

Medworth Energy from Waste Combined Heat and Power Facility

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Change Application:

Non-Statutory Consultation report

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with energy.**



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1. Introduction

1.1 Background

1.1.1 In its 'Procedural Decision following request to make changes to the application', dated 13th June **[PD-016]**, the ExA determined that reasonable and proportionate non-statutory consultation should be carried out before the change request can be accepted.

1.1.2 The ExA agreed with the Applicant that, for the purposes of non-statutory consultation, the Applicant:

- should not require a public exhibition of event, given the minor nature of Change 1 and Change 2;
- should only involve local newspapers (i.e., not a national newspaper);
- should involve the same 'Core Consultation Zone' as was used at statutory consultation but limited to the administrative area of CCC as neither Change 1 nor Change 2 are relevant to the Grid Connection which extends into the administrative area of Norfolk County Council; and
- should involve writing to relevant prescribed consultees (including statutory undertakers) that have an interest/responsibilities relating to Change 1 and/or Change 2.

1.1.3 In addition, the ExA's requested that the Applicant:

- writes to all known land interests identified in relation to any land now included in the Order limits as a result of Change 1 and Change 2;
- publishes, for the purposes of non-statutory consultation, a Statement of Purposes where the Applicant details the reasons for any proposed changes to the Order limits. The Statement of Purposes should also include clear visual representation of the proposed changes in a map; and
- runs the consultation for a minimum of 15-days.

1.1.4 After the end of the non-statutory consultation and before the change request can be accepted, ExA requested that the Applicant:

- submits a statement encompassing a non-statutory consultation report, and that;
 - lists all of the known interests it is has written to in connection with Change 1 and Change 2;
 - provides a copy of the Statement of Purposes issued to inform the non-statutory consultation;
 - provides copies of any newspaper notices or site notices; and
 - appends as an annex any consultation responses received.



1.2 Examination of the DCO Application

1.2.1 The DCO Application was submitted on 7 July 2022 and accepted for Examination on 2 August 2022. The examination will end on 21 August 2023.

1.2.2 **Table 1-1** summarises the examination hearings held to date on the DCO application:

Table 1-1: Examination hearings

Date	Hearing	Location
22 February 2023	Issue Specific Hearing 1 – scope of the Proposed Development and alternatives	The Boathouse Business Centre, 1 Harbour Square, Wisbech, PE13 3BH and by virtual means using Microsoft Teams
22 February 2023	Open Floor Hearing 1	The Boathouse Business Centre, 1 Harbour Square, Wisbech, PE13 3BH and by virtual means using Microsoft Teams
23 February 2023	Open Floor Hearing 2	The Boathouse Business Centre, 1 Harbour Square, Wisbech, PE13 3BH and by virtual means using Microsoft Teams
12 April 2023	Issue Specific Hearing 2 – draft Development Consent Order	The Boathouse Business Centre, 1 Harbour Square, Wisbech, PE13 3BH and by virtual means using Microsoft Teams
13 April 2023	Compulsory Acquisition Hearing 1	The Boathouse Business Centre, 1 Harbour Square, Wisbech, PE13 3BH and by virtual means using Microsoft Teams
13 April 2023	Compulsory Acquisition Hearing 2	The Boathouse Business Centre, 1 Harbour Square, Wisbech, PE13 3BH and by virtual means using Microsoft Teams
16 May 2023	Issue Specific Hearing 3 – Environmental Matters (waste matters, size and need)	By virtual means only using Microsoft Teams
17 May 2023	Issue Specific Hearing 4 – Environmental Matters (traffic and transport, air quality and climate change)	By virtual means only using Microsoft Teams
18 May 2023	Issue Specific Hearing 5 – Environmental Matters (landscape and visual effects, noise and vibration, water environment and cumulative effects)	By virtual means only using Microsoft Teams
26 June 2023	Issue Specific Hearing 6 – Environmental Matters (landscape and visual effects, biodiversity, traffic and transport)	By virtual means only using Microsoft Teams



Date	Hearing	Location
27 June 2023	Issue Specific Hearing 7 – Environmental Matters (waste issues and cumulative effects)	By virtual means only using Microsoft Teams
29 June 2023	Compulsory Acquisition Hearing 3	The Boathouse Business Centre, 1 Harbour Square, Wisbech, PE13 3BH and by virtual means using Microsoft Teams
29 June 2023	Open Floor Hearing 3	The Boathouse Business Centre, 1 Harbour Square, Wisbech, PE13 3BH and by virtual means using Microsoft Teams



2. Consultation exercise

2.1 Advertising the consultation

- 2.1.1 To meet the requirements outlined in **Section 1.1**, the Applicant undertook additional non-statutory consultation on the Proposed Changes. The consultation period ran from 28 June 2023 to 14 July 2023, a total of 16 days.
- 2.1.2 A notice was placed online (26 June 2023) and in print (28 June 2023) with the Fenland Citizen; a copy of the notice was also placed on the Applicant's website. A copy of the notice is provided at **Appendix A** and a voucher copy of the notice in print is provided at **Appendix B**. In addition, physical site notices were placed at three locations as shown in the plan at **Appendix C**, with photographic evidence provided at **Appendix D**.
- 2.1.3 Hard copies of the notice were hand delivered to those addresses in Consultation Zone A, as defined in the previous Statutory Consultation, see the **Consultation Report (Volume 5.1) [APP-018]** for further details. A copy of the public notification is included at **Appendix E**. Tracking evidence for these deliveries was provided by the distribution company; receipt of these notices is further evidenced by early responses to the consultation exercise, with emails and phone calls received by the Applicant from 25 June 2023 onwards. For the avoidance of doubt, responses received before the consultation period commenced have been taken into consideration by the Applicant.
- 2.1.4 The Applicant provided updates on its project website, including downloadable versions of the **Statement of Purposes (Appendix I)** and relevant traffic assessments. An electronic feedback form was added, and a hard copy made available on request. The hard copy feedback form is included at **Appendix F**. The website updates are shown at **Figures 2-1 to 2-4** below:



Figure 2-1: New Headline Banner on Home Page

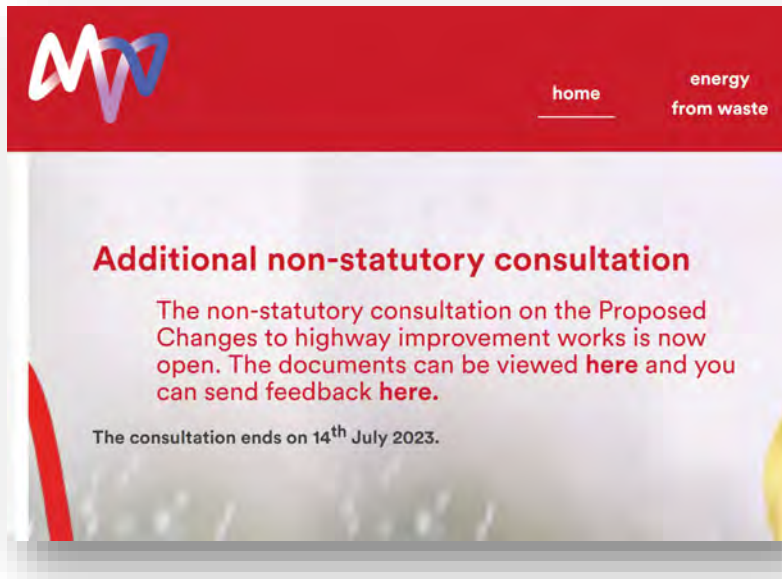


Figure 2-2: News Update on Planning Page

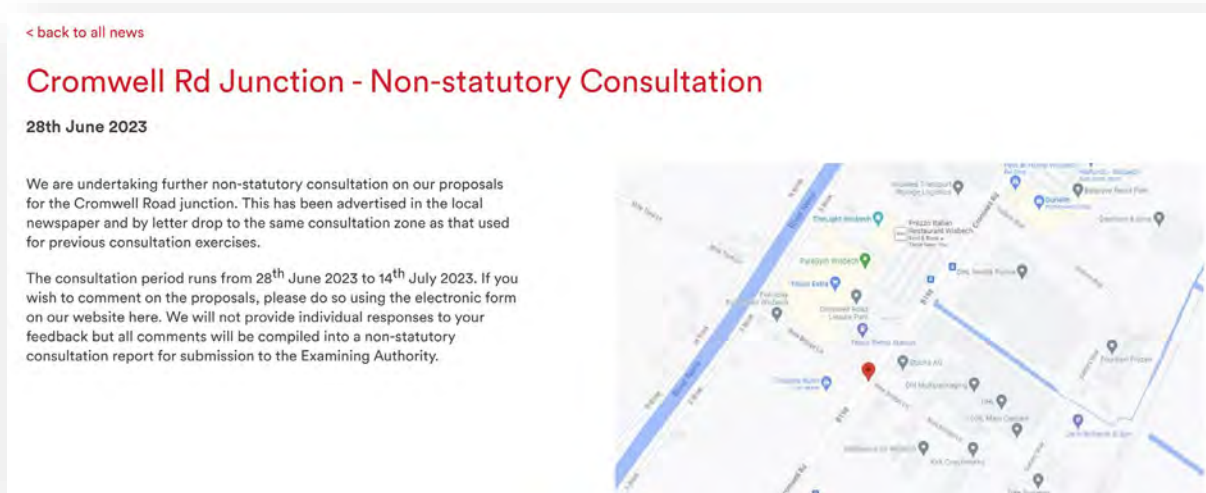




Figure 2-3: Relevant Documents Available for Download





<p>Statement of Purposes 27th June 2023</p> <p>MVV Medworth Non-Statutory Consultation proposed changes - Statement of purposes</p>	<p>Traffic Appendix - Change Application 27th June 2023</p> <p>MVV Medworth Environmental statement</p>	<p>Public Notice 28th June 2023 27th June 2023</p> <p>MVV Medworth public notice 28th June 2023.</p>
<p>download</p> 	<p>download</p> 	<p>download</p> 

Figure 2-4: Electronic Feedback Form Available

Contact us via email - medworth@mvvuk.co.uk
 Telephone the team - 01945 232 231
 Or send us post using the freepost address: "Freepost MVV"

*Any personal data received as will be stored and protected as set out in the General Data Protection Regulation. No personal details will be used or published in any materials produced in support of the project.

