

Medworth Energy from Waste Combined Heat and Power Facility

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Draft Written Summary of the Applicant's Oral Submissions at ISH1

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Table 1.1 Draft Written Summary of the Applicant's Oral Submissions at ISH

Item	ExA Question/ Context for Discussion	Applicant's Response
Agenda item 1 - Welcome, introductions, arrangements for the hearing		
1	The Examining Authority ("ExA") opened the hearing, introduced themselves and invited those parties present to introduce themselves.	<p data-bbox="860 579 972 600"><u>Applicant</u></p> <p data-bbox="860 639 1693 660">The following parties introduced themselves on behalf of the Applicant:</p> <ul data-bbox="909 692 1850 911" style="list-style-type: none"> <li data-bbox="909 692 1509 713">• Alexander Booth KC, Counsel for the Applicant <li data-bbox="909 724 1850 745">• Ms Claire Brodrick, Senior Associate, Pinsent Masons LLP for the Applicant <li data-bbox="909 756 1391 777">• Paul Carey, Managing Director, MVV <li data-bbox="909 788 1368 809">• Tim Marks, Head of Planning, MVV <li data-bbox="909 820 1424 841">• David Kenyon, Technical Director, WSP <li data-bbox="909 852 1413 873">• Claire Brown, Technical Director, WSP <li data-bbox="909 884 1632 904">• Mike Turner, Managing Director, MVV (attending virtually) <p data-bbox="860 951 1518 971"><u>Cambridge County Council and Fenland District Council</u></p> <ul data-bbox="909 1011 1285 1032" style="list-style-type: none"> <li data-bbox="909 1011 1285 1032">• Andrew Fraser-Urquhart KC <p data-bbox="860 1078 2060 1142">Mr Fraser-Urquhart confirmed there were a number of other technical experts present that would introduce themselves if called upon.</p> <p data-bbox="860 1182 1016 1203"><u>Other Parties</u></p> <ul data-bbox="909 1235 2060 1417" style="list-style-type: none"> <li data-bbox="909 1235 1879 1256">• Laura Gill, Principal Planner for Kings Lynn and West Norfolk Borough Council <li data-bbox="909 1267 2060 1319">• Councillor Andrew Michael De Whalley, Councillor for the Gayton and Grimston Ward, Borough Council of King's Lynn and West Norfolk <li data-bbox="909 1331 2060 1383">• Councillor Steve Tierney, Councillor for the Medworth (Wisbech) Ward at Fenland District Council and County Councillor for Wisbech West. <li data-bbox="909 1394 1565 1415">• Emma Barnett, representing Wisbech Town Council



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		<ul style="list-style-type: none"> • Josh Downen and Shlomo Downen, representing UK Without Incineration Network (UKWIN) • Clive Ballard, local resident • Emily Butterwick, representing Natural England
Agenda item 2 – Purpose of the Issue Specific Hearing		
2	<p>The ExA explained that the purpose of this Issue Specific Hearing is to explore the overarching principles that underpin the Development Proposal, its aims and objectives and the role of each one of the principal components that make up the Development Proposal</p>	N/A
	<p>The ExA also explained that the purpose of this Issue Specific Hearing is to explore the Applicant's intentions for the land included within the Order Limits, as identified in the Land Plans [AS-004], how it relates to the draft DCO [APP-013] and how person(s) with a legal interest in the land, or any part of the land, affected by the application, have been identified in the Book of Reference [APP-015]</p>	N/A
Agenda item 3 – Components of the Medworth Energy from Waste (EfW) Combined Heat and Power (CHP) Facility		
3	<p>The ExA explained that the following documents would form of basis of the questions asked to the Applicant:</p>	<p>Mr Booth, on behalf the Applicant, stated that further details about MVV and the Applicant can be found in the Funding Statement [APP-016] and Section 1.2 of Chapter 1, the Introduction of the Environmental Statement [APP-029].</p>



Item	ExA Question/ Context for Discussion	Applicant's Response
	<ul style="list-style-type: none"> • Chapter 3 of the Environmental Statement (Description of the Proposed Development) • The draft Development Consent Order • The Works Plans • The Planning Statement • The Statement of Reasons 	<p>Mr Carey, Managing Director of MVV, on behalf of the Applicant, explained how MVV is a wholly owned subsidiary of MVV Energie AG in Mannheim, Germany. MVV has been owning and operating energy from waste facilities since the 1960s, and in the UK for the last 10 to 15 years.</p> <p>Mr Carey described the portfolio of MVV as containing a facility in Mannheim with 700,000 tonnes per annum (tpa) capacity, and three operation facilities in the UK:</p> <ul style="list-style-type: none"> • Devonport, in the heart of western Plymouth, where MVV treats around 265,000 tpa residual waste for the local authorities and businesses, generating heat and electricity for the Royal Navy, with excess electricity going to the national grid; • In Dundee, in the east of the city's urban landscape, MVV's facility also treats about 220,000 tpa residual waste for the local councils and businesses, generating electricity and potentially heat to the local area; and • In Kent, near Sittingbourne at Ridham Dock, MVV treat 195,000 tpa of residual waste wood only, generating electricity for the national grid. <p>In addition, MVV have their own electricity trading arm which acts as a Licenced Electricity Supplier, registered with OFGEM.</p> <p>Mr Carey explained that each operation is established as a wholly owned subsidiary of MVV Environment Limited, and Medworth CHP Limited (the Applicant) sits alongside them as a wholly owned subsidiary.</p> <p>Mr Carey highlighted that MVV has made commitments towards achieving net zero by 2040 and being climate positive thereafter, and this includes cutting carbon dioxide levels to 80% of their 2018 levels by 2050. All of these objectives are supported in the UK business and, wherever possible, existing and proposed facilities have been futureproofed.</p> <p>Mr Carey stated that the Proposed Development would be an investment of £450 million, and the Applicant has been working on the project since 2019. In developing the application, the Applicant has used competent, professional and experienced advisors, notably:</p> <ul style="list-style-type: none"> • Wood Group (now known as WSP) as technical advisors; • Carter Jonas as land agents; and • Pinsent Masons LLP as lawyers



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		<p>The ExA asked the Applicant for clarification on how many of MVV's existing projects meet the threshold for a Nationally Significant Infrastructure Project.</p> <p>Mr Carey clarified that none of the operational facilities are classed as Nationally Significant Infrastructure Projects, they were all consented under the Town and Country Planning Act process.</p> <p>Mr Carey further explained that the main project development work has been carried out by MVV's own team (owners and operators), both in the UK and Germany, and he will attend all of these hearings to represent MVV at the most senior level in the UK. Mr Carey added that MVV will seek to become a member of the community and have many years of experience in owning and operating these facilities.</p> <p>Mr Booth stated that further details can be found in Chapter 3, the Description of the Proposed Development of the Environmental Statement [APP-030] and the associated appendices [APP-049, APP070 and APP-071].</p> <p>Mr Marks, Chartered Town Planner and Head of Planning at MVV Environment Limited, on behalf of the Applicant, acknowledged that the ExA undertook a site visit to the location of the Proposed Development, and provided a brief overview of the Proposed Development and its key components. Mr Marks took the opportunity to address a degree of confusion that emerged during the Preliminary Meeting over some aspects of the Proposed Development in respect of Walpole (a potential grid connection point during initial development of the proposals) and traffic routing.</p> <p>In response to a query from the ExA regarding the relevance of such issues to this ISH, Mr Booth clarified that Mr Marks did not intend to deal with the issue of traffic, but rather, as part of explaining what the project is, provide a high-level explanation of which roads will be impacted by the Proposed Development and which will not. Mr Booth added that this would serve to clarify existing confusion and was therefore relevant to explaining the Proposed Development.</p> <p>Mr Marks, for the purposes of describing the Order Limits and components of the Proposed Development, referred the ExA to Figure 3.2(i), Project Components in Chapter 3 of the Environmental Statement the Description of The Proposed Development [APP-049]. Mr Marks explained that the</p>



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		<p>Figure 3.2(i) set out the geographical extent of each of the project components and how they sit within the Order Limits.</p> <p>Mr Marks explained that a full description of the Proposed Development could be found in Environmental Statement Chapter 3 [APP-030]. Mr Marks also referred to Appendix 1F [APP-068] for the full list of terms and abbreviations.</p> <p>Mr Marks outlined the following key components of the Proposed Development:</p> <ul style="list-style-type: none">• The Energy from Waste Combined Heat and Power Facility (the EfW CHP Facility); Work No. 1 and 2 of the draft DCO – This is the facility to which residual waste is delivered to be treated by means of controlled incineration to produce energy.• The Combined Heat and Power Connection (CHP Connection); Work No.3. The CHP Connection, including the steam pipeline and any private wire connections, from the EfW CHP Facility will be located within the CHP Connection Corridor, i.e., the disused March to Wisbech railway.• Access Improvements Work No. 4; These are the works that will be carried out to improve access along New Bridge Lane to the EfW CHP Facility and to include for the reopening of the highway over the currently disused March to Wisbech Railway. Also, to include a relocated access from Algores Way. <p>Mr Marks then provided additional clarification that the Applicant is not proposing to restrict local movements within Wisbech town, for example the Proposed Development does not restrict local businesses and residents from being able to provide waste and services to the facility, nor does it require residents who could be employed at or providing services to the facility to unduly circumnavigate Wisbech due to route restrictions.</p> <p>The route restrictions will come into force for those travelling on the strategic highway network and will direct HGV movements from the A47 to Cromwell Road and onto Newbridge Lane. Mr Marks emphasised that HGVs will access the EfW CHP Facility Site via New Bridge Lane, with the Algores Way entrance reserved for staff and visitors. Therefore, unless collecting locally, HGV traffic will not be permitted to use Weasenham Lane, Elm High Road, Churchill Road or Algores Way, nor travel through Wisbech town, including via the Freedom Bridge Roundabout. Mr Marks added that this is set out in</p>



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		<p>detail in the Outline Operational Traffic Management Plan (Outline OTMP) [APP-106] and is secured by DCO Requirement 12.</p> <p>Mr Marks then continued to explain several further components of the Proposed Development:</p> <ul style="list-style-type: none"> • Water Connections Work No. 6; This is the proposed foul water connection point north of the Algores Way entrance; and a proposed potable water supply from an existing water main east of the A47 to run along New Bridge Lane or a field that is currently an Orchard north of New Bridge Lane. • Grid Connection Work No. 7 and 8; This is the underground electrical connection from the EfW CHP Facility to the National Electricity Transmission Network connection point at the Walsoken Substation. This includes the construction of the Applicant's Walsoken Substation. Walsoken Substation is the northern extent of the Proposed Development. Therefore, whilst a connection to Walpole substation was considered during the early stages of the project, this does not form part of the Proposed Development. Further details area provided in the Grid Connection [APP-069]. <p>Temporary Construction Compound (TCC) Work No. 5; - This is required to construct the Proposed Development. For a temporary period, land to accommodate the construction compound, including staff parking, office and welfare facilities.</p>
<p>The ExA asked any parties in the room if they had any questions for the Applicant regarding temporary construction compounds.</p>		<p>In response to a comment from Councillor Steve Tierney regarding the Wisbech Access Study, Mr Booth stated that the purpose of this ISH was not to discuss traffic matters in detail. However, the Applicant had noted that a number of comments and banners referred to traffic passing through Wisbech town and the Applicant wished to clarify that particular point.</p> <p>In response to a comment from Councillor Peter Humas regarding an increase in HGVs through Wisbech town, Mr Booth reiterated the above point that the Applicant is not seeking to constrain routes of local traffic, but is seeking to impose controls for the HGV traffic travelling to the Proposed Development from the strategic highway network. Mr Booth referred to Outline Operational Traffic Management Plan (Outline OTMP) [APP-106] which is secured by DCO Requirement 12.</p> <p>Councillor Tierney disputed any suggestion that Cromwell Road and roads leading off it are not part of Wisbech town.</p>



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		<p>Mr Booth clarified that the language used was to respond to suggestions that traffic would be travelling through the centre of Wisbech and the Freedom Bridge Roundabout. The Applicant does not intend to import waste through the centre of Wisbech.</p>
	<p>The ExA asked the Applicant whether they could provide further detail on the monitoring systems and failsafe mechanisms that will be incorporated into the Proposed Development.</p> <p>The ExA asked for clarification on whether the Applicant had spoken to the Environment Agency yet, and for information on the types of emissions that the Proposed Development will monitor.</p>	<p>Mr Carey explained how, to ensure the facility operates within the Environmental Permit requirements, the combustion process and Continuous Emissions Monitoring Systems (CEMS) will be constantly monitored by the Applicant's trained staff in real time and is made available to the Environment Agency to view on request, including by live feed. CEMS equipment will be fitted to each chimney to monitor, for example, emissions of Particulate Matter (PM) and nitrogen dioxide. There are two sets of CEMS equipment in each chimney to ensure there is a backup if either system were to fail.</p> <p>Mr Carey also clarified that the monitoring systems contain alarms that will indicate if the emission levels ever rise above normal operating levels. If emission levels do start to rise then the system, control room and operators will intervene. In a worst-case scenario, the facility can be shut down. However, any issues can usually be resolved with adjustments by the Applicant's trained staff.</p> <p>Mr Carey noted that this monitoring information is always available to members of the public, and visitors will be able to view the data in real-time if they visit the Proposed Development or any of MVVs existing facilities.</p> <p>In response to a question from the ExA regarding emissions levels and discussions with the Environment Agency, Mr Carey clarified that the Proposed Development must comply with the Industrial Emissions Directive which prescribes emission limits that cannot be exceeded. These limits are set out for various types of emissions, including dust, particulates, carbon monoxide, nitrous oxides and acid gases. In general, the Proposed Development is anticipated to keep all emissions at least 20% (but often approximately 80%) below the limits set by the Directive.</p> <p>Mr Carey confirmed that the Applicant has lodged an application with the Environment Agency for the Environmental Permit required for the Proposed Development. In this Environmental Permitting process, the Applicant will agree limits under which the Proposed Development's emissions must be kept below, alongside futureproofing to allow these limits to be further reduced should this be required.</p>



