

## Comments on the Applicant's D1 Submissions

This document sets out the comments by Cambridgeshire County Council (**CCC**) and Fenland District Council (**FDC**) (together, **the Councils**) on the Applicant's Deadline 1 (**D1**) submissions. The tables below set out the document in question that the Councils are commenting on, together with the relevant paragraph or reference number.

Except where expressly stated otherwise below, the Councils reiterate and rely on their comments submitted to the ExA at previous deadlines.

### 2.2. Land Plan (Rev2) [REP1-004]

Topic	Paragraph Number	Councils' Comment
Extent of identified land	Plan 11 of 17	It should be noted that land parcel 11/1b in the Land Plans, which is presumably required by the Applicant to facilitate improvements to New Bridge Lane in the area immediately west of the former level crossing, is not shown to extend to the top of the roadside ditch. Information available to CCC suggests that the top of the roadside ditch is the highway boundary and not extending up to that point may affect whether the undertaker can fully deliver its proposed design within the identified land. Discussions have been held with the Applicant's agent in relation to this, including details of the potential inaccuracies with Ordnance Survey data owing to the scale at which mapping is surveyed, but as the Land Plans remain unchanged it is being raised again. This has also been raised in CCC's response to the Examiner's First Written Questions [ <b>CLA.D2.EXQ1.R</b> ].

### 2.4. Access and Rights of Way Plan (Rev3) [REP1-005]

Topic	Paragraph Number	Councils' Comment
Highway boundaries	Plan 1 of 4	The highway boundary of New Bridge Lane is not displayed correctly on Plan 1 of 4, in the vicinity of the former level crossing and land parcels labelled A6 and A7. The Applicant's agent was supplied with up-to-date highway boundary information on 21 February 2023 and it is requested that the Access and Right of Way plan is updated to reflect the data supplied.

### 3.1. Draft Development Consent Order (Tracked) – Rev2 [REP1-006]

Topic	Paragraph Number	Councils' Comment
Temporary use of land for carrying out the authorised development	32 (1)(b), Part 4, page 24	<p>The Councils are concerned that this paragraph will allow removal of vegetation without any regard to biodiversity, for example loss of priority habitat, habitat supporting protected species (e.g. water vole, bats etc) and/or further losses of biodiversity (BNG).</p> <p>All vegetation removal should have been assessed as part of the Environmental Statement, to determine the impact on biodiversity and mitigated embedded in the scheme design. The Councils therefore recommend removal of “vegetation” from the paragraph.</p>
Climate Change and carbon	Schedule 2, para 22 and 23	The addition of these paragraphs does not commit the Applicant to actually installing and operating carbon capture and storage (or export) equipment.
Local air quality monitoring strategy	Schedule 2, para 27	<p>The Councils seek clarification of the term “<i>final commissioning</i>”.</p> <p>The requirement for submission of the Local Air Quality Monitoring Strategy “<i>Prior to the date of final commissioning</i>”, does not allow for baseline monitoring, which will be required for 1 year prior to commissioning, as set out in the Outline Local Air Quality Monitoring Strategy [REP1-055].</p> <p>The HLA would seek that the Local Air Quality Monitoring Strategy is in place in advance of any construction and operation.</p>
Changes to access	Schedule 6	CCC welcomes the amendment to remove references to Algores Way from Schedule 6 Part 1. It is presumed that by moving the references to Algores Way to Schedule 6 Part 2 (“ <i>Those Parts of the Access to be Maintained by the Street Authority</i> ”) that the Applicant now intends for any completed works to Algores Way to be maintained by a third party landowner and not by the LHA. CCC requests confirmation of this.
Changes to access	Schedule 6	CCC reiterates the comments relevant to Schedule 6 included in its response to the Examiner’s First Written Questions (DCO.1.6 and DCO.1.27) [CLA.D2.EXQ1.R].
Protective Provisions	Articles 11 and 12, Schedule 11	Neither article 11 and 12, nor the Protective Provisions (Schedule 11), of the draft DCO have been amended to reflect the changes requested by CCC in paragraph 3.13. of its Relevant Representations [RR-002]. The County Council considers that the DCO does not currently offer sufficient protection to the authority in respect of new or amended highways and