[General enquiry form](#)
[Feedback form](#)



Medworth CHP Limited invite you to take part in their non-statutory consultation. As a result of the ongoing Examination process, we are required to consult on a very minor change to the Order limits. Two changes are proposed and we welcome your comments on either or both of these. We will not be able to consider comments on any other aspect of the Proposed Development as these have already been the subject of previous consultation exercises.

You do not have to provide your personal details, but this information will help us to understand the range of responses and enable us to send you further information relating to the proposed Medworth EFW CHP Facility.

Any personal data received as part of the consultation or as part of the consultation process will be stored and protected in accordance with our Privacy Notice (www.mvv-medworthchp.co.uk/consultation-privacy-notice).

- 2.1.5 The Applicant wrote to all relevant prescribed consultees and Persons with Interest in Land (PILs), notifying them of the Proposed Changes and the consultation. A generic copy of the cover letter is provided at **Appendix G**. An additional utilities search was undertaken by the Applicant’s land agent to ensure all parties had been identified. The utilities search report is included at **Appendix H**.
- 2.1.6 A list of those written to is provided at **Table 2-1** below. These letters were sent using Royal Mail’s ‘first class signed for’ service and the same information was sent by email in case offices and/or registered addresses were not in use. For any deliveries that could not be confirmed using Royal Mail’s tracking service, these letters were re-sent using a courier service.



Table 2-1: List of Relevant Prescribed Consultees and PILs

Organisation
Anglian Water
Cadent Gas Ltd
Cambridgeshire and Peterborough Combined Authority
Cambridgeshire and Peterborough NHS Foundation Trust
Cambridgeshire County Council
Cambridgeshire County Council (Highways Authority)
Cambridgeshire County Council (Planning Authority)
Cambridgeshire Fire and Rescue Service
Cambridgeshire Police and Crime Commissioner
East of England Ambulance Service NHS Trust
Environment Agency
Environment Agency (Eastern Regional Office)
Environment Agency (Inland Navigation Authority)
ES Pipelines Ltd (ESP Utilities Group Ltd)
ESP Connections Ltd (ESP Utilities Group Ltd)
ESP Electricity Limited (ESP Utilities Group Ltd)
ESP Networks Ltd (ESP Utilities Group Ltd)
ESP Pipelines Ltd (ESP Utilities Group Ltd)
Everglens (farm)
Fenland District Council (Planning Authority)
Health and Safety Executive
Historic England
Homes England
Hundred of Wisbech Internal Drainage Board
Joint Nature Conservation Committee
LineSearchbeforeUdig
Middle Level Commissioners



Organisation
National Highways
Natural England
NHS Cambridgeshire and Peterborough Clinical Commissioning Group
NHS England
Openreach Limited
Public Health England
Royal Mail
Stocks AG Ltd
Tesco Extra
Tesco Stores Ltd
Thurlow Nunn (Holdings) Ltd
UA Asset Management 2 Ltd
UK Power Distribution Limited
UK Power Networks Limited
United Kingdom (UK) Health Security Agency
Utility Assets Limited
Virgin Media Limited
Virgin Media Ltd
Wisbech Town Council

2.1.7 Alongside the consultation activities above, the Applicant made best efforts to engage Tesco Stores Ltd in dialogue over the land still in their ownership, as well as further dialogue with Cambridgeshire County Council. Ongoing communications with Tesco Stores Ltd are detailed in **Table 2-2** below.

Table 2-2: Dialogue Between the Applicant and Tesco Stores Ltd

Date	Communication
20 June 2023	Named contact identified and email sent with the Applicant's letter to Tesco attached.
23 June 2023	Email received from a new named contact offering assistance.



Date	Communication
23 June 2023	The Applicant responded, summarising the position and requesting a Teams call.
26 June 2023	Teams call held with Tesco contact, the Applicant's Managing Director and Head of Development to discuss the situation. Tesco contact stated no objection in principle but needed to check with colleagues first. Also, suggested the Applicant chase him up if no response by the end of the week.
26 June 2023	Follow up email sent to Tesco contact with S. 278 agreement plan, S.106 agreement (Tesco/CCC) and land ownership plan attached.
3 July 2023	Chaser email sent to Tesco contact – no reply.
13 July 2023	Second chaser sent to Tesco contact – out of office reply received. Contact on leave until 17/7/23.
17 July 2023	Third chaser email sent to Tesco contact – no reply.

2.2 Response to the consultation

- 2.2.1 In response to the consultation, three messages were left on the answering service: one requested a hard copy feedback form but did not leave a valid telephone number; one requested a hard copy feedback form which was sent using Royal Mail's 'special delivery' service; and one requested clarification of the Notice, mistakenly believing it related to Anglian Water. One telephone call to the enquiry line was answered when received; this was from a local resident who was unable to read the public notification themselves. The Applicant provided a verbal summary and the resident expressed gratitude.
- 2.2.2 One piece of hard copy feedback requested a hard copy of the Statement of Purposes and this was sent using Royal Mail's 'special delivery' service.
- 2.2.3 In total, six responses were received from statutory organisations and 15 from other consultees. These are shown in **Tables 2-3** and **Table 2-4**, along with the Applicant's response to each representation. One consultee sent two representations, one via the dedicated email address and one via an electronic feedback form.



Table 2-3: Non-Statutory Consultation Responses – Statutory Organisations

ID	Organisation	Representation	Applicant Comment
SC01	National Highways	<p>Thank you for your consultation on the above non-statutory consultation on the proposed changes.</p> <p>National Highways is a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). In respect to this Development Consent Order (DCO), the nearest SRN Trunk Road is the A47.</p> <p>We have reviewed the Proposed changes- statement of purpose, and conclude the amendments to the DCO would unlikely have a material impact on the SRN, further to the overall impact of the DCO. Consequently, we offer no comment to the proposed changes.</p>	Comments noted.
SC02	Natural England	<p>SUMMARY OF NATURAL ENGLAND'S ADVICE NO OBJECTION</p> <p>Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites.</p> <p>Natural England's generic advice on other natural environment issues is set out at Annex A.</p>	Comments noted and Natural England's generic advice was considered during the preparation of the Environmental Statement Chapter 11: Biodiversity (Volume 6.2) [AS-008] .
SC03	Health Safety Executive	<p>HSE's land use planning advice</p> <p>HSE's advice remains the same as previous stated. No further comments to make.</p> <p>Explosives sites</p> <p>CEMHD 7's response remains the same as 2019 and 2021 – No comment to make.</p>	Comments noted.



ID	Organisation	Representation	Applicant Comment
SC04	Environment Agency	<p>Change 1: Thank you for the opportunity to review the proposed changes to the Medworth Energy from Waste Combined Heat and Power Facility DCO application. We have considered Change 1 and Change 2, and note that they relate to highways matters which are unlikely to cause an impact that would affect the position of the Environment Agency. We therefore have no comments to make on these changes.</p> <p>Change 2: Thank you for the opportunity to review the proposed changes to the Medworth Energy from Waste Combined Heat and Power Facility DCO application. We have considered Change 1 and Change 2, and note that they relate to highways matters which are unlikely to cause an impact that would affect the position of the Environment Agency. We therefore have no comments to make on these changes.</p>	Comments noted.
SC05	Cambridgeshire County Council & Fenland District Council	<p>We are writing on behalf of Cambridgeshire County Council (CCC) and Fenland District Council (the Councils) in response to the non-statutory consultation on Proposed Changes to Medworth CHP Limited's (the Applicant's) application for a DCO to construct, operate and maintain an EfW CHP Facility on the industrial estate at Algores Way, Wisbech, Cambridgeshire.</p>	Comments noted.
		<p>The Councils welcome the opportunity to comment on the Proposed Changes to the DCO application, as is offered by this consultation. The Councils do not object to the Applicant's Proposed Changes to the draft DCO, but would refer to the following technical queries and representations listed below in relation to the proposal:</p>	<p>The Applicant notes, CCC do not object to Change 1 or Change 2.</p>
		<p>As raised by CCC at ISH6 on 26th June 2023, the Councils question whether the Proposed Changes adequately extend</p>	<p>The Applicant is satisfied that the proposed access improvements associated with the Change 1 and Change 2 can</p>