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		<p>The application for an Environmental Permit has been assigned a case officer and the Applicant and its technical consultants will continue to engage with the Environment Agency.</p> <p>Clive Ballard raised concerns regarding the toxins produced by burning heavy metals in the Proposed Development.</p> <p>Mr Booth advised that the Applicant's air quality specialist was not in attendance at the hearing and that the Applicant anticipated that this would be discussed further at the environmental issue specific hearings.</p> <p>Mr Carey provided a high level summary in response to the comment from Mr Ballard. The Applicant accepted that heavy metals can be in the waste that would come through the Proposed Development as people often dispose items containing heavy metals, such as mercury and lead, in their household waste. However, the air pollution control system captures the heavy metal emissions to prevent release into the air according to the Environmental Permit. Activated carbon is injected into the system. This acts as a 'flying sponge'. The air pollution control residues are captured on several thousand filters. Emission levels are monitored continuously with Continuous Emissions Monitoring Systems, where there is a duty and a standby set. The Applicant will also carry out extractive testing where a sample is sent to a lab to test for pollutants that are difficult to measure, in line with the Environmental Permit required for the Proposed Development.</p> <p>Mr Carey invited the Examining Authority and Interested Parties to visit the facility in Plymouth to see how this system works in practice.</p> <p>In response to further concerns on this topic, the ExA asked the Applicant to provide a detailed written answer explaining how the Proposed Development's monitoring systems will work, particularly in relation to the risks posed by heavy metals. This information is provided at Appendix A of this Written Summary.</p>
	<p>The ExA asked for further clarification on the Applicant's air pollution control plans</p>	<p>Mr Carey explained that the Proposed Development will have three basic systems in place which are used to control the emissions. The first is through controlling the combustion process itself, which involves ensuring enough oxygen is present to prevent carbon monoxide being produced. Mr Carey stated that carbon dioxide is a sign of very efficient combustion. Secondly, Mr Carey explained that the</p>



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		<p>Proposed Development will monitor for NOx (various nitrous oxides), adding that ammonia is injected to reduce emissions of NOx. Mr Carey then explained how lime is injected into the flue gas because it is an alkali, and therefore neutralises any acid gases. Mr Carey then detailed how activated carbon is utilised for its ability to 'soak up' heavy metals and any dioxins and furans that might remain in the flue gases.</p> <p>All of these substances are captured in a bag house filter house. Mr Carey, for the benefit of attendees at the hearing, likened this filter to 'a long sock.' The bag house filter collects the flue gases, and the Air Pollution Control (APC) residues are left stuck to the outside of the filter. There will be 5000-6000 thousand of these filters at the Proposed Development. Air is sucked up the middle of each bag by a large fan which moves it up the chimney. The contents of the chimney are then monitored by the CEMS described previously.</p> <p>All of this is monitored both by the Proposed Development's control system and the Applicant's trained staff. Mr Carey explained that all of this is taken into consideration by the Environment Agency in their decision on whether to grant an Environmental Permit.</p>
	<p>The ExA asked the Applicant for details on the plans for water treatment at the Proposed Development</p>	<p>Mr Carey explained how heat generated from the process warms water to generate steam to drive a turbine to create electricity. The facility is designed to enable steam to be drawn off to supply local businesses for heating purposes via the CHP Connection.</p> <p>Mr Carey clarified that regular water cannot be used as the turbine is a precision system, but rather the water needs to be filtered and demineralised first. The water is purified in the water treatment plant which corrects the PH level and treats for conductivity, resulting in demineralised water. The water is heated using a boiler and either sent to a customer or to the turbine, after which the steam is condensed and reused. Mr Carey added that because it is a closed loop system, the water can be reused multiple times. Mr Carey explained how the demineralised water is stored and put into the boiler, and if the boiler is ever emptied, the water is saved and reused. As the demineralised water is used in this circuit, a small amount is extracted to ensure the circuit runs properly. This is called 'boiler blowdown', and only 1% to 2% of the water is removed in this way and it is then used elsewhere. Mr Carey emphasised that no water is wasted due to the costs associated with the demineralisation process. Mr Carey also explained that the air cooled condenser does not lose water.</p>



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	<p>The ExA requested clarification regarding the Applicant's plans for the Temporary Construction Compound (TCC) following completion of construction.</p>	<p>Mr Marks clarified that the Temporary Construction Compound (Work No. 6) (TCC) is to provide a space within which the Applicant's construction team can set up welfare, office accommodation and space for vehicles. The TCC is proposed to be built on unused grassland which is allocated for future development in the Local Plan.</p> <p>It is the Applicant's intention that the TCC will be subject to temporary occupation for the duration of construction, after which it will be returned to its current state. Mr Marks clarified that this land is private, and therefore not publicly accessible.</p> <p>Mr Marks stated that there are no biodiversity plans in place for this land. This is because the Applicant would be unable to rely on any biodiversity plans as to the land will be returned to the owner after construction, and they may wish to develop it in the future.</p> <p>Ms Brodrick, on behalf of the Applicant, highlighted that the Applicant has only sought temporary possession powers for this land (as shown coloured green on the Land Plans [AS-004] and described in Schedule 10 to the draft DCO [APP-013]). This means that the land will return to the landowner at the end of the construction period to be restored to its original state as grassland.</p>
	<p>The ExA asked the Applicant to provide a brief explanation of how it considers that the Development Proposal complies with current and emerging National Policy Statements.</p>	<p>Mr Booth, on behalf of the Applicant introduced David Kenyon as the Technical Director of WSP and indicated that Mr Kenyon will provide a brief explanation of how the Proposed Development complies with the current and emerging NPSs. First, however, Mr Booth stated that further details can be found in the Planning Statement [APP-091] and the Applicant will submit a Draft National Policy Statement Tracker for Deadline 1 as per the Rule 6 letter.</p> <p>Mr Kenyon explained that the Planning Statement [APP-091], prepared by Chartered Members of the Royal Town Planning Institute, assesses the compliance of the Proposed Development with the relevant National Policy Statements (NPSs), as well as other national and local policies deemed important and of relevance to the determination of the DCO application. An Executive Summary of the Planning Statement was also submitted [APP-092].</p> <p>Drawing on the evidence presented in the Environmental Statement (ES) and other documents submitted with the DCO application, the Planning Statement has robustly demonstrated that the</p>



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		<p>Applicant's proposal to construct, operate and maintain the Proposed Development on the industrial estate, Algores Way, Wisbech, Cambridgeshire is in accordance with national and local policies.</p> <p>Mr Kenyon explained how section 3.3 of the Planning Statement sets out the relevant NPSs which are relevant to the Proposed Development which are: the 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).</p> <p>Further, table 4.1 of the Planning Statement sets out each of the relevant NPS policies and which documents in the DCO application demonstrate compliance with such policies.</p> <p>Mr Kenyon stated how, in 2021, the Government issued draft NPSs for consultation; the Draft EN-1, EN-3 and EN-5. These are considered to be important and relevant matters for the Secretary of State to take into account when determining the Proposed Development.</p> <p>Mr Booth, emphasised that compliance with NPSs is a significant issue because, where there is an NPS, it is the primary basis for decision making for NSIPs and legislation recognises this. Mr Booth indicated s104(3) of the Planning Act 2008, which requires the Secretary of State to determine applications in accordance with NPSs, unless a limited number of statutory exceptions apply.</p> <p>In response to concerns raised by Councillor Tierney regarding opposition to the Plymouth facility, and subsequent air pollution issues, Mr Booth, clarified that the application for the Plymouth facility was made correctly and granted permission by democratically elected representatives, it is incorrect to assert that it was 'foisted' upon anyone. In respect of claims made relating to air pollution issues, Mr Booth noted that it was not possible for the Applicant to respond to general allegations, but that it would respond to specific details submitted at Deadline 1.</p> <p>Ms Angelina Smith made submissions that she is the owner of part of the land upon which the Proposed Development would be built.</p> <p>Mr Booth clarified that Ms Smith's submission was that she holds an ownership interest in the application site, and stated that she should contact the Applicant outside of the hearing to clarify exactly what her interest is in. Mr Booth explained that the Applicant is confident the necessary due diligence has been carried out, however they will contact Ms Smith for further clarification.</p>



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		<p>Post hearing note: The Applicant is continuing to liaise with Ms Smith regarding her submission (see response to ISH1-AP2 in Table 1.2 below). On the basis of the information currently available to the Applicant through its diligent enquiries, the Applicant considers that the Book of Reference (as updated for Deadline 1) identifies all landowners or reputed landowners within the Order limits.</p> <p>Ms Helen Pentelow asked how access would be gained to the TCC and for how long.</p> <p>Mr Marks clarified that the construction access to temporary compounds, specifically referring to the light vehicles such as cars and transit vans belonging to construction staff, will be used for approximately three years during construction. It was explained that during phase one of the construction, some site setup will be required, and the HGVs will use Algores Way. Mr Marks continued to explain that during phase two, the Applicant will construct the access improvements on New Bridge Lane, therefore opening the new HGV access. Thereafter the majority of traffic for construction will use the newly built access road off New Bridge Lane, and less traffic will use Algores Way. Mr Marks stated that these are reported in the Traffic Assessment [AP-033].</p> <p>Mr Marks also confirmed that, when appointing a contractor, they will be required to comply with the construction vehicle routing arrangements. This will be monitored by the Applicant.</p> <p>Mr Carey added that, whilst the Applicant will monitor the construction vehicles, a complaints procedure will be put in place whereby local residents can notify the Applicant if any of its vehicles are not using the correct route.</p> <p>In response to Valerie Macrae's concerns regarding the ability to predict pollution levels, Mr Carey clarified that although the existing facilities are smaller, the components and processes are of a similar size and nature in the Plymouth facility to the Proposed Development but more of them. This allows accurate forecasting to be carried out. Mr Carey referred to MVV's facility in Germany which is of a similar size and processes approximately 700,000 tpa. Mr Carey added that the relevant emissions legislation is derived from EU laws, and these laws still apply even following the UK's exit from the EU.</p>
Agenda item 4 – Need for the Proposed Development		



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	<p>ExA asked the Applicant to provide an overview of the benefits of the Proposed Development.</p>	<p>Mr Booth, referred to the overarching National Policy Statement for Energy (EN-1) which acknowledges the ability for EfW technologies to deliver predictable, controllable electricity and that this is increasingly important in securing energy supplies. Mr Booth asked the ExA to have regard to paragraphs 2.2.20 and 3.3.11 of EN-1. It was also noted that EN-5 and the draft EN-5 both recognise the need for baseload electricity inputs to secure energy supplies to meet the rising demand, and to balance the increasing generation from other renewable sources which are intermittent by nature (e.g. wind and solar). Mr Booth emphasised that the Proposed Development entirely aligns with this position on energy security.</p> <p>Mr Carey outlined how the Proposed Development has benefits at many levels, both nationally, regionally and, importantly, to the local community. Locally, the proposals offer many benefits, including lower cost, and more sustainable energy for local businesses, and education and community benefits. Mr Carey emphasised that national policy requires facilities such as that proposed to be ready to provide heat as well as electricity. MVV can say that this is achieved in Germany and in the UK, notably at our Devonport facility in Plymouth. Mr Carey noted that in Wisbech that possibility is even stronger, with the potential to supply steam and power to businesses in the industrial estate, which was one of the main reasons for choosing this site.</p> <p>Mr Carey explained how the benefits of combined heat and power (CHP) include greater efficiency of use of the energy within the residual waste to produce “useful energy”, more reliable supplies of steam, more economic supplies of steam and lower carbon footprints for the recipients, due to reduction of fossil fuel (natural gas) inputs.</p> <p>Mr Carey acknowledged how the Proposed Development will progress discussions with prospective users of steam or hot water post DCO consent and explained that the proposal also affords the opportunity to supply certain local, large users of electricity with “licence exempt supplies” which are significantly cheaper than electricity imported from the grid.</p> <p>Further, there is the potential to install a carbon capture storage and use plant which will further reduce the emissions of greenhouse gases to the atmosphere. Mr Carey acknowledged that space on the site has been reserved for this and MVV has been examining and assessing the best technologies available to capture the carbon dioxide in the flue gases for both the Proposed Development and its existing facilities.</p>



