delivering New Transport Related Infrastructure:

Policy	Summary
	• The policy states that in order to help achieve the above vision, all development proposals should contribute to the delivery of a number of transport related objectives, under the following headings, either directly where appropriate (such as the provision of infrastructure or through the contribution of land to enable a scheme to occur) or indirectly (such as through some form of developer contributions or CIL financial payment): Strategic Transport Infrastructure; Public and Community Transport Infrastructure; and, Walking and Cycling Infrastructure. Part (C) Designing Development Schemes This section of the policy states that development proposals should demonstrate that they have regard to a list of criteria set out in the policy, including (*inter alia*): • Locating/designing the development on site that maximises accessibility and increase the use of non-car modes; • If the proposal is likely to result in significant transport implications, be accompanied by a Transport Assessment and Travel Plan, commensurate with the scale of development and transport implications; • Large development proposals in a market town should demonstrate how it will positively contribute to the delivery of the applicable Market Town Transport Strategy; • Providing well designed, safe and convenient access for all, giving priority to the needs of pedestrians, cyclists, people with impaired mobility and users of public transport; and • provide well designed car and cycle parking appropriate to the amount of development proposed, ensuring that all new development meets the Council's defined parking standards The policy concludes that any development that has transport implications will not be granted planning permission unless deliverable mitigation measures have been identified, and arrangements secured for their implementation, which will make the development acceptable in transport terms.

Policy	Summary
Policy LP16 - Delivering and Protecting High Quality Environments Across the District	This policy seeks to ensure that high quality environments are delivered and protected throughout the district. It states that proposals for all new development will only be permitted if it can be demonstrated that the proposal (*inter alia*): • protects and enhances heritage assets and biodiversity; • retains and incorporates natural and historic features (e.g., trees and drains); • positively contributes to/protects and reinforces local distinctiveness, character, identity and setting, responds to the local built environment, provides resilience to climate change and does not adversely impact local street scene, settlement pattern or the landscape character of the area; • does not adversely impact on the amenity of neighbouring users such as noise, light pollution, loss of privacy and loss of light; • provides adequate, appropriate, well designed and user friendly facilities for the storage, sorting and collection of waste; • provides financial contribution of equivalent value where on-site provision of publicly accessible open is not possible on site; • provides well designed hard and soft landscaping incorporating sustainable drainage systems as appropriate; • provides safe environments and incorporates security measures to deter crime; • identifies, manages and mitigates against any existing or proposed risks from sources of noise, emissions, pollution, contamination, odour and dust, vibration, landfill gas and protects from water body deterioration; • the site is suitable for its proposed use with layout and drainage taking account of ground conditions, contamination and gas risks arising from previous uses and any proposals for land remediation, with no significant impacts on future users, groundwater or surface water; and • complements and enhances the quality of riverside settings, including ecological value, re-naturalisation where possible, and navigation., including protecting and enhancing biodiversity, providing sufficient waste storage, protecting the

Policy	Summary
	amenity of neighbouring users, and many others.
Policy LP18 – The Historic Environment	The policy states that the Council will protect, conserve and seek opportunities to enhance the historic environment throughout Fenland. This is to be achieved through various factors set out within this policy. It states that all development proposals that would affect any designated or undesignated heritage asset will be required to: (a) describe and assess the significance of the asset and/or its setting to determine its architectural, historic or archaeological interest; and (b) identify the impact of the proposed works on the special character of the asset; and (c) provide a clear justification for the works, especially if these would harm the asset or its setting, so that the harm can be weighed against public benefits. It also states that all development proposals that would affect a heritage asset will be determined in accordance with local policy in this Plan and national policy in the National Planning Policy Framework. Where permission is granted, a programme of work and/or the implementation of any necessary mitigation measures may be secured by condition or as part of a planning obligation in order to minimise any adverse impact.
Policy LP19 – The Natural Environment	This policy states that the Council will conserve, enhance and promote the biodiversity and geological interest of the natural environment throughout Fenland. It also states that the council will (*inter alia*): • Refuse permission for development that would cause demonstrable harm to a protected habitat or species, unless the need for and public benefits of the development clearly outweigh the harm and mitigation and/or compensation measures can be secured to offset the harm and achieve, where possible, a net gain for biodiversity; and • Ensure opportunities are taken to incorporate beneficial features for

Policy	Summary
	biodiversity in new developments, including, where possible, the creation of new habitats that will contribute to a viable ecological network.

Supplementary Planning Documents

The following supplementary planning documents prepared by FDC have been identified.