ID	Organisation	Representation	Applicant Comment
		<p>the DCO boundary, and whether sufficient powers of compulsory acquisition are included to ensure that the revised junction layout at New Bridge Lane/Cromwell Road can be delivered within the Order limits and subsequently (where appropriate) dedicated as highway. CCC continues to engage with the Applicant in respect of the junction design to achieve clarity on this matter.</p> <p>The Councils understand that both CCC and the Applicant have (separately) engaged with the owner of private land affected by the Proposed Changes to discuss the status of the land. As discussed in a meeting between CCC and the Applicant on 6th July 2023, CCC notes it is important that the proposed status of this land after the works are completed is clarified, so that there is certainty that all new highway assets can be maintained by CCC without hindrance. CCC is content to work with both the Applicant and the landowner towards resolution of this matter.</p>	<p>be delivered within the proposed Order limits. This position is evidenced by the vehicle tracking issued to CCC and submitted with the Applicant's Change Request, see Figure 2.1, Non-Statutory Consultation: Proposed Changes Statement of Purpose, Rev 1, June 2023 (Appendix I of this document).</p> <p>Since meeting with CCC on 06 July 2023, the Applicant's highways engineers have reviewed further feedback from CCC and can confirm both Change 1 and Change 2 can be delivered within the proposed Order limits.</p> <p>The Applicant has contacted the owner of the land (Tesco) to discuss the change application. Full detail of the contact between the Applicant and Tesco is provided in Table 2-2 above.</p> <p>The Applicant understands that the reason the area of land relevant to the Change Application which is to be designated as public highways is still owned by Tesco, relates to concerns that CCC has over the condition of wider highway works on other land (i.e., land not affected by the Change Application), but which is also proposed to be designated under the same s278 Agreement between CCC and Tesco.</p> <p>However, in the event that Tesco fails to carry out the works requested by CCC, the s278 agreement between Tesco and CCC includes a bond to enable CCC to carry out works to bring the disputed area of highway up to the required standard for it to be designated. Alternatively, a partial Provisional Certificate could be issued to cover that area of land that forms part of this Change Application; as noted above, the Applicant understands that CCC's concerns are not with the area of Tesco's highway works relevant to the Change Application.</p> <p>The Applicant will continue to request a formal confirmation from Tesco that it is not concerned with the Change Application,</p>



ID	Organisation	Representation	Applicant Comment
		<p>The Councils acknowledge that the Applicant is now proposing to modify the original design to construct central traffic islands, allowing the safe signal control of right turning vehicles from Cromwell Road towards the development. CCC notes that the provided 'Linsig' traffic modelling does not represent the traffic signal staging required for this layout. CCC have provided further information to the Applicant to assist in their signal staging/modelling work and await receipt of further submissions regarding proposed staging and traffic modelling.</p>	<p>notwithstanding that Tesco are fully aware of the impact of Change 1 and have chosen not to make any consultation submission.</p> <p>Therefore, whilst the designation of this land as public highway may not be resolved before the end of Examination, there are contractual arrangements in place under the s278 agreement that should ensure the land relevant to the Change Application is designated as public highway in due course. Notwithstanding, it may be of assistance to the Examining Authority, if CCC were able to advise of their plans to resolve the outstanding issues with the Tesco s278 agreement, and the timescales for doing so.</p> <p>The revision to the original design is at the request of CCC.</p> <p>The Applicant's Transport Assessment (Volume 6.2) [APP-033] did not identify a need to signalise the Cromwell Road/New Bridge Lane junction as the number of right turning vehicles generated by the Proposed Development during construction and operation is very low and junction modelling demonstrated that there is sufficient capacity for the existing junction configuration to accommodate the additional traffic without queuing issues on the Cromwell Road arms. This section of Cromwell Road is 30mph, very straight and there is good visibility for drivers wishing to turn right to see southbound vehicles approaching the junction.</p> <p>The proposed signalisation of the Cromwell Road/New Bridge Lane junction is at the request of CCC due to its concern that an increased volume of slow-moving heavy goods vehicles (HGVs) turning right from Cromwell Road (southern arm) into New Bridge Lane will result in stopping the flow of southbound traffic on Cromwell Road (northern arm).</p>



ID	Organisation	Representation	Applicant Comment
			<p>The inclusion of traffic islands on Cromwell Road within the signal design drawing is consequent to discussions with CCC.</p> <p>Following a meeting with CCC on 6 July 2023, further traffic modelling has been undertaken which incorporates a separate stage for right turners into New Bridge Lane. CCC acknowledged during the meeting that the right turn flows were very low and that this will be called on demand and will not be part of the standard signal phasing.</p> <p>The results of the modelling show that any queues between the Cromwell Road/New Bridge Lane junction and the existing Tesco junction will clear within the green time and will not affect junction operation. The flows on both right turns are very low (84 right hand turns into New Bridge Lane East and 9 right hand turns into New Bridge Lane West in the AM peak which is the busiest scenario), and there is no requirement for a separate right turn stage as part of standard signal phasing – only when required by the presence of a vehicle.</p> <p>It should also be noted that the traffic peaks for HGVs would not coincide with peak hour periods on the network generally and therefore the traffic modelling is presenting a very worst-case scenario.</p> <p>It is also noted that 5% of operational traffic would be on Saturday and Sundays and therefore weekday traffic flows will be lower than presented in the assessment work.</p> <p>During the meeting with CCC on 6 July 2023, CCC advised acceptance of the Stage 1 Road Safety Audit (RSA), which was undertaken in May 2023 by independent specialist consultants, and the Designers' Response (ES Chapter 6 Traffic and Transport Appendix 6B Transport Assessment Addendum (Volume 3.11) (the TA Addendum), [AS-029]). The Applicant will continue to work with CCC on the detailed design of this junction.</p>



ID	Organisation	Representation	Applicant Comment
		<p>The Transport Assessment Team have received clarification as to the origin of the future year predicted traffic flows through the junction and are satisfied that they are sufficiently robust for the purpose of the modelling. CCC are currently awaiting a revised 'Linsig' model, addressing comments raised in the meeting of 6th July by both CCC's Transport Assessment and Signals Teams.</p>	<p>The Applicant notes that CCC consider the traffic flow data to be sufficiently robust and therefore have no further comments on this matter.</p> <p>See above for a response to the 'Linsig' modelling.</p>
SC06	Middle Level Commissioners (Hundred of Wisbech IDB)	<p>In an effort to appreciate the issue and assess any adverse impacts I visited the junction last week. Photographs of the area are attached for your information, see below.</p> <p>Could you please confirm that the area concerned is the verge shown on photographs one and two?</p> <p>Assuming that this is the case then any works are unlikely to adversely affect the Boards System. The nearest Boards District Drain, Point 41, is on the northern side of the Stocks AG building. The watercourse on the eastern side of the Tesco Stores site, see photos three and four, which was repositioned when the highway was widened to accommodate the access into the Tesco site, flows into this system.</p> <p>The nearest Boards District Drain to the south, Point 40, is on the southern side of the ACES eye clinic. However, it is understood that the existing open watercourse to the north of the Thurlow Nunn facility, see photo five [not attached to the representation], is served by a culvert under Cromwell Road that discharges into the Boards District Drain at the Co-Part site via a now piped watercourse.</p>	<p>The Applicant provided a response to the Middle Level Commissioners' representation on the 17 July 2023 confirming the area concerned related to Photographs 1 and 2 and noting there is no objection subject to the Applicant, if required, securing the Board's prior written consent.</p>



ID	Organisation	Representation	Applicant Comment

Table 2-4: Non-Statutory Consultation Responses – Other Consultees

ID	Representation	Applicant Comment
<p>OC01</p>	<p>Change 1: The traffic and lorries in this area is horrendous already without adding more chaos to it. It can take up to ten minutes to get from Cromwell Road roundabout to Elm Road roundabout now how long it this goes ahead? What good will this do does not help traffic flow</p>	<p><u>Traffic levels:</u> Change 1 and 2 are updated designs for inclusion within the Order limits rather and do not affect or increase traffic levels as a result of the Proposed Development. The Changes will be completed as part of Works No 4A. The detailed design for Works No 4A is secured by Requirement 7 of the draft DCO (Volume 3.1) REP5-006] and subject to a s278 Agreement; details to be agreed with the Highways Authority.</p>



ID	Representation	Applicant Comment
	<p>Change 2: What good will this do will not help the traffic flow.</p>	<p>General concerns regarding the impacts of traffic on the road network have been raised by a number of IPs and are addressed in the Applicant's Comments on the Relevant Representations (Volume 9.2) [REP1-028 to REP1-035]. In summary, the environmental impacts of the Proposed Development including HGV traffic associated with construction and operation, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. The assessment concludes that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>The Applicant's ES Chapter 6 Traffic and Transport Appendix 6B Transport Assessment (Volume 6.4) [APP-073] included an assessment of the impact of the traffic generated by the Proposed Development at specific junctions identified by CCC. The results found that there is capacity at the junctions in the future scenario with the addition of the Proposed Development traffic.</p> <p>The proposed change to the Cromwell Road/New Bridge Lane junction is in response to comments made by CCC regarding safety concerns of additional right turning HGVs despite the fact that the junction modelling demonstrated that there was adequate capacity for the right turn movements based on the existing configuration.</p> <p>The findings from the capacity modelling of the signalisation of the junction demonstrates that there will not be queuing back to the Cromwell Road/A47 junction and there will not be an impact on the Elm Road roundabout or the operation of the A47 between Cromwell Road and the Elm Road roundabout.</p>
OC02	<p>Change 1: As with the entirety of this proposed development the document and in particular the maps are designed to obfuscate rather than illuminate. Why are there no distinguishing features on the maps? This would make it much easier for residents to be able to orientate themselves and to comment on these proposed amendments. Additional traffic signals on Cromwell Road will make an already congested area even worse. I find comments on traffic capacity frankly unbelievable. They are obviously written by someone with little or no</p>	<p><u>Drawings:</u> The Applicant disagrees with the sentiments expressed by the consultee and considers that there is sufficient information available within the DCO Application documents and the Non-Statutory Consultation Proposed Changes Statement of Purposes document to fully explain both Change 1 and Change 2.</p> <p><u>Traffic levels:</u> The Applicant's ES Chapter 6 Traffic and Transport Appendix 6B Transport Assessment (Volume 6.4) [APP-073] included an assessment of the impact of the traffic generated by the Proposed Development at specific junctions identified by CCC.</p>