		<p>accesses. This is unacceptable to CCC who will, after completion of works, resume its statutory maintenance responsibilities for the affected highways.</p> <p>Protective provisions are requested to provide the Local Highway Authority (LHA) with the right to review the design, construction and completion of any works in or affecting the highway, prior to the requirement for the undertaker to request certification from the LHA that such works are acceptable. Such provisions could operate broadly in the sequence below:</p> <ol style="list-style-type: none"> <li>i. right of the LHA to review and comment upon and approve (and recover reasonable costs in doing so) in relation to the detailed design of works affecting the existing or proposed public highway;</li> <li>ii. the right to observe and make representation to the undertaker regarding ongoing works that affect the existing or proposed public highway;</li> <li>iii. the ability of the LHA to inspect and approve the completed works within the existing or proposed highway;</li> <li>iv. the requirement of the undertaker to obtain certification from the LHA that works are satisfactory and can be adopted as part of the public highway; and</li> </ol> <p>the provision of a 'maintenance period' of a minimum of 12 months to follow adoption, during which time the LHA can require the undertaker to resolve any defects in the construction of newly completed works to be adopted as part of the public highway.</p> <p>Further, the payment of reasonable fees, commitment to any commuted sums, commitment to undertake condition/dilapidation surveys of highways, and any necessary mitigation requirements, such as a bridge to avoid prejudicing the reopening of Wisbech rail, are to be discussed and agreed.</p> <p>Please note that the protective provisions requested in this section of CCC's response are not a comprehensive list of all protections requested by the authority.</p>
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#### 6.4. Environmental Statement - Chapter 6 - Traffic and Transport - Appendix 6A - Outline Construction Traffic Management Plan (Tracked) - Rev 2 [REP1-010]

Topic	Paragraph Number	Councils' Comment
Non-motorised users	General	The Outline CTMP does not provide any detail on how access will be preserved for non-motorised traffic that uses New Bridge Lane and the former level crossing as a through route. The Councils request that detail is provided on this.
Damage to highway network	General	<p>The outline CTMP does not address the issue of damage to the wider highway network for which CCC is responsible. It is noted that there is provision for the inspection of access points to the highway to be used by construction vehicles.</p> <p>It is requested that provision be made for “before”, “during” and “after” inspections of the wider highway network to be affected by construction traffic. The methods of these inspections are to be agreed with CCC and the inspections funded by the Applicant.</p> <p>It is further requested that provision be made for the Applicant to fund any highway maintenance works that are required to remedy damage caused by construction traffic to the wider highway network.</p>

#### 6.4 Environmental Statement - Chapter 7 - Noise and Vibration Appendix 7D - Outline Operational Noise Management Plan (Tracked) - Rev 2 [REP1-012]

Topic	Paragraph Number	Councils' Comment
Exclusion of R2	Table 4.1	The Councils would like to highlight that predicted operational noise effects from the permitted installation has excluded R2. Although it is understood that it is the intention for this development to purchase the property, and therefore it will no longer be a receptor. Until a time when this property is no longer a residential property, R2 is still a valid receptor and should be included in the table.
Acoustic fence at 10 New Bridge Lane	5.1.2.	In addition to the location of an acoustic fence at 10 New Bridge Lane, the design features of any acoustic fence including should be detailed in the report including its height, materials of construction and noise attenuation calculations. It should be demonstrated that the fence will be sufficient to achieve the outcome specified in Table 4.1 after mitigation. If the owners or

		occupiers of 10 New Bridge Lane are not agreeable to this mitigation measure, an alternative option(s) should be provided.
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#### 6.4 Environmental Statement - Chapter 8 - Air Quality Appendix 8B - Air Quality Technical Note (Tracked) [REP1-014]