Table B.4 Summary of Relevant Fenland Supplementary Planning Documents

SPD	Summary
Delivering and Protecting High Quality Environments in Fenland (July 2014)	This SPD expands upon adopted Local Plan policies, in particular the criteria set out under Local Plan Policy LP16 'Delivering and Protecting High Quality Environments across the District' (those of which are relevant to the application are set out in the table above), by providing additional guidance that applicants should consider when preparing a proposal and submitting a planning application to FDC and that the Council will consider in the assessment of planning applications.
Developer Contributions SPD	This SPD provides further guidance on a number of policies in the Fenland Local Plan, in particular Policy LP13 - "Supporting and Managing the Impact of a Growing District". It sets out FDC's approach for securing developer contributions from new developments that require planning permission. The types of development applicable here may fall within two categories of this SPD when considering contributions. Either "water, drainage, flood protection and energy provision" and/or waste collection and disposal.
Infrastructure Funding Statement/Infrastructure Delivery Plan (IDP) (2016)	The purpose of the Fenland Infrastructure Delivery Plan (FIDP) is to outline the key infrastructure requirements needed or desired to support the growth in Fenland. The FIDP helps to coordinate infrastructure provision and ensure that funding and delivery timescales are closely aligned to that in the Core Strategy.
The Resource Use and Renewable Energy SPD (2014)	This SPD sets out in detail FDC's policies in respect of resource use and renewable energy, in order to suitably expand on Part (A) of Policy LP14 in the Fenland Local Plan 2014 (as set out in the table above).

Other Strategies

The Wisbech Access Strategy[85] (WAS) is a package of individual transport schemes that aim to improve the transport network in Wisbech and support new housing and employment growth as identified within the Fenland Local Plan and the KLWN Local Plan.

Transport schemes within the WAS relevant to the Proposed Development include:

- A47 Cromwell Road;

[85] Fenland District Council (2018). Wisbech Access Strategy.

- A47 Elm High Road;
- A47 Broadend Road; and
- Southern Access Road.

Norfolk County Council

The Grid Connection would be partially located within the boundary of Norfolk County area. The current adopted Minerals and Waste Development Framework relevant to this area includes:

- Core Strategy and Minerals and Waste Development Management Policies Development Plan Document 2010 – 2026[86] (adopted 2011);
- Waste Site Specific Allocations Development Plan Document[87] (adopted October 2013, amendments adopted December 2017); and
- Revised PDF policies map[88] and the revised interactive policies map[89].

Those policies from the Core Strategy and Minerals and Waste Development Management Policies Development Plan Document 2010 – 2026 relevant to this development are summarised in the table below:

Core Strategy and Minerals and Waste Development Management Policies

Table B.5 Summary of relevant Core Strategy policies

Policy	Summary
Policy CS3 – Waste management capacity to be provided	This policy identifies the strategy for waste management, which in this instance is to provide a sufficient waste management capacity to meet the expected arisings of municipal and commercial and industrial waste, and also to ensure that appropriate capacity is provided for inert waste recycling and disposal. The policy also considers other additional precautionary matters such as the handling of hazardous waste, however, it is unlikely that this guidance will be relevant to this development proposal.
Policy CS4 – New waste management capacity to be provided	This policy identities and sets the intended targets for new recycling, composting and source-segregated-anaerobic digestion capacity; as well as recovery infrastructure and new inert landfill/quarry restoration void space. Some of this policy is applicable when considering recycling.
Policy CS5 – General location of waste management facilities	This policy sets out where the “strategic” or “major” waste management facilities should be located. It is considered that they should be well-related to the Norwich Policy Area, great Yarmouth urban area, King’s Lynn or Thetford, as there is a particular need for recovery (residual waste treatment) capacity to manage the

[86] Norfolk County Council (2011). Core Strategy and Minerals and Waste Development Management Policies Development Plan Document 2010 – 2026.
[87] Norfolk County Council (2013). Waste Site Specific Allocations Development Plan Document.
[88] Norfolk County Council (2017). Revised Policies Map (PDF).
[89] Norfolk County Council (2017). Adopted Revised Polices Map.