ID	Representation	Applicant Comment
	<p>knowledge of Wisbech and this area of the town in particular. Traffic is often at a standstill at the current traffic lights. I object to these so called minor amendments and to the process which is predicated on residents being able to understand these maps and respond in just over 2 weeks.</p> <p>Change 2: Again obfuscating maps. I object to the so called minor amendments.</p>	<p>The results found that there is capacity at the junctions in the future scenario with the addition of the Proposed Development traffic.</p> <p>Change 1 is a proposed change to the Cromwell Road/New Bridge Lane junction in response to comments made by CCC regarding safety concerns of additional right turning HGVs despite the fact that the junction modelling demonstrated that there was adequate capacity for the right turn movements based on the existing configuration.</p> <p>Traffic modelling has been undertaken of the impacts of the signalisation of the junction. The results of the modelling show that any queues between the Cromwell Road/New Bridge Lane junction and the existing Tesco junction will clear within the green time and will not affect junction operation. It is noted that the flows on both right turns are very low (84 into New Bridge Lane East, 9 into New Bridge Lane West in the AM peak which is the busiest scenario).</p> <p><u>Consultation:</u> The extent of the Changes has been agreed by the Examining Authority as being minor in nature, being not so material that they constitute a materially different project. A targeted consultation process was requested by the ExA that is proportionate to the extent of the Change Application, and the Applicant is grateful for the consultee's response to that consultation.</p>
OC03	<p>Change 1: I am sure the facility is needed but not in the designated site it would be much better away from town</p> <p>Change 2: again out side town</p>	<p>No specific issues have been raised by the consultee to the Change 1 and 2 proposals. The Applicant notes the consultee recognises the need for the Proposed Development and concerning locational matters, refers to the Applicant's response to ISH3 Action Point 10: Position Statement on Site Selection and Alternatives – Revision 1 [REP5-037].</p> <p>The Applicant is fully in compliance with the policy tests in National Policy Statement (NPS) EN-1.</p>
OC04	<p>Change 1: Please use your sense when making such plans! An open non residential area is needed for you proposed plans!!</p>	<p>No specific issues have been raised by the consultee to the Change 1 and 2 proposals. The consultee's general objection to the Proposed Development is noted and the Applicant responds as follows.</p>



ID	Representation	Applicant Comment
	<p>Show by example first by having such incinerators built close to where those at the top live!!!!</p> <p>Change 2: Please use your sense when making such plans! An open non residential area is needed for you proposed plans!! Show by example first by having such incinerators built close to where those at the top live!!!!</p>	<p>Please refer to the Applicant’s response to ISH3 Action Point 10: Position Statement on Site Selection and Alternatives - Revision 1 [REP5-037].</p> <p>The Applicant is fully in compliance with the policy tests in NPS EN-1.</p>
<p>OC05</p>	<p>Change 1: I am opposed to the building of an incinerator in Wisbech. Changes to any roads will instinctively cause traffic levels to rise with dire consequences.</p> <p>MVV state that the burner will emit 650,000 tons of co2 per annum 24/7.</p> <p>To put that into perspective, the average diesel engine produces 5 tons of co2 per annum. This means the effect of allowing more vehicles in and out of the site will have a devastating effect on the air quality, the surrounding wildlife, and not to mention the additional congestion along the A47. The roads cannot cope at the moment. We do not know the long term affect of the pollution on the neighbouring fields as the Fens is mainly an agricultural area.</p> <p>Change 2: My comments apply to this section too. There are other more appropriate places to put it.</p>	<p><u>Traffic levels:</u> Change 1 and 2 are updated designs for inclusion within the Order limits and do not affect or increase traffic levels associated with the Proposed Development. The Changes will be completed as part of Works No 4A. The detailed design for Works No 4A is secured by Requirement 7 of the draft DCO (Volume 3.1) [REP5-006] and subject to a s278 Agreement; details to be agreed with the Highways Authority.</p> <p>General concerns regarding the impacts of traffic on the road network have been raised by a number of consultees and are addressed in the Applicant’s Comments on the Relevant Representations (Volume 9.2) [REP1-028 to -035]. In summary, the environmental impacts of the Proposed Development including HGV traffic associated with construction and operation, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. The assessment concludes that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p><u>Carbon emissions:</u> Change 1 and 2 are updated designs for inclusion within the Order limits rather than the introduction of additional HGVs. HGV numbers and consequential carbon emissions are assessed within ES Chapter 14: Climate Change (Volume 6.2) [APP-041].</p>
<p>OC06</p>	<p>Change 1: I strongly oppose to the building of this monstrosity in our town and the destruction it will cause to our people and environment.</p>	<p>No specific issues have been raised by the consultee to the Change 1 and 2 proposals. The consultee’s general objection to the Proposed Development is noted and the Applicant responds as follows.</p>



ID	Representation	Applicant Comment
	<p>Change 2: I strongly oppose to the building of this monstrosity in our town and the destruction it will cause to our people and environment.</p>	<p>The Proposed Development has been the subject of extensive environmental assessment, the results of which are reported within the Environmental Statement (Volumes 6.2-6.4) and summarised within the Non-Technical Summary (Volume 6.1) [APP-027]. The Planning Statement (Volume 7.1) [APP-091] considers the outcome of the ES and assesses conformity with national and local planning policy. The planning balance for the Proposed Development concludes it is firmly in favour of the Proposed Development. Therefore, development consent should be granted.</p>
OC07	<p>When will the recruiting start for a operation technicians role.</p>	<p>The Applicant welcomes the consultee's interest in employment opportunities to be created by the Proposed Development. Until a decision on the DCO Application is made, the Applicant cannot confirm when it will start recruitment processes.</p>
OC08	<p>I am writing to object in the strongest terms to your proposed roadworks. This work will cause serious congestion on one of the main roads into Wisbech.</p> <p>I note that you do not give any indication as to the length of time this work is expected to take.</p> <p>We are supposed to endure this [????] and inconvenience in order to facilitate the building of your proposed mega incinerator. We do not want this and will not benefit in any way from it.</p> <p>It would be injurious to the health of our population, especially those with respiratory problems.</p>	<p>Graphic 3.23 of the ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030] states a 6-month duration of the construction works to implement Works No. 4A. Change 1 and 2 are updated designs for inclusion within the Order limits rather than the introduction of new roadworks or an extension to the construction programme and will be completed as part of Works No 4A. The detailed design for Works No 4A is secured by Requirement 7 of the draft DCO (Volume 3.1) REP5-006] and subject to a s278 Agreement; details to be agreed with the Highways Authority.</p> <p><u>Health concerns:</u> Are not material to the Change 1 and 2 proposals. However, the concerns relating to pollution and health have been raised by Interested Parties and responded to by the Applicant. For example,</p> <ul style="list-style-type: none"> • see the Applicant's response to RR-026 and RR-033 (Volume 9.2) [REP1-029]. In summary, the assessment of health is presented in ES Chapter 16 Health (Volume 6.2) [APP-043]. A range of mitigation measures embedded into the draft DCO (Volume 3.1) (Rev 5) [REP5-006] and Environmental Permit will ensure no significant adverse health effects. • see response HH01 in the Summary of Oral Submissions made by Interested Parties at Open Floor Hearings 1 and 2 and the Applicant's Response [REP1-056].



ID	Representation	Applicant Comment
OC09	Could you send me the drawings as in your letter and let me know if it's the same sort of thing that blew up near Belin causing quite a stink?	The Applicant sent hard copy documents by recorded delivery. Comments referencing Belin are not material to the Change 1 and 2 proposals.
OC10	I object your proposed changes and I object your stupid incinerator. Stick it somewhere else, preferably up your rears. Wisbech doesn't need your daft plans! Why not build the incinerators next to your company directors towns and neighbourhoods? You swines.	No specific issues have been raised by the consultee to the Change 1 and 2 proposals.
OC11	I object any changes you are proposing and I hope you stick your incinerator where the sun doesn't shine! Keep your █████ out of Wisbech, please and thank you :)	No specific issues have been raised by the consultee to the Change 1 and 2 proposals.
OC12	I have messaged you before but I have been ill so thought I would send you an email outlining my concerns with the incinerator planned for Wisbech Algores Way. 1) Increased traffic coming passed my home which is at Kestrel Drive and the amount of lorries that would be coming and going are going to impact on my properties foundations with the continuous vibration from the road traffic. 2) Being kept awake with the increase of traffic on Weasenham Lane going to and from the incinerator site. 3) The increase of birds flying over my property causing me to have to pay out to get my conservatory cleaned more regularly. 4) The increased amount of bird poo not only on my washing but on my roof.	The consultee's general objection to the Proposed Development and consequently Change 1 and 2 are noted. Whilst the consultee's specific concerns are not directly related to the Change 1 or 2 proposals, the Applicant responds as follows. <u>HGV route restrictions:</u> Once the Proposed Development is operational, no HGVs will access the EfW CHP Facility Site via Algores Way, Weasenham Lane and consequently pass Kestrel Drive. This is secured by the Outline Operational Traffic Management Plan [REP3-025] and Requirement 12 of the draft DCO (Volume 3.1), Rev 5 provided at Deadline 6 . This will result in a reduction of HGV traffic using Algores Way (and the routes to it) as compared to existing levels. <u>Birds/vermin:</u> Unlike a landfill site where waste is accessible to birds, the EfW CHP Facility is an enclosed building. Please see the Applicant's response to REP2-058 in document [REP3-040] and paragraph 3.5.47 of ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] which sets out the approach to monitoring and controlling pests, insects and vermin.