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		<p>Mr Carey continued to explain the local and regional economic benefits of the Proposed Development, which he stated are not to be underestimated. These benefits arise from an investment of the kind proposed. In order to demonstrate this, the Applicant has included in their DCO application an Outline Employment and Skills Strategy [APP-099], that has been developed with Norfolk County Council.</p> <p>Mr Carey stated that, where possible, workers will be hired locally, and, depending on their qualifications and experience, local companies and people will have the opportunity to bid to work on the Proposed Development during both construction and operation. During construction there will be some 700 workers employed, with a peak of 500 on site, and many of these positions can be filled by local or regional companies.</p> <p>The ExA asked the Applicant for further detail on the employment benefits of the Proposed Development post-construction.</p> <p>Mr Carey stated that the Proposed Development would require 40 people permanently employed, as well as needing services for ongoing maintenance, welfare facilities and improvements, and the Applicant would seek additional, secondary staff to supply these services (for example, scaffolding, welding and electrical work). Mr Carey clarified that 'locally' may refer to the wider area, but it will certainly provide an economic advantage to the local area. The life span of this project is predicted to be around 40 years so these would be long term employment opportunities.</p> <p>Mr Booth added further clarification, that as well as the full-time employment opportunities afforded by the Applicant, there will be further, indirect employment opportunities.</p> <p>Mr Marks referred to Chapter 3: Description of the Proposed Development of the Environmental Statement [APP-030], which states that 32 full-time equivalent staff will be operating from the site and the purpose-built administration building.</p> <p>Post Hearing Note: The breakdown of the employment opportunities is provided in paragraph 3.5.35 of Environmental Statement Chapter 3: Description of the Proposed Development [APP-030].</p> <p>The ExA queried why these jobs are not included in the Outline Employment and Skills Strategy Document [APP-099].</p>



Item	ExA Question/ Context for Discussion	Applicant's Response
		<p>Mr Marks clarified that the numbers are referred to in Chapter 3. The Outline Employment and Skills Strategy outlines how the Applicant will develop a detailed Employment and Skills Strategy post consent to provide opportunities to the local area. This will also consider the wider strategy for the local area, in addition to the employment of local staff including improving educational opportunities for children at schools and colleges in the local area.</p> <p>Mr Carey explained how MVV believes in using its facilities to benefit the local community to learn and develop skills, especially those related to STEM: science, technology, engineering and maths. Mr Carey explained how MVV has demonstrated at the facilities in Devonport and Dundee that they can deliver this and that the local community has benefitted from site visits, presentations, internships and apprenticeships both during construction and operation. MVV has engaged with schools, colleges and universities, and some of these have even had day long learning sessions in the visitor centre. The Applicant proposed to provide the same opportunities and benefits as part of the Proposed Development.</p> <p>Mr Carey concluded that in addition to the other benefits detailed, these soft benefits, over the operational lifetime of 40 years, represent a significant opportunity for Wisbech. Mr Carey explained how a community liaison manager would be appointed as well, to help the Applicant effectively benefit the community.</p> <p>In response to Counsellor Tierney's question on accommodation for visitors to Wisbech, Mr Booth clarified that the Applicant did not intend to suggest there would be a permanent work force of 700 individuals during construction, but rather it is anticipated that the 700 people will be staggered throughout the construction period. Mr Booth also clarified that it is not assumed that all workers will require temporary accommodation, as some will live locally and commute to the construction site.</p> <p>Mr Marks stated that for construction work force numbers, the peak number that will be on site at any time is 500 people.</p> <p>The ExA asked the Applicant to explain how the development presented the compelling case in the public interest required in order for the Secretary of State to approve for land included in the DCO to be compulsory acquired.</p>



Item	ExA Question/ Context for Discussion	Applicant's Response
		<p>In response, Mr Booth explained that where there is an urgent need for renewable energy infrastructure (and it is demonstrated unequivocally in the relevant NPS that there is an urgent need for renewable energy infrastructure such as this), substantial weight must be accorded in the decision-making procedure to the provision of this infrastructure as part of the compelling case in the public interest. In addition, the Proposed Development provides benefits to the local community. the Applicant's position is that there is a manifestly compelling case in the public interest to justify compulsory acquisition of land.</p> <p>Ms Brodrick directed the ExA to the Statement of Reasons [APP-017], which in section 5.5 sets out the compelling case in the public interest and how the Applicant satisfies the tests set out in s122(3) of the Planning Act 2008. It outlines in detail how the Proposed Development will promote energy security and manage waste further up the waste hierarchy.</p> <p>Clive Ballard then asked the Applicant a question regarding the management of waste. The ExA acknowledged that this question was very technical and it was agreed that Mr Ballard would put his evidence and reasoning into a written submission and submit this to the examination at Deadline 1 so that the Applicant can consider it and respond appropriately for Deadline 2.</p> <p>Mr Booth further clarified, in response to Mr Ballard, that if his concern is due to insufficient detail having been provided by the Applicant regarding the methodology used, then it would be helpful if he could detail in his written submission exactly where in the methodology he believes it is unclear.</p> <p>Mr Kenyon referred Mr Ballard to Chapter 14 of the Environmental Statement [APP-041] which sets out the technical guidance and the methodology used. Specifically, the sensitivity testing is looked at in Appendix 14(a).</p>
	<p>The ExA requested a summary of the relevant information relating to waste need (at the suggestion of the Applicant).</p>	<p>Mr Booth began by noting how managing waste further up the waste hierarchy is a fundamental principle of waste management in England and this was a fundamental benefit of the Proposed Development. It forms part of the Applicant's compelling case for the Proposed Development to be located in this area, where significant volumes of waste are sent by waste authorities to landfill or are exported, and they could be treated higher up the waste hierarchy. The Proposed Development would move waste higher up the waste hierarchy by recovering it to generate electricity and heat.</p>



Item	ExA Question/ Context for Discussion	Applicant's Response
		<p>Claire Brown, Technical Director at WSP Environment & Infrastructure Solutions UK Ltd and a Town and Regional Planner (MRTPI) on behalf of the Applicant, explained how a stand-alone Waste Fuel Availability Assessment (WFAA) [APP-094] has been prepared to establish that there is sufficient fuel available to the Proposed Development and that it would accord with the principle of moving waste up the waste management hierarchy as well as not prejudice the achievement of local or national waste management targets.</p> <p>In particular, the assessment is based on up to date publicly available waste data from a range of sources including DEFRA, the Environment Agency, evidence bases from relevant Waste Local Plans and published research papers. Ms Brown stated that it looks at the national (UK) and a more local need for the residual waste management capacity that the Project offers. For both analyses, it considers the availability of only those waste streams that would be suitable for treatment at the proposed Project, and which is currently disposed of by landfill or export.</p> <p>Ms Brown proceeded to provide a high-level overview of the conclusions of national analysis and local analysis. Ms Brown explained that the national analysis of fuel availability has been carried out using nationally collated arisings and disposals data. The Applicant has also sought to draw upon the conclusions of independent research and market review papers.</p> <p>The analysis concluded that in 2019, approximately 12 million tonnes of residual household, industrial and commercial (HIC) waste was disposed of to landfill, and 2.8 million tonnes was exported as refuse derived fuel (RDF) to Europe and beyond.</p> <p>Ms Brown noted that this position had only improved marginally in 2020, when approximately 11 million tonnes of residual HIC waste was disposed of to landfill, and 1.63 million tonnes was exported as RDF to Europe.</p> <p>By 2030, it is predicted that even if the Government's ambitious combined recycling target of 65% for municipal and 'municipal like' commercial and industrial waste is realised, there would remain a minimum shortfall of approximately 2.8 million tonnes of residual HIC capacity in the UK (rising to over 6 million tonnes if the Government's recycling target is undershot by 5%). Ms Brown acknowledged there is, however, significant doubt on the achievability of this recycling target. In 2021, municipal waste recycling stood at 43.8% - a level which falls well below the achievement of the 2020 target of 50%. To</p>



Item	ExA Question/ Context for Discussion	Applicant's Response
		<p>achieve the Government's new, more stringent target of 65% by 2035, there needs to be an increase of over 21% in recycling in England over the next 14 years.</p> <p>Ms Brown then explained local analysis. She described how waste markets in the UK are directly influenced by a range of factors including waste type, availability of management capacity and government fiscal, waste management and planning policies. Whilst waste should be managed as close as possible to its point of origin, the complex range of influencing factors inevitably means there is a flow of material across the country (and beyond). In this context, it is important to recognise that the Proposed Development is likely to draw in waste from a wider area, than say, simply Cambridgeshire, and that over the life of the Proposed Development, the area from which it will receive waste material is likely to change.</p> <p>The local analysis of need has been based on the area that the Proposed Development is most likely to draw waste in from. This has been defined as an area approximately a 2-hour drive time from the Proposed Development. It is generally commercially viable to transport non-hazardous household, industrial and commercial waste from up to around 2 hours away; over 2 hours the haulage cost becomes increasingly expensive. However, Ms Brown emphasised that the 2-hour drive time was a general indicative measure or tool to inform the assessment.</p> <p>Consequently, the Study Area for the local analysis captures the Waste Planning Authorities that sit within the East of England area plus Lincolnshire, Leicestershire, Northamptonshire and Rutland.</p> <p>The local analysis of fuel availability has concluded that in 2019, almost 2.5 million tonnes of HIC waste was sent to landfill (and a further 100,000 tonnes was exported to Europe). Looking ahead approximately 15 years, the evidence bases which underpin the development planning framework for waste across the spatial scope of this assessment, conclude an indicative shortfall of non-landfill HIC residual waste management capacity of at least 1.8 million tonnes each year up to 2035.</p> <p>Ms Brown concluded that, in the context of the conclusions of both the local and national fuel availability analysis, the Proposed Development could offer up to 625,600 tonnes per annum of much needed capacity that would contribute significantly to a local and national move away from a reliance on disposal to landfill.</p>



Item	ExA Question/ Context for Discussion	Applicant's Response
		<p>The ExA queried how this aligns with other objectives, particularly in relation to the reduction of waste.</p> <p>Ms Brown explained that the study focuses on the availability of residual waste, and that no waste that is currently being recycled would be diverted to the Proposed Development. She added that suitable material that is currently being sent to landfill has been factored into the Applicant's fuel availability narrative through the Waste Fuel Availability Assessment. Ms Brown emphasised that recycling ambitions are currently very high, but nonetheless, the Waste Fuel Availability Assessment includes a discussion surrounding the sufficiency of available fuel if these aspirational targets of 65% are met and concluded that even then there would be sufficient fuel.</p> <p>In response to a question from Shlomo Downen, on behalf of UKWIN, relating to waste availability, Mr Booth confirmed that the Applicant is updating the Waste Fuel Availability Assessment, however clarified that it is only possible to have regard to the most recent data at the time of writing. Mr Booth also noted that as part of the Waste Fuel Availability Assessment, the Applicant will have regard to the relevant policy and waste objections and will make clear their position in relation to aviation fuel. The ExA asked that Mr Downen submit these concerns in his written submission for Deadline 1.</p> <p>In response to comments from Emma Barnett, on behalf of Wisbech Town Council, relating to the calculation of residual waste, Mr Booth noted that given the nature of this hearing, the Applicant would be unable to deal with all of the detail in Ms Barnett's question now. Mr Booth reiterated that the 2-hour travel time is not a boundary and it is artificial and inappropriate to regard it as a hard and fast boundary. Ms Brown confirmed that the Waste Fuel Availability Assessment is based on publicly available data, published by the regional technical advisory body and by local planning authorities. The indicative 2-hour area included, as an example, part of Essex, however the waste planning and all planning for future requirements takes place at waste planning authority level, which includes the whole of Essex. Ms Brown stated that the Applicant will clarify the basis of the recognised waste catchment area, and that this will be set updated Waste Fuel Availability Assessment. It was agreed that the updated Waste Fuel Availability Assessment would be submitted at Deadline 2 to take into account the Local Impact Reports and submissions from Interested Parties at Deadline 1.</p>



Item	ExA Question/ Context for Discussion	Applicant's Response
		<p>In response to other concerns from Interested Parties in attendance, Mr Booth confirmed that the Proposed Development is appropriate for the selected site, however this topic is better suited for discussion under Agenda Item 5.</p> <p>The Applicant notes that the ExA confirmed that the topic of net zero would be deferred to the Written Questions.</p> <p>In respect of energy security, Ms Brodrick reiterated the earlier point made regarding the role of energy from waste facilities in meeting the UK's energy needs. Ms Brodrick explained that this is set out in paragraph 2.5.2 of the adopted NPS-3, and in the updated draft NPS-3, similarly at paragraph 2.5.2. This again recognises that the recovery of energy from combustion of waste plays an important role in meeting the UK's energy needs.</p> <p>Ms Brodrick highlighted the Projects Benefits Report [APP-095], paragraph 2.4.4, in which the Applicant sets out how the Proposed Development meets the increasing demand for electricity and also the security of electricity supply, which are key issues facing the country currently. Ms Brodrick explained how energy from waste facilities provide an important baseload in terms of meeting sufficient electricity needs during periods of low renewable energy supply from other sources such as wind or solar.</p> <p>Ms Brodrick noted that the UK Government Policy intends to increase the amount of renewable energy, and this is set out in the net zero strategy and the British Energy Security Strategy. The importance of a baseload of electricity is becoming increasingly relevant, and in paragraph 2.4.5 of the Projects Benefits Report, the Applicant indicates that the Proposed Development would be able to generate sufficient energy to supply the households within Fenland and King's Lynn and West Norfolk with electricity. Ms Brodrick emphasised that she hoped this would provide an indication of the scale of the project and the amount of electricity it would generate.</p>
	<p>Consideration of other energy generating facilities in vicinity</p>	<p>Mr Turner confirmed that the Waste Fuel Availability Assessment has had regard to PGEL, notwithstanding that this is unlikely to be constructed, as well as to schemes that are in planning process. The Applicant's position is that the Waste Fuel Availability Assessment for the Proposed Development is extremely robust.</p>