Policy	Summary
	waste arising from these settlements. "Non-strategic" waste facilities – which will include most of the other types of waste facilities – should be well-related to one of these main settlements or to the main market towns of Attleborough, Aylsham, Cromer, Dereham, Diss, Downham Market, Fakenham, Hunstanton, North Walsham, Sheringham, Swaffham, or Watton. The policy also states that there acknowledged that there may also be some potential sites which are less well related to the major centres of population. Whilst every potential waste site allocation and planning application will be considered on its own merits, there are significant international ecological and national landscape constraints affecting the four main Norfolk settlements which will need to be taken into consideration when submitting an application.
Policy CS6 – General waste management considerations	This policy states that waste sites will need to be developed in accordance with policy CS3 and will be acceptable, provided they would not cause unacceptable environmental impacts on the following land types/uses: a) land already in waste management use; b) existing industrial/employment land or land identified for these uses in a Local Plan or Development Plan Document; c) other previously-developed land; and d) contaminated or derelict land.
Policy CS7 – Recycling, composting, anaerobic digestion and waste transfer stations	This policy sets out that the expansion of, or development of new, recycling, composting and anaerobic digestion facilities, and waste transfer stations to handle all types of waste (inert, hazardous and non-hazardous), will be considered favourably, so long as they would not cause unacceptable environmental, amenity and/or highways impacts.
Policy CS8 – Residual waste treatment facilities	This policy identifies that a number of Residual Waste Treatment Facilities (RWTFs) to serve the needs of the county and with sufficient capacity to cater for the projected amount of residual municipal and commercial and industrial waste will be needed during the period of the Core Strategy (see Policy CS4). When considering planning applications, regard will be had to the need for such facilities by reference to other Core Strategy policies, national planning guidance and the contribution made by existing RWTFs at that time. The policy sets out various criteria which must be met whereby a RWTF will be acceptable in terms of its location, so long as it does not cause unacceptable environmental, amenity or highways impacts. The policy also states that all facilities must provide for the recovery of energy and, where practicable, heat, and the use of combined heat and power and/or district heating systems will be encouraged.
Policy CS13 – Climate change and renewable energy generation	The policy states that all opportunities for new minerals and waste developments (both brand new sites and extensions to existing sites) to generate renewable energy on-site will be welcomed and should be explored fully, with a minimum of 10 per cent generated from decentralised and renewable or low-carbon sources, wherever this is practicable. Where it is not considered practicable to

Policy	Summary
	meet this 10 per cent minimum – perhaps because of financial reasons, site size, physiographical restraints of a site, and/or other environmental considerations/constraints (e.g., landscape impacts) – appropriate evidence must be provided to the County Planning Authority. All new residual waste treatment plants and any new non-hazardous landfill sites will need to generate electricity and/or capture heat, unless it can be demonstrated that this is not practicable. The co-location of large waste plants generating heat and/or electricity with other nearby industrial and/or residential users of the heat and/or energy will be supported. Waste treatment facilities accepting biomass waste will be required to generate renewable energy. Potential minerals and waste developers will need to demonstrate that, in line with PPS25, the sites can be developed, operated and (where relevant) restored without unacceptable flood risk to the site itself, and also to 'downstream' land uses, taking into account potential climate change impacts (e.g., higher future rainfall rates).
Policy CS14 Environmental protection –	The policy states that the protection and enhancement of Norfolk's natural and built environments is a vital consideration for future minerals extraction and associated development and waste management facilities in the county. In particular, developments must ensure that there are no unacceptable adverse impacts on, and ideally improvements to: • Natural resources, including water, air and soil; • The character and quality of the landscape and townscape, including nationally designated landscapes (the Norfolk Coast Area of Outstanding Natural Beauty and the Norfolk and Suffolk Broads); • Biodiversity and geodiversity, including nationally and internationally designated sites and species, habitats and sites identified in 62 Biodiversity and Geodiversity Action Plans; • Heritage assets and their setting, and cultural assets; and • Residential amenity e.g., noise, vibration, dust, lighting, and visual intrusion. Where any development proposals would potentially have adverse impacts on any of the assets listed above, the adequacy of any proposed mitigation measures will be assessed on a case-by-case basis. The highest standards of design, operation and (where relevant) restoration and aftercare of sites must be practised.
Policy CS15 Transport –	The policy states that all proposed waste management facilities must assess and consider positively the potential for non-HGV transportation of materials to and/or from the facilities, principally by rail or water. This assessment must be included within the Transport Statement/Transport Assessment, if one is required (as per Policy DM10). The policy states that the County Council will consider minerals and waste development proposals to be satisfactory in terms of access where anticipated HGV movements, taking into account any mitigation measures proposed, do not generate: a) Unacceptable risks to the safety of road users and pedestrians; b) Unacceptable impacts on the capacity and/or efficiency of the highway network (including the trunk road network);

Policy	Summary
	c) Unacceptable impacts on air quality (particularly in relation to any potential breaches of National Air Quality Objectives and impacts on any Air Quality Management Areas) and residential and rural amenity, including from odour and noise; d) Unacceptable impacts on the natural and historic environment; and e) e) Unacceptable physical impacts on the highway network (e.g., road or kerbside damage).
Policy CS17 – Use of secondary and recycled aggregates	The County Council will promote the use of secondary and recycled aggregates in all developments and encourages all local authorities within Norfolk to require, as part of their own Local Development Frameworks, the use of recycled and secondary aggregates in development (where practicable). Applicants will be required to demonstrate the consideration of the use, where practicable, of secondary and recycled aggregates. Although a 'target' figure cannot be set for the production of secondary and recycled aggregates, the County Council will aim to achieve a year-on-year increase in the percentage of inert and construction and demolition waste managed in Norfolk that is recycled, starting with the baseline of 70%.