ID	Representation	Applicant Comment
OC13	<p>These are just a few of my concerns and I am not happy with the fact these issues have not been addressed and the people who live in Wisbech near this incinerator is going have to put up with the increase of traffic and birds. I am also against any amendments you put forward as I do not want this incinerator in my back yard at all. I am a disabled person who enjoys sitting in my garden and this is going to be taken away from me if you go ahead with this incinerator.</p> <p>I'm writing to you regarding the proposed incinerator for the area. I would like to bring to your attention the following points</p> <p>You say the area where the proposed incinerator is going to be placed has good transport links. This shows that you've not done adequate research. There is currently no bus that serves the proposed site. The transport links you reference in your documents reporting that services operate over the A47 they do not stop to collect passengers therefore would not be a viable option people trying to access your site.</p> <p>Traffic Again, you have not shown consideration for the amount of traffic specially during rush-hour. Your research was based during the COVID-19 pandemic which does not show a true picture. it takes me around 10 minutes in the car to move about 0.9 miles just before 8.00 in order to get onto the A47 at the Elm Hall roundabout. Have you considered that due to local industry our roads are already busy around 5.30am and 6.30 pm. Your Suggested routes for the lorries coming to site are subject to regular closures, to which drivers who do not know the area will go through town. You will not be able to stop this</p>	<p><u>Transport links:</u> Change 1 and 2 are updated designs for inclusion within the Order limits rather than changing the transport links and will be completed as part of Works No 4A. The detailed design for Works No 4A is secured by Requirement 7 of the draft DCO (Volume 3.1) REP5-006] and subject to a s278 Agreement; details to be agreed with the Highways Authority.</p> <p><u>Bus services:</u> Are not material to the Change 1 and 2 proposals, however, the Applicant's Outline Operational Travel Plan (Volume 6.4) [APP-074] aims to encourage staff to use sustainable modes of transport, including bus. Requirement 15 of the draft DCO Rev 5 (Volume 3.1) [REP5-006] requires the Applicant to prepare a detailed Operational Travel Plan, consequently an updated review of the bus services available at that time will be undertaken.</p> <p><u>Traffic surveys:</u> Please see the response to IT03 in the Summary of Oral Submissions made by Interested Parties at Open Floor Hearings 1 and 2 and the Applicant's Response [REP1-056]. The scope of the traffic survey was agreed with the host local authorities as being representative.</p> <p><u>HGV route restrictions:</u> Are not material to the Change 1 and 2 proposals. However, the Applicant has set out an established route for HGVs during</p>



ID	Representation	Applicant Comment
	<p>happening. An example is the Sutton St James bridge. Your solution would be they would follow the diversion which means that most lorries have to do an extra 40 mile round-trip in order to get to the desired location. Have you considered the impact this will have on climate change? You have used historic data to reevaluate the traffic impact. However, this will not be relevant as studies show that we are increasingly spending more time in traffic compared to 10 years ago. For example, I used to be able to travel to Kings Lynn in less than 30 minutes at 8 am in 2015 now takes me at least 44 minutes. Therefore historic data and data from 2020 shouldn't be valid.</p> <p>Another point I would like to point out is that, we do not have service station that could accommodate the amount of lorries you are proposing to bring to the site. What happens when lorry drivers have to rest before their onward journey.</p> <p>People running for site No consideration has been given for local people and whether they'll be any qualified people in the area that you can employ. Have you considered whether local colleges or A-levels or schools even offer the type of qualifications needed to be able to work at your site. You have also not considered how deprive this area is and how you may struggle to find local people that can work at your site. Therefore a suggestion that you will employ local people may not be a realistic expectation.</p> <p>Air quality Your studies again were done in the year 2020, 2021 where that was abnormally less amount of traffic. Therefore this will not give you an accurate picture of the current air quality. What will you do if the air quality reaches unsafe levels.</p>	<p>both the construction and operation phases. This is set out within the Outline Construction Traffic Management Plan (ES Chapter 6 Appendix 6A (Volume 6.4) [REP5-012] and in the Outline Operational Traffic Management Plan (Volume 7.15) [REP3-025]. The emphasis is upon the use of the A47 and avoidance of rural roads.</p> <p><u>Employment and Skills:</u> Are not material to the Change 1 and 2 proposals. However, ES Chapter 15 Socio-economic, Tourism, Recreation and Land use (Volume 6.2) [APP-042] considers the economic effects of the Proposed Development and takes into consideration the Applicant's commitments set out within the Outline Employment and Skills Strategy (Volume 7.8) [APP-099]. This document seeks to work with local education and training establishments to support initiatives to encourage local people into the construction industry and during operation of the EfW CHP Facility. The Applicant's commitment to deliver the Employment and Skills Strategy is secured by Requirement 21 of the draft DCO Rev 5 (Volume 3.1) [REP5-006].</p> <p><u>Air Quality:</u> Section 8.4 of the ES Chapter: 8 Air Quality (Volume 6.2) [APP-035] reports on the date gathering methodology. The Applicant established, with the agreement of Cambridgeshire County Council, a network of local air quality monitoring sites. Project specific air quality monitoring was carried out from 2020-2022 as detailed in paragraph 8.4.1 of Environmental Statement: Chapter 8 – Air Quality [APP-035], however this data was not used alone to characterise baseline air quality. Monitoring data collected by Fenland District Council (FDC) as part of the Local Air Quality Management (LAQM) regime was also used, as detailed in Section 3 of Environmental Statement Appendix 8B: Air Quality Technical Report Revision: 3.0 (Volume 6.4) [REP2-006]. Nitrogen dioxide (NO₂) diffusion tube data is provided up to and including 2019 in Table 8B3.4. This data is therefore representative of air quality before the COVID-19 lockdowns in 2020.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency (EA) to operate. The EP application has been submitted and the EP will set the emission limits for the facility and require the Applicant to continuously monitor the emissions and submit results to the EA. An assessment of the Best Available Technology (BAT) for the plant is included in the EP submission. The BAT Assessment concludes that selective non-catalytic reduction (SNCR) represents the BAT option for</p>



ID	Representation	Applicant Comment
	<p>You say you have consulted with a local people however, I haven't seen any translated documents into the most spoken languages around Wisbech, such as Lithuanian, Romanian, Portuguese, Latvian etc. Over 30% of the population in Wisbech, English is their second language. Therefore have difficulties understanding English or local systems. Therefore I don't believe you have explained well what the implications will be to local people in terms that everyone can understand. As most wouldn't even know what an incinerator means. Another point I would like to make, the reading age around this area is 9years old. Reading all your reports I fail to understand how a 9year old would understand them.</p> <p>I'm very concerned that this project has not been given thoughtful consideration in thinking about how local people can have their say. You chose this location because you thought most people would not retaliate because of their language skills. "</p>	<p>the proposed Efw CHP Facility to ensure that significant effects on air quality do not occur.</p> <p><u>Adequacy of Consultation:</u> The Applicant refers to:</p> <ul style="list-style-type: none"> the response at Deadline 6, see GCT.2.7, Table 3.1, Applicant's comments on the responses to the ExA's Written Questions (ExQ2), (Volume 15.5) [REP6-???]; and response to REP2-046 in Table 2.1, Applicant's comments on Written Representations: Part 2 – Other Interested Parties (Volume 11.3) [REP3-040].
<p>OC14</p>	<p>To whom it may concern, the following are my serious concerns about the proposal to build an incinerator on the outskirts of Wisbech.</p> <p>There are the currently 4 schools that will be in close proximity to the incinerator, namely Ramnoth Road School, Isle College, Clarkson Academy, and Meadowgate School (a school for Children with various difficulties)</p> <p>There are housing estates close to the site, and at the rate of building ongoing in the area the incinerator will be very close to new housing, the road junctions are at times very congested difficult to get through and this can only get worse.</p>	<p>Whilst the consultee's specific concerns are not directly related to the Change 1 or 2 proposals, the Applicant responds as follows.</p> <p><u>Proximity to sensitive receptors:</u> Response to REP2-055 in Table 2.1, Applicant's comments on Written Representations: Part 2 – Other Interested Parties (Volume 11.3) [REP3-040].</p> <p><u>Road condition:</u> Response to REP2-055 in Table 2.1, Applicant's comments on Written Representations: Part 2 – Other Interested Parties (Volume 11.3) [REP3-040].</p> <p><u>House Prices:</u> Response to REP2-055 in Table 2.1, Applicant's comments on Written Representations: Part 2 – Other Interested Parties (Volume 11.3) [REP3-040].</p>