Item	ExA Question/ Context for Discussion	Applicant's Response
Agenda item 5 – Alternatives		
	<p>The ExA agreed that the Applicant could provide a summary on the how alternatives have been considered, and the reasons for why the location has been chosen for the Proposed Development. Due to time constraints, it was decided by the ExA that this agenda item would be dealt with through Written Questions.</p>	<p>Mr Carey explained that there were two key criteria that led the Applicant's search for an appropriate site:</p> <p>Firstly, Mr Carey explained the need for a location where there was a significant residual waste capacity gap.</p> <p>Secondly, having identified the East of England as an area with a significant residual waste capacity gap, the Applicant wished to identify a location where there was genuine and substantial CHP Opportunity in the East of England. The UK CHP Development Map produced by the Government identified two locations with highest number of large heat loads, Wisbech and Norwich. Within Wisbech, two large heat loads were identified in the Algores Way Industrial Estate and surrounding area.</p> <p>Mr Carey noted additional major criteria in the site selection process as being grid connection availability, sufficient size of site and access to the strategic or main highway network.</p> <p>In 2011 the Applicant identified the EfW CHP Facility Site as a potential location that met these key criteria.</p> <p>Mr Carey explained how, over the following few years the Applicant reviewed and revalidated their assessment of the EfW CHP Facility Site. Interest in the possibility of other sites was maintained, for example they looked at Rivenhall site and the PGEL site. MVV also considered the Saddlebow site at King's Lynn, but that was determined to be inappropriate because the Council had recently refused permission for a similar project.</p> <p>In 2017, the site owner concluded that the Applicant was the right partner to move forward with. Mr Carey explained that negotiations continued into 2019, when the option agreement was entered into.</p> <p>Mr Carey stressed that he is confident there is no better alternative to the EfW CHP Facility Site for an EfW CHP facility in the East of England.</p> <p>Mr De Whalley raised a concern regarding the distance waste would be transported to the Proposed Development.</p>



Item	ExA Question/ Context for Discussion	Applicant's Response
		<p>Mr Booth, emphasised that, in reference to the existing waste management arrangements in Norfolk, 180,000 tonnes of waste is currently being transported across South-East England, past the proposed EfW CHP Facility Site and a further distance to the Veolia facility in Bedfordshire. On this basis, Mr Booth asserted that Mr De Whalley's position that waste would travel further as a result of the Proposed Development is not tenable.</p> <p>Mr Booth emphasised Mr Carey's point that the Applicant continued to re-evaluate the site selection process, considering responses to statutory and non-statutory consultation, and changes to waste policy.</p> <p>In response to a further concern by Mr De Whalley regarding the size of the Proposed Development, Mr Booth reasserted the Applicant's confidence that the Proposed Development is an appropriately sized facility, and the evidence in the Waste Fuel Availability Assessment supports this.</p>

Agenda item 6 – Land Plans, compulsory acquisition of land and BoR

<p>The ExA asked the Applicant to explain the different powers of acquisition and possession of land included in the draft DCO [APP-013], how these are accurately reflected in the Land Plans [AS-004] (particularly those that relate to the proposed "freehold to be compulsory acquired and temporary use of land and in relation to which it is proposed to extinguish easements, servitudes and other private rights")</p>	<p>Ms Brodrick, on behalf of the Applicant, referred to Part 3 of the draft DCO [APP-013] and Section 4 of the Statement of Reasons [APP-017].</p> <p>Ms Brodrick explained that the Statement of Reasons sets out the various powers being sought by the Applicant, specifically:</p> <ul style="list-style-type: none"> • Article 22 – compulsory acquisition of land: this article, which reflects the terms of the source of the compulsory acquisition powers in section 122 of the 2008 Act, would provide the Applicant with the power to acquire so much of the Order Land as is required for the Proposed Development, or such land as is required because it facilitates or is incidental to that development. • Article 25 – acquisition of subsoil only: this article permits the Applicant to acquire only the subsoil under any land over which it has powers of compulsory acquisition under article 22 and article 24 (such acquisition to be for the same purposes for which the Applicant would be authorised to acquire the land or rights over land under those articles). • Article 24 – compulsory acquisition of rights: this article permits the Applicant to create and acquire new rights over land; and such rights would be exercisable on a permanent and/or
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Item	ExA Question/ Context for Discussion	Applicant's Response
		<p>long-term basis. This article would also give the Applicant the power to impose restrictions on land.</p> <ul style="list-style-type: none"> Article 31 – temporary use of land for carrying out the authorised development. <p>Ms Brodrick clarified that, on the Land Plans, land over which new rights are proposed to be acquired, or restrictive covenants imposed compulsorily is edged red and shaded blue. Further, on the Land Plan, land which is only proposed to be used and possessed temporarily is edged red and shaded green.</p> <p>The ExA requested further clarification on plots 13/4c , 13/4d and 14/1a, which are found on sheet 13 of 17 on the Land Plans [AS-004].</p> <p>Ms Brodrick referred to the Statement of Reasons, which explains that the purpose of acquiring this section of Algores Way referred to by the ExA was to dedicate the road as a public highway. This dedication can only be done by the owner of the land. The Applicant's understanding is that the road had been brought to the appropriate standard for dedication, however the dedication process itself had not been carried out yet. It was the Applicant's intention to facilitate the adoption of Algores Way.</p> <p>Ms Brodrick added that since the submission of the DCO application, the Applicant has become aware that Cambridgeshire County Council may not wish to adopt this section of Algores Way. The Applicant is currently awaiting written confirmation from Cambridgeshire County Council that they do not wish to have the road adopted as a public highway. If this is the case, then the Applicant will seek the lesser powers of access, rather than freehold acquisition. Ms Brodrick explained that the current drafting of Article 21 enables the Applicant to compulsory acquire rights over any of the land shown coloured pink on the land plans. . Ms Brodrick stressed that the Applicant is reluctant to amend the powers in the draft DCO based only on oral discussion but would prefer to wait until Cambridgeshire County Council have provided formal confirmation that they do not wish to adopt the road.</p> <p>The ExA confirmed that Cambridgeshire County Council are to provide this confirmation by Deadline 1.</p>



Item	ExA Question/ Context for Discussion	Applicant's Response
	<p>The ExA asked the Applicant to explain how potentially affected person(s) with a legal interest in the land, or any part of the land, affected by the application, have been identified in the BoR [APP-015]</p>	<p>Ms Brodrick, on behalf of the Applicant, referred to section 7 of the Statement of Reasons [APP-017] that sets out how the Applicant undertook diligent inquiries to identify persons with an interest in land and persons who might be able to make a relevant claim (as defined in section 44 of the Planning Act 2008).</p> <p>Ms Brodrick stated that the Applicant appointed Carter Jonas as specialist land referencers to obtain data from publicly available sources (such as the Land Registry) and send out Request for Information questionnaires, erect site notices and undertake site visits. Carter Jonas utilised this information to produce the Book of Reference that accompanied the DCO application and was updated prior to the commencement of the Examination [AS-006].</p> <p>The ExA queried whether the Applicant believes that businesses along Algores Way should be identified as interested persons.</p> <p>Ms Brodrick clarified that where the Applicant has identified a right of access on the private section of Algores Way, this has been included in the Book of Reference as a Category 2 interest. Further, in the process of producing the Compulsory Acquisition Schedule for Deadline 1, the Book of Reference has been cross-referenced with the Relevant Representations.</p> <p>Helen Pentelow, a business owner on Algores Way. Raised concerns that she had not received correspondence regarding the proposed compulsory acquisition.</p> <p>Ms Brodrick clarified that the Applicant believes that Ms Pentelow's interest is listed in the Book of Reference and therefore formal notification of the DCO application would have been received. However, at the request of the ExA the Applicant agreed to confirm this, demonstrating that the required cross-referencing has been carried out.</p> <p>Ms Brodrick clarified, for the avoidance of doubt, that the Applicant is not seeking to exercise compulsory acquisition powers to extinguish or suspend anyone's right of access on Algores Way. The Applicant is only looking to acquire the freehold of the road to designate it as a public highway. If the local highway authority does not wish for the road to be adopted, then the Applicant will no longer seek to acquire the freehold and will merely look to acquire rights of access.</p>



Item	ExA Question/ Context for Discussion	Applicant's Response
		Ms Brodrick acknowledged the confusion and confirmed that the Applicant will address this issue in more detail in the written summary of the oral submissions.
Agenda item 7 – Review of the issues and actions arising		
	The ExA stated that he does not intend to review the issues and actions from this hearing now, but they will be written into a note and published as soon as practicable.	N/A
Agenda item 8 – Any other business		
		N/A

Table 1.2 ISH1 Action Points: Applicant's response

Ref	Party	Action Point	Deadline	Applicant's Response
ISH1-AP1	Applicant	To provide further explanation of how the Applicant proposes to monitor and capture heavy metals that might be produced as a result of incineration, including process for sending testing samples and timescales for results.	Deadline 10 March 2023	For the Applicant's response see, Technical Note: Capture and Monitoring of Heavy Metals (Appendix A) .



Ref	Party	Action Point	Deadline	Applicant's Response
ISH1-AP2	Applicant	Applicant to liaise with Mrs Smith in relation to the plots of land Mrs Smith claims ownership of and interest in and provide and update to the ExA.	Deadline 1 10 March 2023	A letter has been sent to Ms Smith on 08 March 2023 enclosing a map and asking Ms Smith to mark those areas of land which she claims to own. A Freepost envelope was sent with the letter to facilitate the return of the map. An offer was also made to visit Ms Smith to go over the map in person if she would prefer, and a direct mobile number provided to her to arrange a visit. A response is currently awaited.
ISH1-AP3	Applicant	Applicant to submit revised Waste Fuel Availability Assessment (WFAA).	Deadline 2 24 March 2023	Noted
ISH1-AP4	Applicant	Submit written response on how the revised WFAA has taken into account of the Government's target for Residual Waste reduction, particularly considering its 2027 and 2042 targets, baseline year calculations and forecast of available residual levels of waste, as well as the Government's Jet Zero Strategy.	Deadline 2 24 March 2023	Noted
ISH1-AP5	Cambs. County Council (CCC)	To provide confirmation of their position in relation to the unadopted section of Algores Way which corresponds to plots 13/4c, 13/4d and 14/a of the Land Plan [AS-004].	Deadline 1 10 March 2023	The Applicant has received written notification from CCC that they do not propose to adopt the unadopted section of Algores Way. The Applicant understands that a copy of this notification will be submitted by CCC into Examination at Deadline 1. See Applicant's response to ISH 1-AP6.
ISH1-AP6	Applicant	Assuming CCCs position in relation to Algores Way is confirmed by Deadline 1 (see action 11), Applicant is requested to consider updating the Land Plan [AS-004] in order to clarify the rights sought over the land plots 13/4c, 13/4d and 14/a.	Deadline 2 24 March 2023	As the Applicant has received written notification that CCC do not propose to adopt the unadopted section of Algores Way, and as mentioned at ISH1, the Applicant has amended Schedule 8 to the draft DCO (Revision 2, Volume 3.1, Book of Reference (Revision 3, Volume 4.1) and Land Plans (Revision 3, Volume 2.2) submitted at Deadline 1 to confirm that the Applicant is only seeking compulsory acquisition powers relating to rights of access and rights



Ref	Party	Action Point	Deadline	Applicant's Response
ISH1-AP7	Applicant	Provide the ExA with evidence and written narrative in relation to its consultation process with particular reference to any consultation carried out which specifically targeted businesses that rely on Algores Way for access and clarification of how these businesses are identified in the Book of Reference (BoR).	Deadline 1 10 March 2023	<p>for services along the unadopted section of Algores Way (now shown coloured blue on plots 13/4c, 14/4d and 14/a on the Land Plans (Revision 3, Volume 2.2) submitted at Deadline 1. The Applicant has also updated the Outline Construction Traffic Management Plan (Revision 2, Volume 6.4) submitted at Deadline 1 to confirm that access to business and properties along Algores Way will be maintained during construction and set out the measures that the Applicant will take to notify businesses and landowners of any works to affecting Algores Way (see paragraphs 7.4.29 to 7.4.31). These measures are secured via Requirement 11 in Schedule 2 to the draft DCO.</p> <p>With respect to the overall consultation process please refer to Table 2.6, Consultation Open Floor Hearing Response (Volume 9.3)</p> <p>The use of Algores Way during construction and operation of the Proposed Development was consulted on at PEIR. This section of Algores Way was shown on the plans and referred to in the PEIR Description of the Proposed Development at 3.3.20. which states: <i>“no physical improvement works are proposed on Algores Way, other than at the site access, but it has been included within the red line boundary because, although it is openly in public use, it is an unadopted highway and therefore confirmation of rights to use the road for access may be sought as part of the DCO.”</i></p> <p>The PEIR documents were consulted on during statutory consultation which ran from 28th June to 13th August 2021. The statutory consultations were advertised through a variety of channels including:</p> <ul style="list-style-type: none"> • Announcements in the local press; • Digital advertisements in local media; • Via the project website;