Table B.6 Summary of relevant Development Management policies

Policy	Summary
Policy DM1 – Nature conversation	This policy states that development that would harm: • Locally designated nature conservation and geodiversity sites; and/or • Habitats, species or features identified in UK and Norfolk biodiversity and geodiversity action plans; will only be permitted if it can be demonstrated that sufficient measures to mitigate harm to the site, habitat(s) and/or species can be put in place, preferably in advance of development. If appropriate mitigation measures cannot practicably be implemented, compensatory habits or geological exposure of at least an equivalent standard at a suitable alternative location should be provided. IT also states that potential adverse impacts off-site, caused by water contamination, changes to hydrology and/or air pollution, will also need to be considered. Furthermore, it notes that in cases where permission is granted on the basis that restoration will provide enhancement to local nature conservation efforts in the longer-term, any adverse impacts on local nature conservation during the construction and operational phases must be mitigated and fully compensated for. Ongoing management of the restored areas and compensatory habitat(s) will be required to prevent succession away from the chosen habitat(s) type unless this would be unnecessary or inappropriate.
Policy DM3 – Groundwater and surface water	This policy states that applicants will need to give due regard to the policies within the EA's document 'Groundwater Protection: Policy and Practice (GP3)' and demonstrate that proposed developments would not adversely impact upon groundwater quality or resources and surface water quality or resources.

Policy	Summary
	A hydrological/hydrogeological risk assessment must be submitted, where applicable, to demonstrate this to the satisfaction of the County Planning Authority as advised by the EA. The policy also states that sites for waste management facilities will not be permitted in Groundwater Protection Zone 1.
Policy DM4 – Flood risk	The policy states that the Norfolk district councils' Strategic Flood Risk Assessments will be used to inform decisions for waste management facilities where appropriate. It also states that in accordance with PPS 25, the Sequential Test and, where necessary, the Exception Test must be applied to all proposals. If it is demonstrated that there are no reasonably available sites in areas with a lower probability of flooding that would be appropriate to the type of development or land use proposed, the applicants must demonstrate that they have applied the Sequential Approach on the site itself. The policy states that in particular, ancillary uses and access roads should preferably be sited in areas at lowest risk of flooding. The policy highlights that a Flood Risk Assessment is required for all development in Flood Zones 2 and 3, and for sites greater than 1 hectare. It also notes that through consultation with the EA, the County Planning Authority will expect developers, through site layout, design and access, to ensure flood risk is not increased as a result of all mineral extraction and waste management sites.
Policy DM8 – Design, local landscape and townscape character	This policy states that development will be permitted if it will not harm the conservation of, or prevent the enhancement of, key characteristics of its surroundings with regard to the character of the landscape and townscape, including consideration of its historic character and settlement pattern, taking into account any appropriate mitigation measures. The policy states that in line with PPS1, new development, including ancillary landscaping and car parking areas, must promote good design which is compatible with the existing or planned built form of the local area and the surrounding landscape. The policy highlights that applicants will be expected to show how their proposals will address impacts on landscape and townscape, noting that this would usually be undertaken through various landscape assessments taking into account any relevant landscape character assessment or design guide. The policy states that this could alternatively be carried out through a local assessment using a suitable and appropriate methodology: The policy states that in particular the following issues must be addressed: • landscape and townscape character; and • landscape and townscape sensitivity and capacity. The development also advises that development will only be permitted where it would be within, or could affect the setting of (*inter alia*) conservation areas or listed buildings, where the applicant can demonstrate that the development would not adversely impact on the historic form, character and/or setting of these locations, taking into account any mitigation measures.