Topic	Paragraph Number	Councils' Comment
Revised Technical Note	General	CCC welcomes the revised Air Quality Technical Note which addresses the majority of issues of concern in previous documentation.
Correction	3.1.3.	'FBC' requires correction to 'FDC'.
Correction	3.1.5.	'Whittlesea' requires correction to 'Whittlesey'.
Environmental Permit	4.2.5.	The Councils have not seen the submission of the Environmental Permit. The EA are the regulating authority. The Councils are therefore unable to comment on the accuracy of this additional statement.
Diesel generator emissions	4.2.22	Generator modelling has been updated, based on updated specifications. It is not explicitly mentioned in any of the material provided, but in discussions with the Applicant on 31/10/22 it was stated that the short-term model results are based on consideration of emissions in every hour of the year and therefore worst-case. If confirmed, then the Councils consider this to be acceptable.
Modelled road network	5.1.2	The basis for the modelled road network still remains unclear to the Councils. For instance, the definition of " <i>roads expected to be affected by construction and operational traffic</i> " is unclear, and it is not established whether there any roads beyond the modelled links where changes in traffic could exceed screening criteria.
IBA loading and transportation	5.1.4.	The Councils note that the IBA will be loaded in an enclosed area and transported in enclosed or sheeted vehicles.
HHRA	Annex G	Dioxins in particular have been linked to increased cancer risk <sup>1</sup> , but no consideration of this has been included in the HHRA. Further justification for the approach should be provided.

<sup>1</sup> World Health Organisation (2016) 'Dioxins and their Effects on Human Health' [Online] Available at: [REDACTED] (Accessed: 21 March 2023)

### 7.11 Outline Odour Management Plan (Tracked) - Rev 2 [REP1-020]

Topic	Paragraph Number	Councils' Comment
Receptor list	Table 2.1	Updated to acknowledge that all residential locations are 'high' sensitivity to odour.

### 7.12 Outline Construction Environmental Management Plan (Tracked) - Rev 2 [REP1-022]

Topic	Paragraph Number	Councils' Comment
Table of impacts	3.4.4.	The Councils have noted the addition and welcome the inclusion of a table of impacts.
Outline Local Air Quality Monitoring Strategy	5.3.4.	The Councils would like to seek clarification that the removal of this paragraph is due to duplication with the Outline Local Air Quality Monitoring Strategy [REP1-055], and that the monitoring will still be undertaken by the Applicant.
NRMM emissions	5.3.5.	The Councils welcome the inclusion of measures to manage emissions from NRMM.
Outline Ecological Mitigation Strategy	Appendix D	The Councils are concerned that ecological mitigation in the OCEMP [REP1-022] are only suggested as "should" be completed. The Councils seek that the Outline Ecological Mitigation Strategy, Appendix D, OCEMP [REP1-022] be updated to identify what ecological mitigation measures "will" be implemented to protected biodiversity during construction.
Outline Construction Noise and Vibration Management Plan	Appendix F	<p>The Councils await specific details of the plant equipment and construction techniques, and will work with the Applicant to access the effects and mitigation measures.</p> <p>The Councils would look for Table 2.1. to be updated with receptor-specific mitigation measures, once additional details of construction are known.</p>

### 7.15 Outline Operational Traffic Management Plan (Tracked) - Rev 2 [REP1-025]

Topic	Paragraph Number	Councils' Comment
Non-motorised users	General	The preservation and enhancement of New Bridge Lane as a through-route for NMU traffic is in alignment with Statements of Action 1 ('making the countryside more accessible'), 2 ('a safer and health-enhancing activity'), 3 ('72,500 new homes'), and 5 ('filling the gaps') of the Cambridgeshire <i>Rights of Way Improvement Plan</i> (ROWIP). This route could provide a welcome east-west route for NMU traffic when Wisbech southern fringe developments are

		brought forward, and furthermore it could form part of access routes from Wisbech into the nearby countryside. Ensuring the route is attractive to NMUs is therefore of significance to CCC. The Outline OTMP does not provide any detail on how possible conflict between non-motorised users and the heavy goods traffic that will be introduced to New Bridge Lane will be mitigated. CCC request that further detail is provided on this.
Damage to highway network	General	No provision is made for the mitigation of the damage that will be caused to the operational traffic routes. CCC requests that provision be made for assessment of the damage that will be caused by the forecast operational traffic flows and that the Applicant funds proactive maintenance/upgrading of these routes to mitigate the effects of the operational traffic. This will be especially relevant to heavy vehicles.