ID	Representation	Applicant Comment
	<p>Road surfaces are currently appalling and can only become worse with increased road usage both during development and afterwards with traffic transporting waste to the incinerator.</p> <p>This will affect house prices because the size of the building will be off putting to people trying to sell or buy houses, the tower will be visible to the entire town.</p> <p>.</p> <p>This town has suffered enough over recent years and does not need any further controversial. Covid ,made it very difficult for people to attend meetings and speak out for or against the proposed incinerator.</p> <p>There are plenty of open spaces further away from such a populated area. I protest vigorously and ask that this proposed building does not take place in Wisbech.</p> <p>Ask yourself would you be happy to live, work or study near such a building.</p>	<p><u>Adequacy of consultation:</u> The Applicant refers to:</p> <ul style="list-style-type: none"> the response at Deadline 6, see GCT.2.7, Table 3.1, Applicant’s comments on the responses to the ExA’s Written Questions (ExQ2), (Volume 15.5) [REP6-???]; and response to REP2-046 in Table 2.1, Applicant’s comments on Written Representations: Part 2 – Other Interested Parties (Volume 11.3) [REP3-040]. <p><u>Alternative locations:</u> The Applicant refers to the response to ISH3 Action Point 10: Position Statement on Site Selection and Alternatives - Revision 1 [REP5-037].</p>
OC15	<p><i>Late representation received on 16 July 2023.</i></p> <p>Change 1: This project is being proposes in the wrong area, the infrastructure cannot absorb the extra traffic, therefore changes to the public highway and access will not ease this.</p> <p>Change 2: This project is being proposes in the wrong area, the infrastructure can not absorb the extra traffic, therefore changes kerbs and access will not ease this. Locals do not agree to the changes. The traffic will be bringing</p>	<p>The consultee’s general objection to the Proposed Development and consequently Change 1 and 2 are noted. Whilst the consultee’s specific concerns are not directly related to the Change 1 or 2 proposals, the Applicant responds as follows.</p> <p><u>Traffic levels:</u> Change 1 and 2 are updated designs for inclusion within the Order limits and do not affect or increase traffic levels as a result of the Proposed Development. The Changes will be completed as part of Works No 4A. The detailed design for Works No 4A is secured by Requirement 7 of the draft DCO (Volume 3.1) [REP5-006] and subject to a s278 Agreement; details to be agreed with the Highways Authority.</p> <p>General concerns regarding the impacts of traffic on the road network have been raised by a number of IPs and are addressed in the Applicant’s Comments on the Relevant</p>



ID	Representation	Applicant Comment
	<p>waste from outside of Wisbech and will make living in Wisbech unbearable and will affect house prices as people will not desire to live here. The highway and local streets are neglected and need resurfacing, the wasted coming in to our small town and would cause further disruption and damages, that are paid out of local peoples taxes.</p>	<p>Representations (Volume 9.2) [REP1-028 to REP1-035]. In summary, the environmental impacts of the Proposed Development including HGV traffic associated with construction and operation, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. The assessment concludes that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p><u>HGV route restrictions:</u> Are not material to the Change 1 and 2 proposals. However, the Applicant has set out an established route for HGVs during both the construction and operation phases, including restrictions through the centre of Wisbech. This is set out within the Outline Construction Traffic Management Plan (ES Chapter 6 Appendix 6A (Volume 6.4) [REP5-012] and in the Outline Operational Traffic Management Plan (Volume 7.15) [REP3-025]. The emphasis is upon the use of the A47 and avoidance of rural roads.</p> <p><u>Road condition:</u> Response to REP2-055 in Table 2.1, Applicant's comments on Written Representations: Part 2 – Other Interested Parties (Volume 11.3) [REP3-040].</p> <p><u>House Prices:</u> Response to REP2-055 in Table 2.1, Applicant's comments on Written Representations: Part 2 – Other Interested Parties (Volume 11.3) [REP3-040].</p>



3. Conclusion

3.1 Statutory organisations

3.1.1 No objections raised to the principle of Change 1 and Change 2 and the Applicant will continue to engage with the Highways Authority to review the detailed design.

3.2 Other Consultees

3.2.1 Most matters raised by consultees relate to the wider Proposed Development and therefore are not material to Change 1 or Change 2. Traffic modelling confirms there are no significant delays resulting from the signalisation of the Cromwell Road/New Bridge Lane junction; a process to be verified by continued engagement with the Highway Authority.

3.3 Summary

3.3.1 The Applicant is confident that the responses to the Change Application do not result in any new concerns that have not been fully considered and addressed during the Examination to date.

3.3.2 In particular, the Applicant notes that Tesco, being the only private landowner interest to be directly affected by Change 1, has been made aware of the Proposed Change and the consultation period and has not submitted any response. For good order, the Applicant will continue to seek formal confirmation of Tesco's non-objection, but Tesco has been given the opportunity to raise any concerns and has not done so.

3.3.3 Furthermore, the area of land owned by Tesco is already made up and used as a street and there are contractual arrangements in place under the s278 agreement between Tesco and CCC to ensure its designation as public highway in due course.

3.3.4 The Change Application has been made to address matters raised by CCC and while discussions with CCC on technical details are ongoing, it is noted that CCC does not object to the Change Application. Accordingly, the Applicant requests that the Change Application is accepted by the Examining Authority.



Appendix A: Consultation Notice

Medworth CHP Limited

Medworth Energy from Waste Combined Heat and Power Facility
Planning Act 2008

Notice of non-statutory consultation on Proposed Changes to an accepted application for a Development Consent Order



Medworth CHP Limited (the Applicant) has applied to the Secretary of State for a Development Consent Order (DCO) under the Planning Act 2008 to construct operate and maintain an Energy from Waste (EfW) Combined Heat and Power (CHP) Facility on the industrial estate, Algores Way, Wisbech, Cambridgeshire. Together with associated Grid Connection, CHP Connection, Water Connections, Access Improvements and Temporary Construction Compound (TCC), these works are the Proposed Development. The DCO application was accepted on 2 August 2022 and the Examination commenced on 21 February 2023.

Notice is hereby given that the Applicant is holding a non-statutory consultation on its request to make changes (the Proposed Changes) to the DCO application that were submitted to the Planning Inspectorate on 5 June 2023.

The Proposed Changes on which the Applicant is now consulting would involve minor changes to the Order limits and the temporary possession powers being sought in the DCO application as submitted. The Applicant is not seeking to include any compulsory acquisition powers over the new areas of land included within the proposed updated Order limits.

Summary of the Proposed Development

The Proposed Development would comprise:

- The Medworth EfW CHP Facility, to be located on land south-west of Wisbech on an industrial estate centred around Algores Way, within the administrative areas of Cambridgeshire County Council and Fenland District Council;
- A CHP Connection to export steam and electricity to surrounding business users located north of the EfW CHP Facility along the route of the disused March to Wisbech Railway, crossing Weasenham Lane via a pipe-bridge and terminating at the Nestlé Purina pet food manufacturing factory;
- Access Improvements on New Bridge Lane to create a new access/egress to the EfW CHP Facility Site for construction and HGVs during operation, located on the southern boundary of the EfW CHP Facility Site, and Algores Way to provide staff and visitor car and pedestrian access/egress to the EfW CHP Facility Site by reconfiguring the existing access point;
- A Grid Connection, running underground for its entire length, from the onsite substation located in the southern area of the EfW CHP Facility Site along the verge of the A47 to the National Electricity Transmission Network distribution system at UKPN's substation off Broadend Road, Walsoken, extending into the administrative areas of Norfolk County Council and the Borough Council of King's Lynn and West Norfolk and including a new substation adjacent to the existing UKPN substation;
- Water Connection for potable water via a new water main, running underground from the southern boundary of the EfW CHP Facility Site southeast along New Bridge Lane before either entering a commercial orchard and then crossing underneath the A47 or crossing the A47 and the southern end of New Bridge Lane, to join an existing water main. The water main would be constructed by the Applicant or Anglian Water;
- Water Connection for foul water from an existing pumping station operated by Anglian Water, located north-east of the Algores Way site entrance, into the EfW CHP Facility. The foul water connection would be constructed by the Applicant or Anglian Water;
- A Temporary Construction Compound for staff parking, offices and welfare facilities associated with the construction of the Proposed Development to be located adjacent to the eastern boundary of the EfW CHP Facility Site, separated by a drainage ditch; and

- Environmental mitigation and enhancement works including landscaping and noise mitigation measures.

Summary of the Proposed Changes

The Applicant is consulting on the following Proposed Changes to the DCO application:

- Change 1: Minor amendments to the Order limits and new temporary possession powers within the boundary of the existing and future public highway at the junction of Cromwell Road and New Bridge Lane to facilitate the carrying out of the Access Improvements to the public highway, including traffic signals, kerb realignment and road marking
- Change 2: Minor amendments to the Order limits within the boundary of the existing public highway at the junction of New Bridge Lane and Salters Way to install proposed drop kerbs to the existing pavement

Full descriptions of each of the Proposed Changes, together with explanations of why they are proposed and a map showing the new areas of land within the Order limits, are provided in the Statement of Purposes available on the Applicant's project website here: <https://www.mvv-medworthchp.co.uk/documents>

The Statement of Purposes will be available for viewing online until at least the close of the non-statutory consultation on 14 July 2023.

If you do not have access to a computer, a printed copy of the Statement of Purposes can be sent to you if requested using the contact details at the end of this notice. No charge will be made for copies of the Statement of Purposes.