Policy	Summary
Policy DM9 – Archaeological sites	The policy states that where proposals could potentially affect heritage assets, or which are in areas with high potential for archaeological interest, applicants will be required to prepare and submit an appropriate desk-based assessment and, where necessary, a field evaluation with their application to the County Council. The policy advises that development will only be permitted where it would not adversely affect the significance of heritage assets (and their settings) of national and/or regional importance, whether scheduled or not. Where proposals for waste management facilities would affect Scheduled Monuments and/or other assets of national and/or regional importance (including their settings), there will be a presumption in favour of their preservation in situ. Following the results of a site evaluation, development which would potentially affect other heritage assets (not of national or regional importance) could be acceptable if subject to appropriate mitigation measures – such as physical preservation of the archaeology in situ, or preservation by record (including appropriate publication and archiving).
Policy DM10 – Transport	States that planning applications for new waste sites, or proposals that generate an increase in traffic movements or traffic impact, must be accompanied by a Transport Statement. This should demonstrate: • Suitable highway access and egress in accordance with published highway design guidance; • A suitable route to the nearest major road (trunk road or principal road or main distributor road), which may need to be incorporated in a formal Routing Agreement; • Consideration of other road users, including cyclists, horse riders and pedestrians; • Consideration of sustainable drainage and pollution control measures; and • Measures to reduce car travel to the site by workers and visitors and encourage walking, cycling and use of public transport. Additionally, the policy states: • If the Highway Authority and/or Highways Agency considers that the development raises significant transport issues, particularly if highway improvements are required, a more detailed Transport Assessment will be necessary. Appropriate details will be required of any highway improvements necessary to mitigate the transport impacts of the development. • If appropriate, formal measures to promote travel-reduction measures will be secured by a Traffic Management Plan and/or Travel Plan.
Policy DM11 – Sustainable construction and operations	Sustainable development will be promoted by requiring proposals for mineral extraction and associated development and waste management facilities to demonstrate consideration of good design standards, sustainable use of materials, and a water efficient design. Also, evidence as to how the sustainable demolition, construction and operation of a proposal will be implemented must accompany the planning application. The policy states that applicants should provide information appropriate to the application on the following matters:

Policy	Summary
	a) The type and volume of waste that will be generated; b) On-site waste recycling facilities to be provided; c) Steps taken during construction to minimise raw material consumption; d) Steps taken to reduce, reduce and recycle waste; e) The distance and mode of transport that will be used to transport any waste generated during construction; and f) Steps taken to divert waste from landfill once operational. The policy also states that the use of Site Waste Management Plans for development proposals below the legal threshold of £300,000 is encouraged, as is the usage of the SMARTWaste project tool. Any measures required will be secured through planning conditions and/or planning obligations.
Policy DM12 – Amenity	The policy highlights that the protection of amenity for people in close proximity to potential waste management facilities will be a key consideration. Where appropriate, buffer zones, advanced planting and/or screening and other mitigation measures, such as restriction on hours of working and dust suppression measures, will be required. The policy advises that development will be permitted only where it can be demonstrated that the scale, siting and design of a proposal is appropriate and that unacceptable impact to local amenity will not arise from the construction and/or operation of a facility.
DM13 – Air Quality	This policy highlights that applicants will be required to submit information to demonstrate that proposals effectively minimise harmful emissions to air and would not impact negatively on existing Air Quality Management Areas, nor lead to the declaration of a new AQMA. Development will be permitted if adequate measures can be agreed through planning conditions to mitigate potentially harmful air quality impacts to human health. Planning permission will only be granted in areas nearing AQMA threshold limits if an Air Quality Impact Assessment shows that the development in question and its associated activities would not increase air pollution to unacceptable levels, as defined in the National Air Quality Strategy.
Policy DM15 – Cumulative impacts	The policy highlights that where a proposed waste management facility is considered acceptable (in its own right) but the cumulative impact of a proposal in conjunction with other existing, permitted or allocated minerals extraction sites and/or waste management facilities, in the proximity is considered unacceptable, the proposal may be considered acceptable if phased so that one site follows the completion of the other or it can be demonstrated that the adverse cumulative impacts can be adequately mitigated. It states that planning applications must therefore be supported by information demonstrating how proposals relate to other development nearby and details of how any cumulative effects are proposed to be mitigated satisfactorily.

Supplementary Planning Documents

On 10th December 2018, NCC formally adopted the current Statement of Community Involvement.

This document explains how NCC intends to involve the community in the preparation of Minerals and Waste planning policy documents and the consideration of planning applications.

Other Strategies

A47 Corridor Improvement – The A47 is the main strategic route linking Norfolk to the Midlands and the North on one side and Europe on the other. Highways England, the government company charged with operating, maintaining and improving England's motorways and major A roads, is responsible for the A47. Highways England has committed £300m to improve the A47 with work set to begin in 2020.

These improvements include:

- Dualling the A47 North Tuddenham to Easton;
- Dualling the A47 Blofield to North Burlingham;
- Improving the A47/A11 Thickthorn junction; and
- Improving A47 Great Yarmouth junctions including reconstruction of the Vauxhall Roundabout

Norfolk Strategic Infrastructure Delivery Plan 2020 – The plan pulls together information on the key infrastructure needed to deliver economic growth in Norfolk. It is a working document that is reviewed on a yearly basis as information becomes available and projects progress through to delivery. The Plan will help NCC and partners to co-ordinate implementation, prioritise activity and respond to any funding opportunities.

The plan sets out the Norfolk wide high-level strategic infrastructure priorities for the next 10 years. These include projects such as: road, rail, utility, sustainable, education, and regeneration.