## 9.2 Applicant's Comments on the Relevant Representations – Part 1 Local Authorities and 3(a) Statutory Parties [REP1-028]

Topic	Paragraph Number	Councils' Comment
Biodiversity – off-site BNG	8.4, page 41	The Councils welcome confirmation that the Applicant is exploring off-site BNG options. The Councils recommend consideration is given to how off-site BNG provisions could be combined with or complement off-site requirement for other disciplines, such as mitigation and enhancement of Public Rights of Way, as set out in the Councils' LIR 2.16-2.18 [REP1-074]
Biodiversity – Open Mosaic Habitat	8.6, page 42	The Councils welcome confirmation that habitat was assessed against priority habitat criteria. The Councils seek further clarification as to why the habitats along the railway did not meet Open Mosaic Habitat on Previously Developed Land priority habitat criteria.
Biodiversity – habitats of county importance	8.7, page 42	The Councils welcome confirmation that habitat was assessed against Cambridgeshire and Peterborough County Wildlife Site habitat definitions. This matter is resolved.
Biodiversity – water vole	8.8, page 42	The Councils seek further consultation is undertaken with the Internal Drainage Board to see if there are opportunities to enhance watercourses within close proximity to the development for the benefit of water vole. The Councils require further information about the proposed off-site water vole habitat to ensure it is appropriate and able to be delivered, as set out in the Councils' LIR [REP1-074]. For example, a feasibility Biodiversity Net Gain assessment, as requested by Natural England [RR-022]
Biodiversity – water vole	8.9, page 43	This does not address the Councils' concerns set out at paragraphs 7.3.13-7.3.17 and 7.4.17-7.4.17 of the Councils' LIR [REP1-074].

		The Councils are concerned the ecological mitigation set out in the Outline Construction Environmental Management Plan [REP1-022] will not be delivered. Refer to response to OCEMP above.
Biodiversity – lighting	8.10, page 43	Confirmation of implementation of dark corridors are welcomed. The Councils require the Outline Lighting Strategy [APP-071] to be updated to confirm dark corridors will be <i>"identified in the final Operational Lighting Strategy at the detailed design phase post consent"</i> .
Biodiversity – Great Crested Newt	8.9, page 43	The Councils welcome clarification that all ponds have been surveyed for Great Crested Newt.  However, the Councils are concerned the ecological mitigation set out in the Outline Construction Environmental Management Plan [REP1-022] will not be delivered. Refer to response to OCEMP above.
Biodiversity - bats	8.12, page 43	The Applicant states that the Outline Lighting Strategy <i>"sets out that lighting design will follow the principles of Bat Conservation Trust/Institute for Lighting Professionals joint guidance."</i> This is inaccurate, the Outline Lighting Strategy states the lighting strategy <i>"will also take account of the recommendations of BCT Guidance Note 08/18 – Bats"</i> .
Climate change and carbon	Page 45 to 50 (Climate)	CCC notes the Applicant's responses. Further comments are made below in response to the Applicant's Technical Note Climate Change: Appendix 9.2C (Part 9).
Landscape and Visual	6.9, page 80	The 'Landscape and Visual' section of the Councils' Joint Local Impact Report [REP1-074] clarifies which assessment conclusions they do not agree with.
Landscape and Visual	6.10, page 80	Confirmed that refined ZTVs were produced by WSP, which confirm the extensive coverage highlighted across the Study area.
Landscape and Visual	6.11, page 81	The Councils recognise that sections were produced, but do not agree that comparing the relationship of the Cold Store building with the residential property Potty Plants is appropriate. The relationship and position between the properties is different. Just because it was found acceptable in that instance, does not set precedent for it being acceptable in regard to Number 10 New Bridge Lane.  In relation to Number 10 NBL is the proximity to the access, (including lighting, kiosk, gates etc,) and the requirement for the DCO to implement 3m tall acoustic barriers and gates within the front garden of this property to try and mitigate noise and visual effects associated with