Ref	Party	Action Point	Deadline	Applicant's Response
				<ul style="list-style-type: none"> • Mailshot to the local community which included business within the Algores Way industrial estate; and • Posters at exhibition and other local venues advertising the public exhibitions and placed one week in advance.
				<p>Stage 2 statutory consultation was also notified and publicised in accordance with s.42 and s.48 of the Planning Act 2008 and the relevant provisions of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 and the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. The s48 notice sent to s42 consultees and published in local newspapers included a reference to compulsory acquisition powers being sought as part of the Proposed Development (see Appendix I to the Consultation Report [APP-021]).</p>
				<p>As part of the s.42 consultation, the Applicant undertook diligent inquiries to identify persons who have an interest in land to which the proposed application relates (as defined in s44 of the Planning Act 2008). This section of Algores Way is owned by Fenland District Council and registered at the Land Registry under title numbers CB335858 and CB334334. The review of the registered titles only identified a few interests with a registered right of access along this section of Algores Way.</p>
				<p>During discussions with the current owner of the majority of the EfW CHP Facility Site, the Applicant was informed that this section of Algores Way was meant to be adopted but that process had not been completed. In order to regularise the position, and given the apparent public use of Algores Way and lack of formal rights of access, the Applicant proposed to include powers in the DCO to enable this section of Algores Way to be adopted (as referred to in the PEIR extract above).</p>



Ref	Party	Action Point	Deadline	Applicant's Response
				<p>Following the commencement of statutory consultation and Fenland District Council's confirmation to the Applicant that it did not wish to engage in any further discussion regarding a voluntary agreement for the Proposed Development, solicitors for Fenland District Council contacted the current owner of the majority of the EfW CHP Facility Site in a letter dated 27 July 2022 offering to grant the owner a terminable licence for access along Algores Way. The terms of the draft licence specifically prohibited the use of Algores Way for an EfW Facility. The current owner of the majority of the EfW CHP Facility Site rejected this offer of a licence and asserted their prescriptive rights due to over 20 years of uninterrupted usage of the access for the purposes of the existing waste management site.</p> <p>As a result of the above communications and approach taken by Fenland District Council, the Applicant considered it important and necessary in order to ensure the deliverability of the Proposed Development for the status of Algores Way to be regularised via the DCO.</p> <p>Paragraphs 3.6.5 and 6.2.1 and Appendix A of the Statement of Reasons [APP-017] set out that the compulsory acquisition of plots 13/4c, 13/4D and 14/1a is required for access, to carry out the Access Improvements for the new site access and the dedication of the land as public highway. Paragraph 3.3.20 of Volume 6.2 ES Chapter 3 Description of the Proposed Development [APP-030] explain that:</p> <p><i>“The Order limits also extend up the existing Algores Way until it reaches Weasenhams Lane (see Figure 3.2i-vii: Project Components, Volume 6.3). No highway improvement works are currently proposed on Algores Way, other than works to reconfigure the existing access to provide staff and visitor car and pedestrian access to the EfW CHP Facility. However, Algores Way has been included within the Order</i></p>



Ref	Party	Action Point	Deadline	Applicant's Response
				<p><i>limits because, although it is openly in public use, it is an unadopted highway from a point south of 19 Algores Way and therefore powers relating to street works (for example relating to the installation of services for the EfW CHP Facility), traffic management and compulsory acquisition powers for access are being sought as part of the DCO application.”</i></p> <p>The Applicant therefore considers that the DCO Application documents at the point of submission sufficiently set out the Applicant's reasons and intentions for seeking powers over this section of Algores Way in the draft DCO.</p> <p>Notification of the acceptance of the DCO Application was undertaken pursuant to s56 of the Planning Act 2008 and included notices being sent to those persons that the Applicant had identified as having a formal right of access over Algores Way. In addition, site notices were erected and notices were published in the local and national newspapers. The notices contain prescribed information and stated that compulsory acquisition powers are being sought as part of the DCO application (see paragraph 5 of the Section 56 Notice [OD-002].</p> <p>Following the relevant representation period, the Applicant became aware that there was some confusion amongst local business owners on the industrial estate relating to the Applicant's proposals for Algores Way. The Applicant issued a letter to businesses abutting Algores Way dated 10 February 2023 to try to address this misunderstanding and provide assurances regarding use of Algores Way during construction and operation of the Proposed Development. A copy of the letter is provided at Appendix C.</p>



Ref	Party	Action Point	Deadline	Applicant's Response
				<p>The Applicant notes that new signs were recently erected by Fenland District Council asserting that it was a private access. A photograph of one of the signs is provided in Appendix C.</p> <p>As a result of this further information, and the matters discussed at ISH1 and the Open Floor Hearings 1 and 2, the update to the Book of Reference submitted at Deadline 1 now includes all landowners abutting Algores Way as parties with a Category 2 interest in respect of rights of access. The Applicant has taken a conservative approach noting that the majority of these landowners do not appear to have formal rights of access that are registered at the Land Registry.</p> <p>Following Deadline 1, the Applicant will contact those newly identified interests informing them of the DCO Examination and the ability to request to become an interested party under s102A of the Planning Act 2008.</p>
ISH1-AP8	Applicant	Submit updated version of the BoR following from a review of the Relevant Representations (RRs) received or diligent inquiries carried out by the Applicant and to highlight any additions to the BoR.	Deadline 1 10 March 2023	<p>The Applicant has reviewed and updated to Book of Reference, Land Plans and prepared a document to highlight any additions in the following documents submitted at deadline 1:</p> <ul style="list-style-type: none"> • Land Plans (Volume 2.2); • Book of Reference (Volume 4.1); and • Schedule of Changes to the Book of Reference (Volume 9.19). <p>This review included a refresh of publicly available data including information held by the Land Registry and a Companies House in addition to the steps taken to identify persons with access rights over Algores Way (as set out in the response to ISH1-AP7 above).</p>



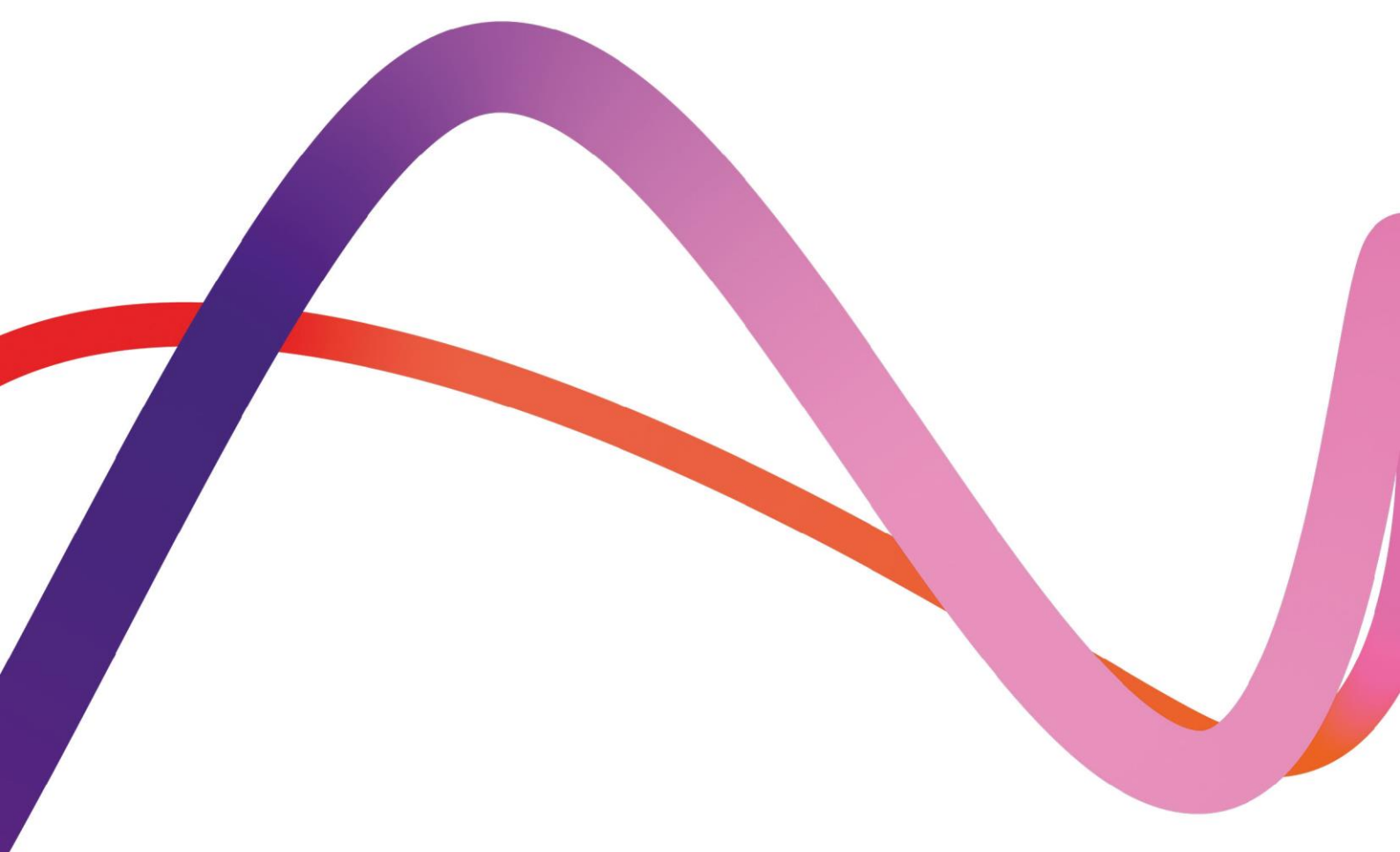
Ref	Party	Action Point	Deadline	Applicant's Response
ISH1-AP9	Applicant, IPs, Statutory Parties and any Other Person	<p>Post-hearing submissions including written submissions of oral cases as heard on <u>ISH1</u>, including, but not limited to:</p> <p>Cllr Steven Tierney (Wisbech Town Council) to include link to the article quoted at ISH1 in relation to comments made by Green MEP Molly Scott Cato in relation to Energy from Waste Facility in Plymouth;</p> <p>Dr. Clive Ballard, why the methodology used is not robust or transparent, particularly in relation to carbon impact calculation and why it does not necessarily align with the relevant literature;</p> <p>Mr. Shlomo Downen (UKWIN) previous requests addressed to the Applicant in relation to the Climate Change Modelling Data Spreadsheets and revised WFAA;</p> <p>Ms. Emma Barnett (Wisbech Town Council) comments in relation to Waste Fuel Availability Assessment and the suitability of a 2-hour catchment areas;</p> <p>Cllr. De Walley (Borough Council of King's Lynn and West Norfolk), comments in relation to Item 5 of the ISH1 Agenda – Alternatives.</p>	Deadline 10 March 2023	<p>Under Agenda Item 3 of the ISH1, Mr Carey invited the ExA and Interested Parties to visit the facility in Plymouth to see how this system works in practice. To enable the ExA to understand the comparisons between MVV's existing operational facility at Devonport and the Proposed Development to establish the value of undertaking a site visit to Devonport, the Applicant has prepared the Site Visit Proposal: Devonport EfW CHP Facility (see Appendix B below).</p>



Appendix A Technical Note: Capture and Monitoring of Heavy Metals

Medworth Energy from Waste Combined Heat and Power Facility

PINS ref. EN010110
Document Reference: 9.23
Deadline 1
March 2023



Appendix A **Technical Note:** Capture and Monitoring of Heavy Metals

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1. Capture and Monitoring of Heavy Metals

1.1 Overview

1.1.1 The EfW CHP Facility will have a sophisticated Air Pollution Control (APC) system for controlling emissions to air, designed to ensure compliance with the relevant emission limit values (ELVs) prescribed within the Industrial Emissions Directive (IED) and Best Available Techniques Associated Emission Levels (BAT-AELs). These ELVs will be specified in the Environmental Permit (EP). The APC techniques for controlling heavy metal emissions are described in more detail below.

1.1.2 In accordance with Article 46(1) of the IED, the height of the chimneys discharging emissions to air from the main thermal treatment processes has been designed to ensure optimum dispersion and safeguard human health and the environment. A chimney height assessment that demonstrates compliance with this requirement has been completed and can be found in **Annex E: Chimney Height Modelling, ES Appendix 8B (Volume 6.4) [APP-078]**.

1.1.3 Monitoring of heavy metal emissions to air from the EfW CHP Facility chimneys will use periodic/extractive monitoring techniques in-line with the Environment Agency's Monitoring Certification Scheme (MCERTS) and the requirements of BAT 4 of the waste incineration BAT Conclusions.