Applicable projects include the A47 – Wisbech bypass junctions stating that a junction improvements/Broad End Road scheme will be brought forward under the Growth Deal Funding from the CPCA Business Board for the Wisbech Access Strategy in the short term to 2021 at a cost of £10.5m with a medium term scheme for Elm High Road with CPCA funding to 2026.

King's Lynn and West Norfolk Borough Council

The Grid Connection would be partially located within the administrative area of KLWN. The current adopted Local Plan for this local authority area comprises of:

- The Core Strategy[90] (adopted in 2011); and
- The Site Allocations and Development Management Policies Plan[91] (adopted 2016).

Core Strategy

[90] King's Lynn and West Norfolk Borough Council (2011). Local Development Framework - Core Strategy.
[91] King's Lynn and West Norfolk Borough Council (2016). Site Allocations and Development Management Policies Plan.

Table B.7 Summary of relevant Core Strategy policies

Policy	Summary
CS01 Spatial Strategy	This policy sets out the development priorities for the borough such as facilitating and supporting regeneration and development identified in the Regional Spatial Strategy, encouraging economic growth, improving accessibility for all to services, education, employment, health, leisure and housing, and protecting and enhancing heritage, cultural and environmental assets, seeking to avoid areas at risk of flooding, and fostering sustainable communities. In accommodating these priorities, the Council's approach utilises a settlement hierarchy (set out in Policy CS02) to ensure that new investment/development is directed to the most sustainable places. The policy sets out specific strategies for key towns/urban areas including the area adjacent to Wisbech (east of Wisbech), for which it notes that the Council will be supportive in principle to: • the expansion of the port-related employment area into land predominantly within the borough. • consider the provision of at least 550 new houses to the east of the town. The policy notes that the nature and scale of such development will be dependant on future work and assessment.
CS02 The Settlement Hierarchy	This policy highlights that decisions on investment in services and facilities and on the location and scale of new development will be taken on the basis of the borough settlement hierarchy which starts from sub-regional centres (e.g., King's Lynn and West Lynn), followed by, main towns (e.g., Hunstanton and Downham Market), then Settlements adjacent to King's Lynn and the main towns (e.g., Emneth and Walsoken, both of which are adjacent to Wisbech), then key service centres, then rural villages, and finally smaller villages and hamlets. The focus of major planned growth will in the sub-regional centres; whereas development in smaller villages and hamlets will be limited to specific identified needs. With regard to Settlements adjacent to King's Lynn and the main towns (e.g., Walsoken and Emneth), the policy states that development will take place in these locations where it can demonstrate a positive impact on the adjacent Sub Regional Centre/Main Town and which will assist in both maintaining and enhancing the provision of services, employment and local retail needs.
CS03 King's Lynn area	In support of the overall development strategy King's Lynn will continue to meet its obligations as a Growth Point and Key Centre for Development and Change and develop as a Sub-Regional Centre. This includes housing, employment, etc.
CS06 Development in Rural Areas	The strategy for rural areas is to: promote sustainable communities and sustainable patterns of development to ensure strong, diverse, economic activity; maintain local character and a high quality environment; focus most new development in key rural service centres selected from the Settlement Hierarchy Policy CS02; ensure employment, housing (including affordable housing), services and other facilities are provided in close proximity.

Policy	Summary
	The policy states that beyond the villages and in the countryside, the strategy will be to protect the countryside for its intrinsic character and beauty, the diversity of its landscapes, heritage and wildlife, and its natural resources to be enjoyed by all. The development of greenfield sites will be resisted unless essential for agricultural or forestry needs.
CS08 Sustainable Development	This policy sets out how all new development in the borough should be of high quality design in which it shall be required to demonstrate its ability to comply with various criteria. Those potentially relevant in this instance include protecting and enhancing the historic environment; responding to the context and character of places in West Norfolk by ensuring that the scale, density, layout and access will enhance the quality of the environment; optimising site potential, making the best use of land including the use of brownfield land; and achieving high standards of sustainable design. The policy then discusses promoting and encouraging opportunities to achieve high standards of sustainability and energy efficiency, through various measures. There are a number that have potential relevance to the Proposed Development. These include (*inter alia*) reduction of on site emissions by generation of cleaner energy; integration of water saving devices and Sustainable Drainage Systems; reduction of development's predicted C02 emissions by at least 10% (by using decentralised and renewable and low carbon sources) for non residential developments over 1000m2. The Council will take account of the impact of achieving these targets on the viability of a scheme and where appropriate agree a lower or nil target provided: • the development of the site is in the wider public interest; and • the developer is prepared to share information on development costs and margins with the Council prior to consent being granted. Other considerations this policy details relate to flood risk and climate change, renewable energy and density of development. With regard to density of development the policy states that the council will seek to confirm that any development proposal optimises the density of development in the light of local factors such as: the setting of the development; the form and character of existing development; and the requirement for any on site infrastructure including amenity space. With regard to renewable energy the policy states that the Council and its partners will support and encourage the generation of energy from renewable sources. These will be permitted unless there are unacceptable locational or other impacts that could not be outweighed by wider environmental, social, economic and other benefits. With regard to flood risk the policy states that the council's Strategic Flood Risk Assessment will be used to guide development away from areas at high risk of flooding and that development proposals in high flood risk areas will need to demonstrate that: • the type of development is appropriate to the level of flood risk identified in the Strategic Flood Risk Assessment, or; • if the development vulnerability type is not compatible with the flood zone as set out in PPS25, proposals will need to demonstrate that the development contributes to the regeneration objectives of King's Lynn or the wider sustainability needs of rural communities;