		<p>the HGV and other vehicle movements in close proximity to the dwelling adjacent to the road. The lorries are taller than the proposed fence, and so would still be visible above the fence, as the section sightline is not drawn in line with the top of the fence itself, and there would be clear views into the Proposed Development when the gates of the property are open.</p> <p>No.10 New Bridge Lane is a small bungalow that would have its surroundings fundamentally altered as a consequence of this development, not just by the widened access road outside, together with the loss of mature trees and vegetation (for which there is no meaningful replacement planting to mitigate the change in view), but also by the dominating nature of the 55m tall EFW and 93m tall twin chimneys. The section sightlines provided do not show the extent (length) of the building façade or two chimneys that would be visible above the fence.</p>
Traffic and Transport – draft DCO clauses	Page 104 to 108	The Applicant’s response to CCC’s Relevant Representations is noted. However, the clauses referenced by the Applicant are not considered offer sufficient protection to the authority. It is noted that discussions regarding Heads of Terms for a section 278 agreement have commenced, however in the absence of any formal agreement being reached at this time, it remains the case that CCC is dissatisfied with the protections it has been afforded in relation to new or amended highways.
Schedule 6 part 1 dDCO	Page 109	The Applicant’s response regarding CCC’s representation in respect of Algores Way and accesses A3, A4 and A5 are welcomed.
Draft Access and ROW plans	Page 109 to 111	CCC notes and welcomes the Applicant’s response and, following detailed discussions in respect of the Access and ROW plans, CCC can confirm that (with the exception of the comments at item 2.4) above it is content with the amendments that have been made to the plans.
Environmental Statement, Chapter 6, Traffic and Transport, Appendix 6A.	Page 111	CCC welcomes the Applicant’s response in respect of its intention not to use Wisbech Byway 21 and Elm Byway 6 for construction traffic.
Waste Need	Page 119 (Waste Need Row 1 – Light)	The point raised refers to an additional requirement being requested, in relation to catchment restrictions. The response does not appear to correspond with this point. The Applicant may wish to review this response.

Waste Need and Policy	Page 120 to 128 (Waste Need and Policy)	Please refer to comments made on Appendix 9.2D Technical Note.
Waste Need and Policy	Page 128 (Waste Need and Policy)	<p>Please refer to the Councils' Relevant Representations [<b>RR-002 and RR-003</b>] paragraph 14.21, which in summary states that as currently drafted, Requirement 14 Waste Hierarchy Scheme places no additional requirements beyond those that would be stipulated within the waste permit. The Requirement as written would not prevent material that could be managed further up the waste hierarchy from being managed at the proposed facility, so long as the waste type was permitted under the permit, which have not yet been specified.</p> <p>The only reference to residual waste is located within criterion 2 (a), which requires the recording of tonnages entering the site.</p> <p>The additional criteria proposed are essential to ensure that waste that could be treated further up the waste hierarchy is not received at the facility.</p>

## 9.2 Applicant's Response to the Relevant Representations – Part 9 Appendices [REP1-036]

Topic	Paragraph Number	Councils' Comment
Climate change and carbon – waste composition	<p>Appendix 9.2C</p> <p>Table 2.1 – Waste Composition</p>	<p>CCC welcomes the Applicant's acknowledgement that variation in residual waste composition affects the estimation of GHG emissions associated with EfW and LFG processes. However, the sensitivity analysis completed to date by the Applicant does not fully address this matter. There is a large variation in waste composition that occurs in different places (and at different times) due to a number of factors including differing waste collection arrangements, housing types and socio-economic status.</p> <p>The Applicant's calculations on this matter bring with them such a degree of uncertainty that the claimed benefits cannot properly be relied on.</p> <p>The Applicant's own sensitivity analysis (Appendix 14C) has considered two alternative cases for waste composition; one in which all recyclable materials (paper, card, plastics, glass, metals, food, garden, wood and textiles) are reduced by 20%, and another in which food and plastics are reduced by 90%. However, by simultaneously reducing both food waste</p>