1.2 Heavy Metal Emission Control Techniques

1.2.1 Many of the heavy metals present in the incoming non-hazardous residual waste change phase (solid to liquid or gas) in the furnace and almost all will become phase divided; for example, mercury and cadmium typically vaporise in the furnace, whilst lead and antimony become molten. However, by weight, the vast majority of heavy metals in the flue gas are present as solid metal oxides. In practice, the majority of heavy metals form particles, or are adsorbed onto the surface of other particulate matter and, consequently, are removed by the fabric filter.

1.2.2 Unlike the other metals, mercury is present in the flue gases as a vapour. It will be removed from the flue gas through the injection of powdered activated carbon before the dry sorption reactor, the activated carbon will be collected with other particulate matter by the fabric filter. In powdered form, the activated carbon provides a large surface area for efficient adsorption of mercury.

1.2.3 The carbon will be stored in two silos with a capacity of approximately 40m³ per line. The dosing rate of carbon will be determined by the flue gas flow rate, MVV's experience at other facilities and the results of the commissioning trials.

1.2.4 Fabric filters are proven technology and, in accordance with Environment Agency guidance, EPR 5.01, are considered BAT for control of particulate matter emissions from the combustion of municipal waste. Fabric filters are a barrier method, whereby the particulate matter collects on the surface of the filter bag. A filter 'cake' rapidly builds up on the surface of the filter media, further improving the collection efficiency.



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Research on EfW facilities in Italy¹ has demonstrated that removal efficiencies of 99.99% can be achieved, even for ultrafine particulate matter (generally defined as particulate matter with an aerodynamic diameter less than 0.1µm). Therefore, the use of reliable high efficiency fabric filtration ensures very low emissions of particulates and consequently metals, in the flue gas.

1.2.5 The fabric filters at the EfW CHP Facility will contain multiple compartments, each with a set of filter bags allowing isolation for online maintenance or cleaning. Online cleaning will be achieved using a reverse jet compressed air system to periodically dislodge the filter cake and collect the air pollution control residue in the hoppers below the filter unit. The APCr is removed from the hoppers using an enclosed conveying system and initially stored in an intermediate silo where portions of the residues will be returned to the dry scrubbing reactor to optimise the utilisation of lime. The balance will be conveyed to one of four enclosed APCr silos with a combined capacity of 720m³ (equivalent to minimum storage capacity of seven days).

1.2.6 Cleaning of the filter bags will be initiated automatically based on the monitored pressure drop across the fabric filter bags. When a set point is reached (high pressure drop), cleaning will commence and, when the differential pressure returns to a further set point (low pressure drop), cleaning operations will cease. Based on MVV's operational experience at other facilities, monitoring of the particulate matter emissions will provide a reliable system for detecting bag filter failures. Isolating individual compartments and monitoring the response in the CEMS allows the affected compartment to be identified, and investigation and maintenance to take place.

1.2.7 The EfW CHP Facility's proposed heavy metal emission control techniques are summarised in Table 1.1 below.

Table 1.1: Summary of heavy metal emission control techniques

Pollutant	Main emission control technique
Metals (excluding Hg)	Fabric filter
Hg (Mercury)	Injection of activated carbon and fabric filter

¹ Buonanno G., Stabile M. and Tirler W. (2011) Ultrafine particle emission from incinerators: the role of the fabric filter'. Journal and Air and Waste Management Association, 62, 103-111



1.3 Monitoring and Reporting of Heavy Metal Emissions

1.3.1 Emissions from the thermal treatment process, discharged to atmosphere through the EfW CHP Facility chimneys, will be monitored in compliance with the EP. Two Continuous Emission Monitoring System (CEMS) systems will be installed for each line, i.e., four systems in total, one duty and one standby system per chimney, providing redundancy should any component of the CEMS fail or require maintenance. It is expected that the CEMS system will comprise the following components, subject to the completion of the detailed design once an EPC Contractor has been appointed:

- Multi-component analysers including sample probe and heated sample line for continuous monitoring of emissions of NO_x, CO, SO₂, HCl, TOC, N₂O, NH₃, H₂O and O₂. The exact analyser types will be selected during detailed design with the final choice of method taking account of the Environment Agency's guidance;
- Particulate matter analysers;
- Ancillary analysers for flue gas flow rate, temperature and pressure; and
- Data acquisition and handling system (DAHS).

1.3.2 All CEMS equipment will be MCERTS compliant, meeting the performance specifications in BS EN 15267-3 and holding QAL1 certification under BS EN 14181. The CEMS will be installed taking account of guidance in the Environment Agency's Monitoring stack emissions: measurement locations guidance (formerly Technical Guidance Note (Monitoring) M1), and the requirements of BS EN 15259, including the Environment Agency's Method Implementation Document (MID) for EN 15259.

1.3.3 After installation, the analysers will undergo QAL2 functional tests and calibration with parallel measurements using standard reference methods in accordance with BS EN 14181. The functional tests may be performed by the CEMS manufacturer, but the parallel measurements will be taken using an independent specialist accredited to BS EN ISO/IEC 17025. Ongoing automatic QAL3 calibration checks will be made using certified zero and span gases and/or reference spectra. All analysers will be subject to an annual surveillance test in compliance with the requirements of BS EN 14181 using an independent specialist accredited to BS EN ISO/IEC 17025.

1.3.4 The CEMS and DAHS design will be based on satisfying the monitoring, reporting and compliance assessment requirements provided in Annex VI of the IED and the EP. The DAHS will continuously log analogue and digital signals from the emission monitoring equipment with other signals from e.g., boiler temperature monitoring equipment monitored and recorded by the DCS. The system will have the capability to produce daily, monthly and annual reports of validated emissions data, as well as having functionality for reporting QAL2 and QAL3 data. The system will also be configured so that monitored parameters during start-up or shut-down of the furnace, or when no waste is being burnt, are excluded from the validated data, with only data reported during the effective operating time in accordance with Annex VI, Part 8 of IED. However, the raw data from these periods will still be recorded and stored in the DAHS. The DAHS will meet the storage and data integrity requirements



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specified in the Environment Agency's *Quality and Performance Standards for Environmental Data Management Software* and/or BS EN 17255.

- 1.3.5 Periodic extractive monitoring will be performed for those determinands not requiring continuous monitoring under BAT 4 and the EP. As permitted under Annex VI, Part 6, point 2.3 and footnote 7 of BAT 4. This includes heavy metals.
- 1.3.6 Additionally, the Applicant considers that the waste specification, controlled through contractual requirements with waste suppliers, will ensure a low and stable content of mercury in the waste, whilst the use of activated carbon in the APC system will further ensure a low and stable level of mercury emissions. Consequently, in accordance with footnote 8 of BAT 4, the Operator is proposing to monitor mercury emissions using periodic extractive techniques in preference to continuous monitoring. The emissions performance of the EfW CHP Facility, with respect to mercury emissions, and demonstration of low and stable emissions, will follow the Environment Agency's Mercury Monitoring Protocol in the UK Interpretation Document for the 2019 Waste incineration BAT Conclusions (or otherwise agreed with the Environment Agency) with six, separate (i.e., samples taken on different days) extractive mercury results obtained during commissioning or, alternatively, a minimum of two tests per month will be taken until six results are available. If the six results are all < 10µg/Nm³ Hg, continuous monitoring of mercury will not be considered necessary.
- 1.3.7 To support the periodic monitoring, and QAL2 parallel measurements, a sampling platform with appropriate access, power supplies, lighting and facilities for lifting heavy items of equipment will be provided. Manual periodic sampling will be through connections in the chimney meeting BS EN 15259 and the Environment Agency's *Monitoring stack emissions: measurement locations* guidance; these requirements will be included in the design specification for the EfW CHP Facility.
- 1.3.8 Periodic monitoring would be undertaken by an independent MCERTS accredited specialist certified to BS EN ISO/IEC 17025. Prior to any periodic sampling being carried out, a site specific protocol (SSP) will be developed by the specialist under MCERTS requirements. The SSP and periodic monitoring reports will be provided to the Environment Agency as part of routine reporting.
- 1.3.9 Following periodic extractive sampling the specialist that carried out the onsite works, along with their organisation are responsible for the necessary laboratory analysis, and analysis of any results recorded during extractive testing. In MVV's experience, this is conducted reliably and on time, with comprehensive reports issued within twenty working days of the onsite testing. This timescale can be reduced where necessary, through prior agreement with the organisation carrying out the work.
- 1.3.10 The EfW CHP Facility's proposed heavy metal emission monitoring techniques are summarised in **Table 1.2** below.



Table 1.2: Summary of heavy metal emission monitoring techniques

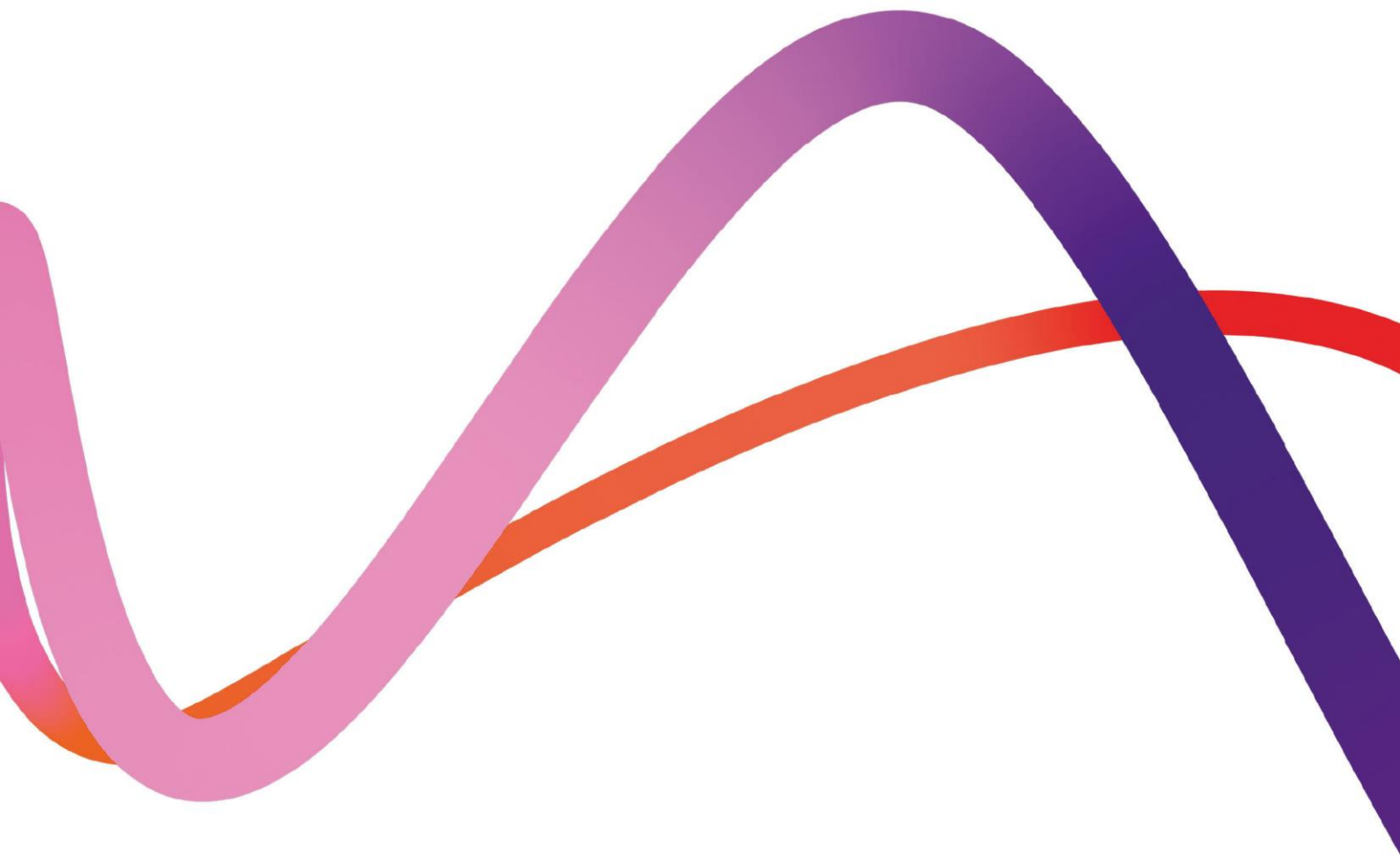
Substance	Monitoring method	Monitoring frequency	MCERTS certified?
Particulate matter	BS EN 15267 parts 1-3 and EN 14181, and BS EN 13284-1	Continuous	Yes
As, Co, Cr, Cu, Mn, Ni, Pb, Sb, V (Metals)	BS EN 14385	Quarterly for the first 12 months and 6 monthly thereafter	Yes
Hg (Mercury)	BS EN 13211	Quarterly for the first 12 months and 6 monthly thereafter (following completion of the testing as detailed in 1.3.6 above)	Yes



2. Conclusion

2.1.1 The Proposed Development will have a sophisticated Air Pollution Control system for controlling emissions of heavy metals to air and the Applicant will ensure periodic monitoring in accordance with all legislative and EP requirements. Extractive testing will be conducted in line with timescales agreed with the Environment Agency and results processed with comprehensive reports produced within reasonable timescales.

2.1.2 In the MVV's experience, a low and stable content of mercury and heavy metals in the flue gas emissions can be ensured by controlling the waste specification, through contractual requirements with waste suppliers, installation of a high efficiency air pollution control system with fabric filters and diligent operation and maintenance of the EfW CHP Facility.