Policy	Summary
	• the development is on previously developed land, or, where proposals are for development of greenfield sites, the development must demonstrate a contribution to the regeneration objectives of King's Lynn or the wider sustainability needs of rural communities; and • flood risk is fully mitigated through appropriate design and engineering solutions.
CS09 Housing Distribution	Sets out the broad distribution of new housing in the region over the plan period. This includes the Wisbech fringe (Emneth/Walsoken) where it states that provision will be made for at least 550 new dwellings to support the service centre function of Wisbech. The policy also sets out guidance and conditions relating to housing, including type, tenure and size, affordable housing, tenure mix and Gypsies and Travellers and Travelling Showpeople.

CS11 Transport	This policy sets out the strategy issues relating to transport in the borough and sets out the cuncil's priorities with regard to transport.
	
	The states that development proposals should demonstrate that they have been designed to:
	• Reduce the need to travel.
	• Promote sustainable forms of transport appropriate to their particular location and related to the uses and users of the development. In order of preference this should consider:
	  ○ Walking
	  ○ Cycling
	  ○ Public transport
	  ○ Private car (development proposals which are likely to have significant transport implications will need to be accompanied by a transport assessment and travel plan to show how car based travel can be minimised)
	• Provide for safe and convenient access for all modes.
	
	It also states that the Council will seek appropriate contributions to necessary transport improvements.

CS12 Environmental Assets	This policy concerns Green Infrastructure, Historic Environment, Landscape Character, Biodiversity and Geodiversity. It states that proposals to protect and enhance the borough's historic environment and landscape character, biodiversity and geodiversity will be encouraged and supported and it sets out that the council (with its partners) will protect, preserve and enhance these features/factors and routes/methods it will use to do so. The policy states that development should seek to avoid, mitigate or compensate for any adverse impacts on biodiversity, geodiversity and heritage as well as seeking to enhance sites through the creation of features of new biodiversity, geodiversity and heritage interest. The design of new development should be sensitive to the surrounding area, and not detract from the inherent quality of the environment. It also states that the Council will require development proposals to be accompanied by an ecological impact study and assessment proportionate to the degree of the impact and importance of the species affected.

Policy	Summary
	With regard to Character Assessment, the policy states proposals for development will be informed by, and seek opportunities to reinforce the distinctive character areas and potential habitat creation areas identified in the King's Lynn and West Norfolk Landscape Character Assessment, the West Norfolk Econet Map and other character assessments. It advises that development proposals should demonstrate that their location, scale, design and materials will protect, conserve and, where possible, enhance the special qualities and local distinctiveness of the area (including its historical, biodiversity and cultural character), gaps between settlements, landscape setting, distinctive settlement character, landscape features and ecological networks.
CS14 Infrastructure Provision	The policy states that all development in the plan area will need to be accompanied by appropriate infrastructure (including off-site infrastructure) in a timely way, with arrangements for its subsequent maintenance. Obligations will be sought from developers through Section 106 Legal Agreements or other successor mechanisms. This applies to infrastructure such as (*inter alia*) recycling facilities and local and renewable energy generation.

Site Allocations and Development Management Policies Plan

Table B.8 Summary of relevant Site Allocations and Development Management Policies Plan policies

Policy	Summary
Policy DM 1 – Presumption in favour of sustainable development	The policy states that when considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively and jointly with applicants to find solutions that allow proposals to be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area. Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise. Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision, the Council will grant permission unless material considerations indicate otherwise – taking into account whether: Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or Specific policies in that Framework indicate that development should be restricted.
Policy DM 2 – Development Boundaries	Development will be permitted within the development boundaries of settlements shown on the Policies Map provided it is in accordance with the other policies in the Local Plan. The areas outside development boundaries (excepting specific allocations for development) will be treated as countryside where new development will be

Policy	Summary
	more restricted and will be limited to that identified as suitable in rural areas by other policies of the local plan, including (*inter alia*) renewable energy generation (under Policy DM20 of the rural economy or to the Plan).