		<p>(which contains biogenic carbon) and plastics waste (which contains fossil carbon) by the same percentage, the sensitivity analysis has failed to consider the separate impacts of reducing <i>either</i> the biogenic carbon content <i>or</i> the fossil carbon content.</p> <p>CCC has carried out its own GHG emissions calculations with a variety of waste composition scenarios, and the results were that EfW is not always lower carbon than landfill, and also that the scale of GHG emissions varies hugely depending on the composition of the waste. It is also worth noting that should the composition of the waste differ, the quantity (tonnage) of waste required to keep the proposed plant operational could also change. This is because a lower calorific value of the waste would mean that a larger quantity of waste would be required in order to retain the same output of energy.</p>
<p>Climate change and carbon – avoided emissions from electricity</p>	<p>Appendix 9.2C  Table 2.1 – Avoided Emissions – Grid Mix Decarbonisation</p>	<p>CCC maintain that the figure used by the Applicant in their Environmental Statement for avoided GHG emissions from energy generation is incorrect, as these calculations have used a single constant carbon intensity of UK electricity for the entire 40-year period, which will never be the case, as it ignores the forecast decarbonisation of the UK electricity grid over time.</p> <p>CCC welcomes the applicant’s additional sensitivity analysis in Appendix A of this Technical Note, considering the gradual decarbonisation of the UK Grid and the potential impact on the assessment of avoided emissions, and the acknowledgement that this would reduce the scale of the savings derived from avoided emissions.</p> <p>When the forecast decarbonisation of the UK electricity grid over the proposed lifetime of the plant operation (2026 to 2066) is included, the carbon impact of the Proposed Development is much worse – by more than 2.8 million tonnes CO<sub>2</sub>e, compared to the figure originally claimed by the Applicant in their Environmental Statement. The implications of this error have been discussed by the Applicant in this “Technical Note. Climate Change, Appendix A – Grid mix decarbonisation”. This shows that the amount of GHG emissions offset by electricity generation from the proposed plant would be only 326 kt CO<sub>2</sub>e in total over 40 years. This compares to 3,203 ktCO<sub>2</sub>e claimed in the Applicant’s original Environmental Statement, meaning this benefit is likely to be nearly ten times smaller than originally claimed.</p> <p>The impact of this error on the overall difference in GHG emissions over the 40 years lifetime between the ‘with development and ‘without development’ scenarios is thereby reduced to</p>

		only 413 ktCO <sub>2</sub> e (according to the Applicant), which is only a 3.6% difference, or an average of 10 ktCO <sub>2</sub> e per year. This very small difference is far less than the value of the uncertainty in emissions due to variable waste composition.
Climate change and carbon – baseline scenario	Appendix 9.2C  Table 2.1 – Without Development Scenario – Landfill	<p>CCC maintain that it is, at best, unknown, whether or not, without the development, all of the annual 625,000 tonnes of waste would go to landfill every year for the entire 40 years of operation.</p> <p>Alternatives include reducing the overall volume of waste produced, through circular economy principles and behavioural change, increasing the proportion of residual waste that is recycled or composted, use of Mechanical-Biological Treatment (MBT), and increased capture rates of landfill gas.</p> <p>The vast majority of emissions in the Applicant’s ‘without development’ scenario are stated to be from methane from landfill, although it is unknown whether this would continue for the all of the waste for all of the 40 years. Furthermore, even if the waste did all go to landfill, the calculation of these emissions is imprecise and actual emissions from landfill could also vary enormously depending on the biogenic carbon content of the waste composition, as well as how the particular landfill sites are managed (for example, the lining and cap construction and the proportion of landfill gas that is captured and flared). This total should therefore be treated with caution and must regarded as uncertain.</p>
Climate change and carbon – carbon capture and storage	Appendix 9.2C  Table 2.1 – Embedded Measures - CCS	<p>The Applicant has not answered the question as to why CCS is not currently included in the proposed development, rather than just being set aside to potentially add later. Has any feasibility assessment already been carried out?</p> <p>CCC maintains that CCS technology is likely to be necessary for the proposal to be compatible with a pathway to net zero.</p> <p>Setting aside an area for future development of CCS is insufficient as it does not guarantee when or if CCS will become operational.</p>
Climate change and carbon – IEMA guidance	Appendix 9.2C  Table 2.1 – IEMA Guidance	<p>CCC does not agree that the development would “<i>result in a net decrease in GHG emissions equivalent to approximately 2,571ktCO<sub>2</sub>e over its lifetime.</i>”</p> <p>As mentioned above, the assumptions made regarding the composition of the waste can very easily tip the balance as to which disposal method (EfW or landfill) is the lowest carbon. For</p>