Appendix B Site Visit Proposal: Devonport EfW CHP Facility

Medworth Energy from Waste Combined Heat and Power Facility

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Site Visit Proposal:

Devonport EfW CHP Facility

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1. Introduction

1.1 Overview of the Proposed Development

1.1.1 Medworth CHP Limited (the 'Applicant') is applying to the Secretary of State for a Development Consent Order (DCO) to construct, operate and maintain an Energy from Waste (EfW) Combined Heat and Power (CHP) Facility together with associated Grid Connection and CHP Connection (the 'Proposed Development') on the industrial estate, Algores Way, Wisbech, Cambridgeshire.

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 waste each year. The Proposed Development has a generating capacity of over 50 megawatts 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 (hereafter referred to as the '2008 Act') by virtue of the fact that the generating station is located in England and has a generating capacity of over 50 megawatts (see section 15(2) of the 2008 Act). It, therefore, requires an application for a DCO to be submitted to the Planning Inspectorate under the 2008 Act.

1.2 The Applicant

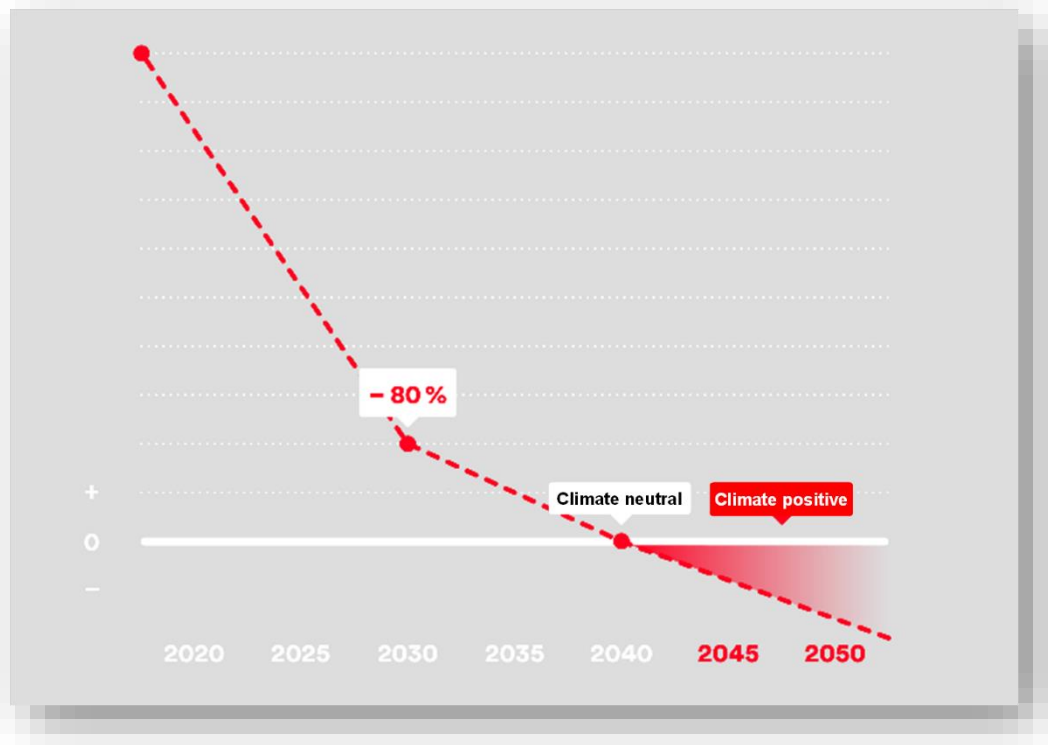
1.2.1 The Applicant is a wholly owned subsidiary of MVV Environment Limited ('MVV').

1.2.2 MVV is part of the MVV Energie group of companies, providing sustainable and efficient solutions for waste-fired energy generation to publicly and privately-owned waste disposal companies as well as to Local Authorities. MVV Energie's portfolio includes a 700,000 tonnes per annum residual waste EfW CHP facility in Mannheim, Germany. It has a sustainability strategy to be carbon neutral by 2040 and carbon negative thereafter, i.e., climate positive. Specifically, MVV Energie has committed to:

- Reduce its direct CO₂ emissions (Scope 1) by over 80% by 2030 compared to 2018;
- Reduce its indirect CO₂ emissions (Scope 2 and 3) by 82% compared to 2018;
- Be climate neutral by 2040; and
- Be climate positive from 2040.



Figure 1.1: MVV Energie climate growth strategy targets



- 1.2.3 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**).
- 1.2.4 MVV’s largest project in the UK is the Devonport Energy from Waste Combined Heat and Power Facility in Plymouth. Since 2015, this modern and efficient facility has been using up to 265,000 tonnes of municipal, commercial and industrial residual waste per year to generate electricity and heat, notably for HM Naval Base Devonport in Plymouth, and export electricity to the grid.
- 1.2.5 In Dundee, MVV took over the existing Baldovie Energy from Waste Facility and has developed a new, modern facility alongside the existing facility. Operating together since January 2022, they use up to 220,000 tonnes of municipal, commercial and industrial waste per year as fuel for the generation of usable energy.
- 1.2.6 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 submitting the application for the DCO (the Applicant).
MVV Environment Limited	The company developing and funding the Proposed Development.
MVV Environment Baldovie Limited	Energy from Waste 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.
MVV Environment Devonport Limited	Energy from Waste CHP Facility, diverting up to 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 from up to 195,000 tonnes per annum of waste wood.
MVV Environment Services Limited	The UK electricity trading subsidiary of MVV.

1.3 Community engagement

1.3.1 All of MVV’s operational sites welcome visitors from all sections of the local and wider community. It is important to demonstrate and demystify the process itself, as well as to promote local and national waste minimisation messages. MVV Environment Baldovie and MVV Environment Devonport employ full time Community Liaison Managers to maximise the number and nature of visits possible; they offer a direct point of contact for local people, businesses, educational establishments and community groups.

1.3.2 The Applicant has included a full time Community Liaison Manager in the staffing structure for the Proposed Development, secured by **Requirement 22, of the Draft DCO (Volume 3.1) [APP-013]**. In order to demonstrate how EfW contributes to wider waste management objectives and aligns with the waste hierarchy, the Applicant would like to extend this open-door policy to the ExA, Interested Parties and concerned residents by arranging a visit to its Devonport facility.

1.4 Purpose of this document

1.4.1 During ISH1, the Applicant invited the ExA to visit their Devonport facility to better understand the EfW process and see an operational facility first-hand. The ExA and other IPs questioned how this would be relevant, given the different size and context of the Proposed Development. The Applicant has prepared this document to demonstrate the value of such a visit and to offer the opportunity to understand MVV’s approach and commitment to community engagement.



6 Appendix B Site Visit Proposal: Devonport EfW CHP Facility

1.5 Structure of this document

1.5.1 The document is structured as follows:

- Section 1 – background information on the Proposed Development and the Applicant.
- Section 2 – comparison of the geographical setting at Devonport and Medworth.
- Section 3 – comparison of the technical parameters at Devonport and Medworth.
- Section 4 – comparison of community engagement and education at Devonport and Medworth.
- Section 5 – draft itinerary for the proposed site visit to Devonport.



2. Comparison of Devonport and Medworth: Geographical Setting

Table 2.1 Comparison geographical setting

Parameter	Devonport	Medworth	Comment
General location	Industrial/urban	Industrial/urban	
Distance to closest residential receptors	<ul style="list-style-type: none"> 43m – Talbot Gardens 	<ul style="list-style-type: none"> 20m – 10 New Bridge Lane 300m – Potty Plants 	For Devonport, distances are measured from the closest site boundary to the nearest residential property; for the EfW CHP Facility, distances are those stated in Section 3.3.13 Environmental Statement (ES) Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030] .
Distance to closest schools	<ul style="list-style-type: none"> 110m – Weston Mill Primary School, Wolseley Road 360m – Riverside Primary School, Poole Park Road 555m – Keyham Barton Catholic Primary School, Renown Street 	<ul style="list-style-type: none"> 200m - Cambrian School, Anglia Way 500m - TBAP Unity Academy, Algores Way 750m - Thomas Clarkson, Academy, Weasenham Lane 	For Devonport, distances are measured from the closest site boundary to the nearest boundary of each school; for the EfW CHP Facility, distances are those stated Section 3.3.11 ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030] .



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Parameter	Devonport	Medworth	Comment
Distance to closest businesses	<ul style="list-style-type: none"> • 35m – Rowes Honda, Wolseley Road • 200m – KFC, Wolseley Road 	<ul style="list-style-type: none"> • 25m – Mackles Apples, Algores Way • 10m – Floorspan, Europa Way • 30m – Fountain Frozen, Salters Way 	For Devonport, distances are measured from the closest site boundary to the nearest boundary of each business; for the EfW CHP Facility, distances are those stated Table 7.14, ES Chapter 7: Noise and Vibration (Volume 6.2) [APP-030] .
Distance to health care services	<ul style="list-style-type: none"> • 853m – Stirling Road GP surgery, Stirling Road • 235m – Help for Heroes Plymouth Recovery Centre (within HM Naval Base) 	<ul style="list-style-type: none"> • 400m – The Anglia Community Eye Service Clinic 	For Devonport, distances are measured from the closest site boundary to the nearest boundary of each service provider; for the EfW CHP Facility, distances are those stated Table 7.14, ES Chapter 7: Noise and Vibration (Volume 6.2) [APP-030] .



3. Comparison of Devonport and Medworth: Technical Parameters

Table 3.1 Comparison of technical parameters

Parameter	Devonport	Medworth	Comment
Number of operational lines	1 @ up to 265,000tpa depending on CV	2 @ up to 312,800 = 625,600tpa depending on CV	Maximum Permitted throughput. For the EfW CHP Facility, see Section 3.5.2 ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030] .
Thermal capacity of each line (MW_{th})	82	100	For the EfW CHP Facility, see Section 3.5.50 ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030] .
Chimney height	1 x 95m	2 x (up to) 90m	Heights above finished floor level (FFL). For the EfW CHP Facility, see Section 3.4.25 ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030] .
Maximum length of buildings	177m	177m	Arrangement of buildings influences overall length. For the EfW CHP Facility, see Section 3.4.4 ES Chapter 3: Description of the



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Parameter	Devonport	Medworth	Comment
			Proposed Development (Volume 6.2) [APP-030].
Maximum width of buildings	80m	102m	Arrangement of buildings influences overall width. For the EfW CHP Facility, see Section 3.4.4 ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030].
Maximum heights of buildings	45m plus roof vents approx. 2m high	52m including Limits of Deviation	Heights above finished floor level (FFL). For the EfW CHP Facility, see Section 3.4.4 ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030].
Enclosed tipping hall	Yes, with single door and under negative air pressure	Yes, with two doors and under negative air pressure	Controls odour and noise emissions. For the EfW CHP Facility, see Section 3.4.5 to 3.4.6 ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030].
CHP export	Yes – to HM Naval Base Devonport and Dockyard	Yes – potentially to existing food producers	Both are steam based. For the EfW CHP Facility, see Section 3.4.93 ES Chapter 3: Description of the



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Parameter	Devonport	Medworth	Comment
			Proposed Development (Volume 6.2) [APP-030].
General waste combustion process	Conventional incineration with moving grate	Conventional incineration with moving grate	For the EfW CHP Facility, see Graphic 3.20 ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030].
Pre bag filter air pollution control	<ul style="list-style-type: none"> • Selective non-catalytic reduction for NOx • Injection of sodium bicarbonate for acid gases • Injection of activated carbon for heavy metals, dioxins and furans • Excess air for complete combustion to control carbon monoxide 	<ul style="list-style-type: none"> • Selective non-catalytic reduction for NOx • Injection of lime for acid gases • Injection of activated carbon for heavy metals, dioxins and furans • Excess air for complete combustion to control carbon monoxide 	<p>Using lime instead of sodium bicarbonate increases the possibility of recycling the APCr (as technologies emerge).</p> <p>For the EfW CHP Facility, see Section 3.5.11 to 3.5.20 ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030].</p>
Bag filters	Yes – 2,268	Yes – 5,000 to 6,000	<p>High specification, long life, high efficiency fabric filter bags per boiler line.</p> <p>For the EfW CHP Facility, see Section 3.5.30 to 3.5.32 ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030].</p>



12 Appendix B Site Visit Proposal: Devonport EfW CHP Facility

Parameter	Devonport	Medworth	Comment
Continuous emissions monitoring	Yes	Yes	Both include duty and standby systems. For the EfW CHP Facility, see Section 3.4.27 ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030] .
Waste categories accepted	Non-hazardous	Non-hazardous	Waste codes will be detailed in the Environmental Permit.
Water Treatment Plant	Yes	Yes	For the EfW CHP Facility, see Section 3.4.43 ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030] .
IBA storage	Yes	Yes	IBA is stored on site for a short period of time and collected for processing on a daily basis. For the EfW CHP Facility, see Section 3.4.15 ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030] .
APCr storage silos	Yes	Yes	APCr is classified as a hazardous waste and is therefore stored in sealed silos, collected in sealed tankers and taken off site for disposal.