Responding to the consultation

Any person may respond to the non-statutory consultation by submitting a representation to the Applicant on the Proposed Changes.

An online feedback form relating to the Proposed Changes will be made available from 28 June 2023 on the Applicant's project website: <https://www.mvv-medworthchp.co.uk/get-in-touch>

Alternatively, you can submit a representation on the Proposed Changes by email or post using the contact details at the end of this notice.

If you would like a hard copy of the feedback form, please contact the Applicant using the contact details at the end of this notice. The completed hard copy feedback form should be submitted to the Applicant using the address at the end of this notice.

Representations on the Proposed Changes must be received by the Applicant no later than 23:59 on 14 July 2023. Please note that all representations successfully submitted will be included in the Applicant's Consultation Report on the Proposed Changes, which will be submitted to the Planning Inspectorate as part of the Examination of the DCO application. A copy of the Applicant's privacy notice can be found at: <https://www.mvv-medworthchp.co.uk/privacy> If you require further information about the non-statutory consultation on the Proposed Changes you can use the following contact details:

Email: medworth@mvvuk.co.uk

Telephone: 01945 232231

Post: Freepost MVV (no stamp required)



Appendix Bi: Voucher Copy Notice front page

Since 1845

FENLAND

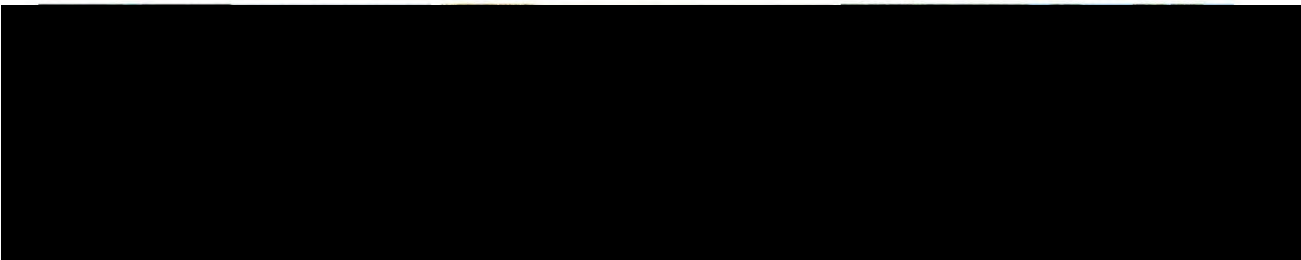
Citizen

WEDNESDAY
June 28
2023

ILIFFE MEDIA

£1.20

Standing side by side with you against the incinerator



BOUNCING BACK AFTER THEFT: PAGE 3 | TREASURES UNDER THE HAMMER: PAGE 5 | WORK STARTS ON PARK PAVILION: PAGE 7

DOG ATTACK

Animal seized after three attacked and injured in home

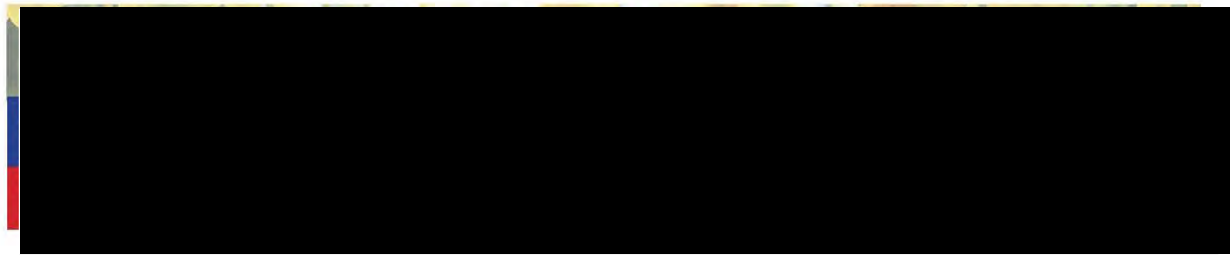


NEST HALTS FOUNTAIN WORK: PAGE 8



HAVE YOUR SAY ON BURNER PERMIT: PAGE 9

SHOPLIFTER LED POLICE ON 100MPH CHASE: SEE PAGE 2





Appendix Bii: Page 24, 28th June 2023

24 Fenland Citizen

NOTICES

PLANNING APPLICATIONS

Fenland District Council

PLANNING (LISTED BUILDINGS AND CONSERVATION AREAS) ACT 1990 AND THE TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (ENGLAND) ORDER 2015 NOTICE UNDER ARTICLE 15

Notice is hereby given that applications have been made to the Council for:-

PROPOSAL AFFECTING A CONSERVATION AREA
FY/R23/0510/F* Erect a 2-storey side extension to existing dwelling including demolition of garage canopy/shed at 33 St Pauls Drive, Chatteris

PROPOSAL AFFECTING A CONSERVATION AREA BUILDING OF SPECIAL ARCHITECTURAL/HISTORIC INTEREST
FY/R23/0503/F* Alterations to shop front including creation of new doorway with associated roller shutter AND External works to a listed building involving the alterations to shop front including creation of new doorway with associated roller shutter at 11 Market Place, Wisbech

PROPOSAL AFFECTING A CONSERVATION AREA
FY/R23/0510/F* Conversion of existing building to form 1 x dwelling (2-storey 5-bed) involving the demolition of existing side extension and outbuilding within a conservation area at TP24, West Park Street, Chatteris

PROPOSAL AFFECTING THE SETTING OF A LISTED BUILDING
FY/R23/0517/D Erect up to 9 x dwellings (online application with matters committed in respect of access) at Land East Of 13B Bhdge Street, Chatteris

You can view these applications, plans and other documents submitted and make comments about them on the Council's website at www.fenland.gov.uk, via the Council's 'PublicAccess' service. Alternatively, the applications are available to view online at any of our Customer Services Centres or Community Hubs by appointment only. To make an appointment, please contact our Customer Services team on 01554 665221 or see the Appointment Booking Form on our website at www.fenland.gov.uk/contracts.

*Should the council refuse this application then the applicant will have the right to appeal. If the appeal is dealt with through the Planning Inspectorate's Expedited Commercial Appeals Service, comments made on this application will automatically be forwarded to the Inspectorate for consideration. In these circumstances there will be no opportunity to make additional comments. For more information on the appeals process please visit www.planning-inspectorate.gov.uk. Comments should be submitted in writing or online by **12 July 2023** to Development Services, Fenland District Council, Fenland Hall, County Road, March, PE15 8NQ. Please be aware that any comments you do make will form part of the public record.

Please refer to our planning privacy statement about how we use your personal data, www.fenland.gov.uk/article/14696/Privacy-notice.

28 June 2023

PUBLIC NOTICES

CAMBRIDGESHIRE COUNTY COUNCIL
(Murrów Bank, Wisbech St Mary),
(Prohibition of Waiting) Order 2023
(Various Roads, Wisbech St Mary, Newton-in-The-Isle, Parson Drove/Sutton St Edmunds, Lincolnshire) (30mph, Restricted Roads, 40mph & 50mph Speed Limits) Order 2023

Notice is hereby given that on the 21st June 2023 Cambridgeshire County Council made the above named Orders under the powers contained in the Road Traffic Regulation Act 1984 (as amended) and the Traffic Management Act 2004 (as amended). The effect of these Orders is:

To prohibit waiting at any time on Murrów Bank, Wisbech St Mary on the East side from a point 35 metres south of Station Avenue in a southerly direction for 93 metres.

To implement a 30mph speed limit in the following locations (for full details see Order documents):
In Wisbech St Mary on Sand Bank, Plash Drove and Murrów Bank (B1187) and in Parson Drove over the entire length of Swan Gardens.

To implement a 30mph speed limit (by virtue of street lighting) in the following locations in Parson Drove:
Fen Road from a point 32m west of its junction with Station Road (B1187) in a westerly direction for 562m and over the entire length of Riverside Gardens.

To implement a 40mph speed limit in the following locations (for full details see Order documents):
Wisbech St Mary: Sand Bank, Silt Pit Lane, Murrów Lane, Plash Drove, Black Drove (B1542) and High Road (B1542), Parson Drove, The Bank (B1166) and Station Road (B1187), Newton-in-The-Isle: Fen Road, Mill Lane, Westfield, Rectory Road, Chapel Lane.

Sutton St Edmunds, South Holland District, Lincolnshire: Old South Eau Bank, from its junction with Marshall's Bank in a north westerly direction for 80m, Gainsborough Road from its junction with Old South Eau Bank in a north easterly direction for 27m.

To implement a 50mph speed limit on Sand Bank, Wisbech St Mary, from its junction with Leverington Common (B1166) for 425m in a south easterly direction.

A copy of the above Orders, which come into operation on the 30th June 2023 together with plans showing the effects of the Orders and a Statement of the Reason for making the Orders, may be inspected online at <http://bit.ly/cambridgeshiretr0> or copies requested by emailing policyandregulation@cambridgeshire.gov.uk

Any person wishing to question the validity of the Orders or of any provision contained in it on the grounds that it is not within the powers conferred by the Road Traffic Regulation Act 1984 as amended, on the grounds that any requirement of that Act or of any instrument made under it has not been complied with in relation to the Orders may, within six weeks from the 21st June 2023 apply to the High Court for this purpose.