		<p>that reason, alongside the uncertainty of emissions from the baseline ‘without development’ scenario, and the correction to the figures for avoided emissions from electricity generation, there is now very little difference in the scale of likely emissions between the two scenarios set out by the Applicant, of with and without the proposal being built.</p> <p>Taking the correction to emissions from electricity generation alone, the net benefit would be reduced to only 413 kt CO<sub>2</sub>e over 40 years, or around 10 kt CO<sub>2</sub>e per year, by the Applicant’s own calculations. When that error is combined with the uncertainty of waste composition, this means that it must be regarded as uncertain whether or not the proposed development will lead to lower carbon emissions than alternative waste treatment scenarios without the development.</p> <p>CCC does not agree that the proposal would have net GHG emissions below zero. The calculation of the emissions without development is also highly uncertain.</p> <p>CCC does not agree with the Applicant’s conclusion that the Proposed Development will have a ‘beneficial Significant effect’. The IEMA guidance states that “<i>Only projects that actively reverse (rather than only reduce) the risk of severe climate change can be judged as having a beneficial effect.</i>”</p>
<p>Appendix 9.2D Technical Note Responses to the Waste Fuel Availability Assessment Representations - Net self-sufficiency</p>	<p>Appendix 9.2C 3.2.13 to 3.2.17</p>	<p>The Cambridgeshire and Peterborough Minerals and Waste Plan (2021) provides for net self-sufficiency and achieves this without the reliance or provision of additional waste management capacity for the lifetime of the Plan. The applicant’s statement that it requires the construction of Peterborough Green Energy Project (also known as PGEL), to be self-sufficient is incorrect.</p> <p>The applicant’s submission misinterprets Policy 3. As stated in Policy 3 “Figures in brackets in the ‘capacity gap’ rows indicate the adjusted capacity gap (or surplus) that would result if permitted but not yet operational capacity becomes operational.”. The -80kt value is based on existing capacity, rather than that which is permitted but not yet constructed. The attempt to increase the -80kt figure is erroneous.</p> <p>Criterion (a) of Policy 3 requires that development “would assist in closing a gap identified in the table, provided such a gap has not already been demonstrably closed;” The existence of consent for recovery capacity could be considered to indicate that that gap, in planning terms,</p>

		has been closed, and criterion (a) is therefore not relevant in this scenario. Additionally, the County Council is currently considering an application for a recovery facility near Warboys, (reference: CCC/22/151/FUL) which would, if approved, also accommodate a large proportion of that shortfall.
Appendix 9.2D Technical Note Responses to the Waste Fuel Availability Assessment Representations - The waste hierarchy	Appendix 9.2C  3.2.18 to 3.2.22	<p>Please refer to the Councils' Relevant Representations [<b>RR-002 and RR-003</b>] paragraph 14.21, which in summary states that as currently drafted, Requirement 14 Waste Hierarchy Scheme places no additional requirements beyond those that would be stipulated within the waste permit. The Requirement as written would not prevent material that could be managed further up the waste hierarchy from being managed at the proposed facility, so long as the waste type was permitted under the permit, which have not yet been specified.</p> <p>The only reference to residual waste is located within criterion 2 (a), which requires the recording of tonnages entering the site.</p>

### 9.3 Draft Itinerary for Accompanied Site Inspection [REP1-037]

Topic	Paragraph Number	Councils' Comment
Residential property No. 25 Cromwell Road	Table 2.1	The industrial unit the Applicant has referred to has a postcode of PE14 0SD. The residential property at 25 Cromwell Road has a postcode of PE14 0SN and is located opposite Smiths Farm Shop. The following images highlight its position:

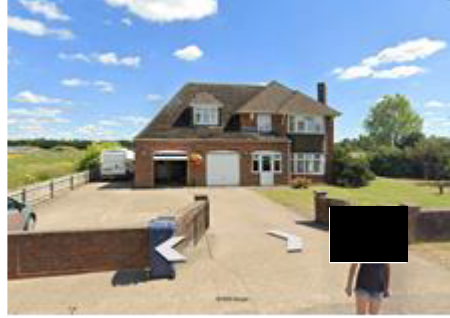
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Simple Advanced Weekly/Monthly Lists Property **Map**





The property is also identified within the Applicant's visual assessment with Major Significant Adverse Effects:

**9J27**

Environmental Statement Chapter 9: Landscape and Visual Appendix 9J – Visual Assessment Tables



Receptor	Sensitivity	Phase	Rationale	Magnitude of change	Type of Effect	Level of effect and Significance
		Operation Year 15	The rationale set out for Operation Year 1 would apply throughout the operation phase. There would be no change by Operation Year 15 as tree and wet woodland planting within the southern part of the EFW CHP Facility woodland (as shown in Figure 3.14 Outline Landscape and Ecology Strategy) could only slightly reinforce existing cumulative screening and could not affect any views of the upper-most sections of the chimneys. Were any of the potential development proposed for the South Wisbech Broad Location for Growth (see Chapter 18 (Volume 6.2)) take place on the fields north of A47, this could further screen the ground and lower-level activities and facilities.	Very Low	Adverse and long term	Minor – Not Significant
No. 25 Cromwell Road	High	Construction	This is a single large, two storey dwelling set slightly back from the south-eastern side of busy B198 which has street lighting along this section ~240m north-east of A47 traffic island. It is opposite the carpark, sheds and greenhouses associated with Smith's Farm Shop. The property's gardens are concentrated on its south-western and north-western sides. It possesses an open immediate setting onto disused fields which in turn extend to the southern edge of the Wisbech Industrial Estate. The closest development is the Coveris building which is 100m to the north-east and although only ~8m high extends back 100m from its frontage onto B198. The area to the east of the property is designated as 'South Wisbech Broad Location for Growth' in the Adopted Fenland Local Plan 2014. There is a permitted light warehouse type	Medium	Adverse and short term	Major Significant –

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 Environmental Statement Chapter 9: Landscape and Visual Appendix 9J – Visual Assessment Tables



### 9.21 Outline Local Air Quality Monitoring Strategy [REP1-055]

Topic	Paragraph Number	Councils' Comment
Demolition and Construction	General	The Councils request that the monitoring strategy also includes a monitoring strategy focused at the demolition and construction phase, in line with the Construction Management Plan objectives.
Location of Diffusion Tube and Continuous monitoring	General	This document includes the location of Diffusion Tube and Continuous monitoring for the operational period of the development. The Councils do not object to these locations, although seek to confirm them on completion of specific information regarding transport routes and equipment.
Local Air Quality Management	General	FDC would like to ensure that there is support for Local Air Quality Management, and request information is made available for the Annual Air Quality Screening Review and any Air Quality Action Planning if required.
Further Information	General	The Councils request that this document provides more detailed information including the availability of data to the HLAs, interpretation of data, and process for the notification of exceedances. If an exceedance is identified, the Councils would like this document to outline the commitment for source identification, resolution and emission reduction associated with this installation and its associated activities.
Monitoring Period	2.2.1	The monitoring period is due to start one year prior to ' <i>final commissioning</i> '. The HLA would request that the Applicants provides confirmation of what this term means, and if this includes any operational time. The HLA would seek that the Local Air Quality Monitoring is in place in advance of any operation.
Equipment	2.3.1	Diffusion tubes should specifically measure nitrogen dioxide (NO <sub>2</sub> ) and sulphur dioxide (SO <sub>2</sub> ), not NO <sub>x</sub> and SO <sub>x</sub> as described.