13 Appendix B Site Visit Proposal: Devonport EfW CHP Facility

Parameter	Devonport	Medworth	Comment
			For the EfW CHP Facility, see Section 3.5.43 ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030] .
Max net electrical output (MW_e)	25.2	55	<p>This is the electricity available for export after the parasitic load (electrical demand of the facility itself) has been taken into account.</p> <p>For the EfW CHP Facility, see Section 3.5.2 ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030].</p>
Max net heat output (MW_{th})	26	50	<p>This is the heat available for export to customers.</p> <p>For the EfW CHP Facility, see Section 3.5.50 ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030].</p>



4. Comparison of Devonport and Medworth: Community Engagement and Education

Table 4.1 Comparison of community engagement and education

Parameter	Devonport	Medworth	Comment
Educational	<ul style="list-style-type: none"> • Full time Community Liaison Manager • Dedicated visitor centre • Presentations, tours of facility and community events (approx. 3500 visitors in 2022) 	<ul style="list-style-type: none"> • Full time Community Liaison Manager • Dedicated community and education area • Presentations, tours of facility and community events 	<p>For the Proposed Development, the Applicant proposes to build on experience from its facilities in Plymouth and Dundee; it is clear that educational benefits must be in line with the National Curriculum and local council initiatives.</p> <p>Within the UK group of companies, MVV have the in-house experience to develop bespoke experiences to inspire behavioural (or at least intentional) change.</p> <p>For the Proposed Development, the Applicant's commitments are stated in:</p> <ul style="list-style-type: none"> • Outline Employment and Skills Strategy (Volume 7.8) [APP-099], to be secured by Requirement 21, Draft DCO (Volume 3.1) [APP-013] and; • Outline Community Benefits Strategy (Volume 7.14) [APP-105].



15 Appendix B Site Visit Proposal: Devonport EfW CHP Facility

Parameter	Devonport	Medworth	Comment
			The final Community Benefits Plan will be published by the Applicant prior to commencement of the construction of the Proposed Development.
Training	All staff are provided with appropriate training and development opportunities	All staff will be provided with appropriate training and development opportunities	<p>MVV encourages personal and professional development for all its employees. Annual appraisals, SMART targets and a comprehensive training matrix ensure that staff are compliant and competent.</p> <p>There is an excellent record of staff development and promotion at all operational sites.</p> <p>For the Proposed Development, the Applicant's commitments are stated in:</p> <ul style="list-style-type: none"> • Outline Employment and Skills Strategy (Volume 7.8) [APP-099], to be secured by Requirement 21, Draft DCO (Volume 3.1) [APP-013] and; • Outline Community Benefits Strategy (Volume 7.14) [APP-105]. The final Community Benefits Plan will be published by the Applicant



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Parameter	Devonport	Medworth	Comment
Apprenticeships	Apprentices and interns are recruited as required – currently 3 are employed	Apprentices and interns are recruited as required	<p>prior to commencement of the construction of the Proposed Development.</p> <p>MVV recruit apprentices and interns to support specific projects (both roles are paid the Living Wage). All operational sites, and the UK-wide company (MEL), employ at least one apprentice.</p> <p>For the Proposed Development, the Applicant’s commitments are stated in:</p> <ul style="list-style-type: none"> • Outline Employment and Skills Strategy (Volume 7.8) [APP-099], to be secured by Requirement 21, Draft DCO (Volume 3.1) [APP-013] and; • Outline Community Benefits Strategy (Volume 7.14) [APP-105]. The final Community Benefits Plan will be published by the Applicant prior to commencement of the construction of the Proposed Development.



5. Draft Itinerary for the Devonport site visit

- 5.1.1 The draft itinerary for the Devonport site visit would be subject to agreement with the ExA.
- 5.1.2 All visitors should note that they will be accessing operational areas of the facility so full-length trousers and sturdy footwear must be worn on the day of the visit.
- 5.1.3 Any attendees with respiratory issues should note that it is advisable to carry any inhaler(s) with them on the site tour as it includes walking (some stairs) and stops in warm and dry areas.

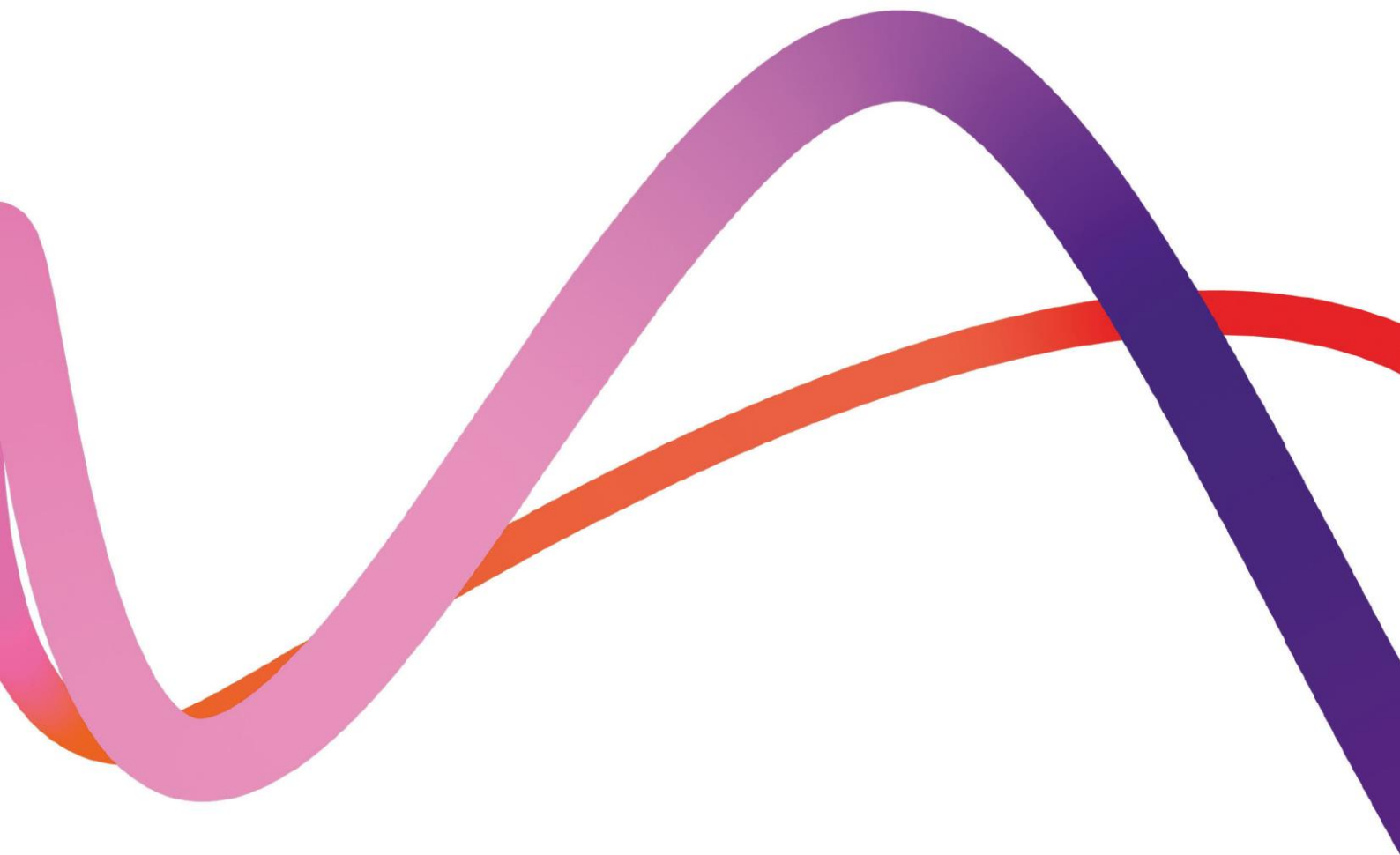
Table 5.1 Site Visit Itinerary

Time	Activity	Comment
Day 1 09:00 – 17:00	Travel to Plymouth	Assuming the offer will be taken up by the ExA and IPs, the Applicant will provide transport from Wisbech to the Leonardo Hotel Plymouth (formerly Jury’s Inn) the day before the planned site visit.
Day 2 09:00	Depart Leonardo Hotel Plymouth	The Applicant will provide transport from the hotel to site.
09:30	Arrive at Devonport EfW CHP Facility	Tea and coffee will be available.
09:40	Safety briefing in the visitor centre	Mandatory for all visitors.
09:50	Presentation and Q&A	Overview of MVV and Devonport project, including community engagement.
10:30	Issue of PPE and comfort break	Hard hats and hi-vis vests are required in all operational areas and will be provided by the Applicant.
10:40	Site tour of the EfW CHP Facility	The site tour will include visiting the tipping hall, control room and waste fire. Attendees should be aware that a short section of the tour route is across grating where the ground (approx. 8m below) is visible.



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Time	Activity	Comment
12:00	Return to visitor centre	The Applicant will provide lunch for all attendees; any food allergies and/or other dietary requirements must be advised in advance.
13:00	Depart Devonport EfW CHP Facility	The Applicant will provide transport from the EfW CHP Facility to Wisbech.
19:00	Arrive back in Wisbech	Approx. time, depending on traffic.





Appendix C Algores Way Letter 10 February 2023 and new sign erected by Fenland District Council



Please reply to:

c/o Devonport EfW CHP Facility, Creek Road, Plymouth, PL5 1FL

To all businesses on:

Algores Way, Europa Way and Anglia Way,
Wisbech

Medworth CHP Limited
Registered Office:
Devonport EfW CHP Facility
Creek Road
Plymouth
PL5 1FL

[REDACTED]

[REDACTED]

Managing Directors:

[REDACTED]

Registration Number:
13130012

10th February 2023

To whom it may concern

Medworth Energy from Waste (EfW) Combined Heat and Power (CHP) Facility

You will no doubt be aware of our proposals to build the above project at the southern end of Algores Way, a project which is now the subject of examination under the Development Consent Order (DCO) process, governed by the Planning Inspectorate. To access electronic copies of the application documents, and for further information on this process, please visit the Planning Inspectorate's website:

<https://infrastructure.planninginspectorate.gov.uk/projects/eastern/medworth-energy-from-waste-combined-heat-and-power-facility/> .

We appreciate that the DCO application consists of a number of different documents and it can sometimes be difficult to locate specific information. A Guide to the Application (Revision 2) (Examination Library Reference AS-002) has been prepared to explain the process and application documents in more detail and can be found at the link below:

<https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010110/EN010110-000913-220824%20MVV%20Volume%201.5%20Guide%20to%20the%20Application%20-%20Rev%202.pdf>

It has come to our attention that some of you might believe we are proposing to purchase the southern half of Algores Way, which today remains as an unadopted road belonging to Fenland District Council, and that we might prevent others from using it. This is certainly not the case. To avoid any confusion, we have set out below how our project proposes to interact with Algores Way.

Waste deliveries to our facility, if built, would come and go via a modified New Bridge Lane, entering and leaving it from Cromwell Road.

Construction traffic would initially access our project site via Algores Way, and once the improvements to New Bridge Lane have been implemented, both New Bridge Lane and Algores Way would be used for the duration of construction works. The temporary construction compound for staff parking, offices and welfare facilities would also be accessed from the north via Algores Way during construction. A foul sewer connection is also required from an existing pumping station operated by Anglian Water, located north-east of the Algores Way site entrance, and into our facility.

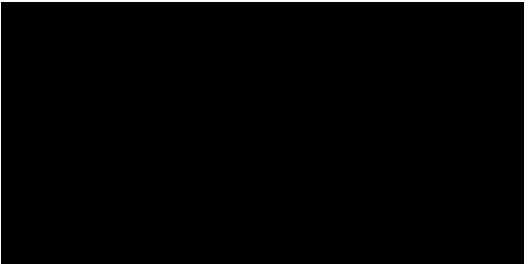
No highway improvement works are currently proposed on Algores Way, other than works to reconfigure the existing access to provide staff and visitor car and pedestrian access to our facility. However, Algores Way has been included within the DCO application because, although it is openly in public use, it is an unadopted highway from a point south of 19 Algores Way and therefore powers relating to street works (for example relating to the installation of services for our facility), traffic management and compulsory acquisition powers for access are being sought as part of the DCO application. Further details of the proposed works can be found in Chapter 3 – Description of the Proposed Development (Examination Library Reference Number APP-030) at the link below:

<https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/projects/EN010110/EN010110-000468-MVV%20Volume%206.2%20ES%20Chapter%203%20Description%20of%20the%20Proposed%20Development.pdf>

For these reasons, we have sought compulsory acquisition powers to acquire the southern part of Algores Way so that it can be dedicated as public highway and maintained by Cambridgeshire County Council. Our understanding is that it was originally intended for the southern half of Algores Way to be adopted highway and this would be of benefit to all businesses based along the southern half of Algores Way. In the event Cambridgeshire County Council do not wish to adopt this road and it remains a private road in the ownership of Fenland District Council, the powers we shall seek under the DCO will ensure we benefit from a right of access to and from our facility and powers to undertake the construction works along Algores Way.

We trust this allays any concerns you may have. Should you have any further queries please do not hesitate to contact me.

Yours sincerely



Managing Director



Photograph taken 23 February 2023. View west into Algores Way Waste Transfer Station, Algores Way, Wisbech