Policy DM 12 – Strategic Road Network	The policy stats that the Strategic Road Network within the Borough, comprising the A10, A17, A47, A134, A148, A149, A1101 and A1122 and shown on the Policies Map, will be protected as follows outside of the settlements specified within Core Strategy policy CS02:
	
	• New development, apart from specific plan allocations, will not be permitted if it would include the provision of vehicle access leading directly onto a road forming part of this Strategic Road Network;
	• New development served by a side road which connects to a road forming part of the Strategic Road Network will be permitted provided that any resulting increase in traffic would not have a significant adverse effect on:
	  ○ The route's national and strategic role as a road for long distance traffic;
	  ○ Highway safety;
	  ○ The route's traffic capacity; and
	  ○ The amenity and access of any adjoining occupiers.
	
	The policy highlights that in appropriate cases a Transport Assessment will be required to demonstrate that development proposals can be accommodated on the local road network, taking into account any infrastructure improvements proposed.
	
	It notes that Policy CS11 of the Adopted Core Strategy (described in the table above) sets out the transport requirements for development proposals to demonstrate that they accord with. Paragraph 013 - Transport Assessments and Statements of the Planning Practice Guidance should also be considered."

Policy DM 15 – Environment, Design and Amenity	This policy states that development must protect and enhance the amenity of the wider environment including its heritage and cultural value. Proposals will be assessed against their impact on neighbouring uses and their occupants as well as the amenity of any future occupiers of the proposed development. Proposals will be assessed against a number of factors including: Heritage impact; Overlooking, overbearing, overshadowing; Noise; Odour; Air quality; Light pollution; Contamination; Water quality and Visual impact. It states that the scale, height, massing, materials and layout of a development should respond sensitively and sympathetically to the local setting and pattern of adjacent streets including spaces between buildings through high quality design and use of materials. It also advises that development that has a significant adverse impact on the amenity of others or which is of a poor design will be refused. Furthermore, it states that, development proposals should demonstrate that safe access can be provided and adequate parking facilities are available.
Policy DM 20 – Renewable Energy	This policy states that proposals for renewable energy (other than proposals for wind energy development) and associated infrastructure, will be assessed to determine whether or not the benefits they bring in terms of the energy generated are outweighed by the impacts, either individually or cumulatively, upon:

Policy	Summary
	• Sites of international, national or local nature or landscape conservation importance, whether directly or indirectly • The surrounding landscape and townscape; • Designated and un-designated heritage assets, including the setting of assets; • Ecological interests (species and habitats); • Amenity (in terms of noise, overbearing relationship, air quality and light pollution); • Contaminated land; • Water courses (in terms of pollution); • Public safety (including footpaths, bridleways and other non-vehicular rights of way in addition to vehicular highways as well as local, informal pathway networks); and • Tourism and other economic activity. It also states that development may be permitted where any adverse impacts can be satisfactorily mitigated against and such mitigation can be secured either by planning condition or by legal agreement.

Policy DM21 - Sites in Areas of Flood Risk	States that where the Borough Council has allocated sites in flood risk Zones 2 and 3 or flood defence breach Hazard Zones identified by the Council's Strategic Flood Risk Assessment or more recent EA mapping:
	
	1. These will be subject to (and no relevant planning permission will be granted before):
	  • a site specific flood risk assessment
	  • satisfactory demonstration that any design or development features necessary to address flood risk issues are compatible with heritage assets in the vicinity (including conservation areas and listed buildings) and local visual amenity
	2. The sequential test set out in the National Planning Policy Framework (NPPF) policy 101 is deemed to be met by the allocation process, as set out in the Planning Practice Guidance - Flood Risk and Climate Change
	3. In relation to the exceptions test set out in the NPPF policy 102:
	  • the first part (demonstration of wider sustainability benefits) is deemed to be met by the allocation process;
	  • and the second part (site specific flood risk assessment, etc.) is not deemed to be met by the allocation process, and shall remain the responsibility of the prospective developer. No relevant planning permission shall be granted unless and until this second part of the test is met, as set out in section 1 of this policy
	
	The policy also sets out specific criteria relating to the design of new dwellings in relation to flood risk.

Policy F3.1 Wisbech Fringe - Land east of Wisbech (west of Burrowgate Road)	This policy allocates land to the east of Wisbech (approximately 25.3 hectares) for the development of 550 dwellings.

Supplementary Planning Documents

KLWN Statement of Community Involvement (adopted June 2017) describes how and when the Council intends to involve local communities in planning for the future of the borough through:

- The preparation of the Local Plan and other planning policy documents; and
- The determination of planning applications.