Frank Jordan, Executive Director: Place and Sustainability, c/o Policy and Regulation, Box No. D8E, Huntingdon Highways Depot, Stanton Way, Huntingdon, PE29 6PY

www.cambridgeshire.gov.uk

DANIE FRANCIS MAURICE MACDONALD (Deceased)

Pursuant to the Trustee Act 1925 any person having a claim against or an interest in the Estate of the above named, one of 2 Woodhouse Close, Wisbech St Mary, Wisbech, Cambridgeshire PE13 8SF, who died on 12/09/2022, are required to send written particulars thereof to the undersigned on or before 29/06/2023, after which date the Estate will be distributed having regard only to the claims and interests of which they have had notice.

FRASER DWIBARNS LLP
Market Street House, 62 High Street, March, Cambridgeshire, PE15 9LD

Looking to advertise your Business

Medworth CHP Limited

Medworth Energy from Waste Combined Heat and Power Facility
Planning Act 2008
Notice of non-statutory consultation on Proposed Changes to an accepted application for a Development Consent Order

Medworth CHP Limited (the Applicant) has applied to the Secretary of State for a Development Consent Order (DCO) under the Planning Act 2008 to construct, operate and maintain an Energy from Waste (Ew) Combined Heat and Power (CHP) Facility on the industrial estate, Algors Way, Wisbech, Cambridgeshire. Together with associated Grid Connection, CHP Connection, Water Connections, Access Improvements and Temporary Construction Compound (TCC), these works are the Proposed Development. The DCO application was accepted on 2 August 2022 and the Examination commenced on 21 February 2023.

Notice is hereby given that the Applicant is holding a non-statutory consultation on its request to make changes (the Proposed Changes) to the DCO application that were submitted to the Planning Inspectorate on 5 June 2023.

The Proposed Changes on which the Applicant is now consulting would involve minor changes to the Order limits and the temporary possession powers being sought in the DCO application as submitted. The Applicant is not seeking to include any compulsory acquisition powers over the new areas of land included within the proposed updated Order limits.

Summary of the Proposed Development

The Proposed Development would comprise:

- The Medworth Ew CHP Facility, to be located on land south-west of Wisbech on an industrial estate centred around Algors Way, within the administrative areas of Cambridgeshire County Council and Fenland District Council;
- A CHP Connection to export steam and electricity to surrounding business users located north of the Ew CHP Facility along the route of the disused March to Wisbech Railway, crossing Wassenham Lane via a pipe-bridge and terminating at the Nestlé Purina pet food manufacturing factory;
- Access Improvements on New Bridge Lane to create a new access/egress to the Ew CHP Facility Site for construction and HGVs during operation, located on the southern boundary of the Ew CHP Facility Site, and Algors Way to provide staff and visitor car and pedestrian access/egress to the Ew CHP Facility Site by reconfiguring the existing access point;
- A Grid Connection, running underground for its entire length, from the onsite substation located in the southern area of the Ew CHP Facility Site along the verge of the A47 to the National Electricity Transmission Network distribution system at UKPN's substation off Broadend Road, Walsoken, extending into the administrative areas of Norfolk County Council and the Borough Council of King's Lynn and West Norfolk and including a new substation adjacent to the existing UKPN substation;
- Water Connection for potable water via a new water main, running underground from the southern boundary of the Ew CHP Facility Site southeast along New Bridge Lane before either entering a commercial orchard and then crossing underneath the A47 or crossing the A47 and the southern end of New Bridge Lane, to join an existing water main. The water main would be constructed by the Applicant or Anglian Water;
- Water Connection for foul water from an existing pumping station operated by Anglian Water, located north-east of the Algors Way site entrance, into the Ew CHP Facility. The foul water connection would be constructed by the Applicant or Anglian Water;
- A Temporary Construction Compound for staff parking, offices and welfare facilities associated with the construction of the Proposed Development to be located adjacent to the eastern boundary of the Ew CHP Facility Site, separated by a drainage ditch; and

- Environmental mitigation and enhancement works including landscaping and noise mitigation measures.

Summary of the Proposed Changes

The Applicant is consulting on the following Proposed Changes to the DCO application:

Change 1: Minor amendments to the Order limits and new temporary possession powers within the boundary of the existing and future public highway at the junction of Cromwell Road and New Bridge Lane to facilitate the carrying out of the Access Improvements to the public highway, including traffic signals, kerb realignment and road marking

Change 2: Minor amendments to the Order limits within the boundary of the existing public highway at the junction of New Bridge Lane and Sallers Way to install proposed drop kerbs to the existing pavement

Full descriptions of each of the Proposed Changes, together with explanations of why they are proposed and a map showing the new areas of land within the Order limits, are provided in the Statement of Purposes available on the Applicant's project website here: <https://www.mv-medworthchp.co.uk/documents>

The Statement of Purposes will be available for viewing online until at least the close of the non-statutory consultation on 14 July 2023.

If you do not have access to a computer, a printed copy of the Statement of Purposes can be sent to you if requested, using the contact details at the end of this notice. No charge will be made for copies of the Statement of Purposes.

Responding to the consultation

Any person may respond to the non-statutory consultation by submitting a representation to the Applicant on the Proposed Changes.

An online feedback form relating to the Proposed Changes will be made available from 28 June 2023 on the Applicant's project website: <https://www.mv-medworthchp.co.uk/get-in-touch>

Alternatively, you can submit a representation on the Proposed Changes by email or post using the contact details at the end of this notice.

If you would like a hard copy of the feedback form, please contact the Applicant using the contact details at the end of this notice. The completed hard copy feedback form should be submitted to the Applicant using the address at the end of this notice.

Representations on the Proposed Changes must be received by the Applicant no later than 23:59 on 14 July 2023.

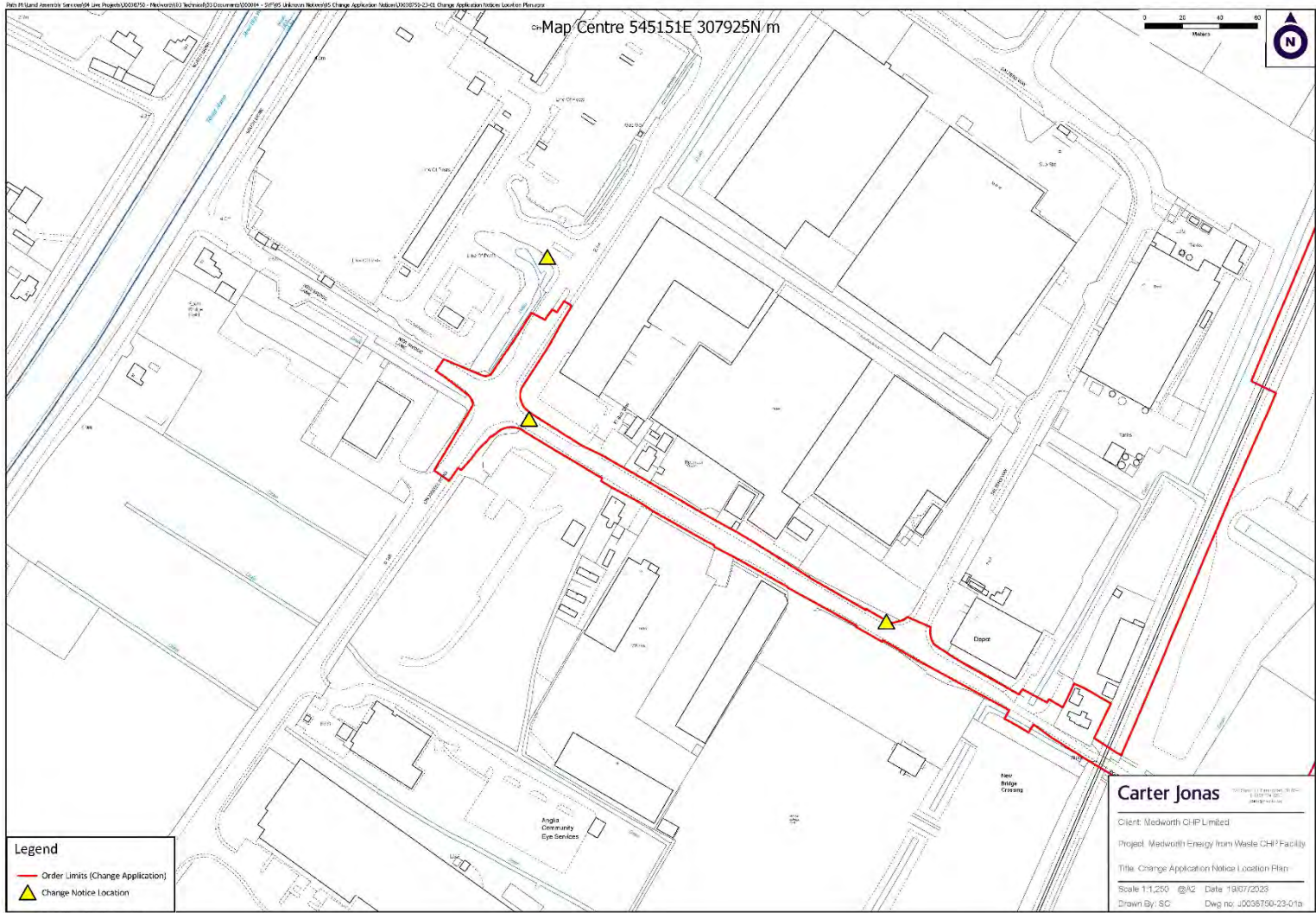
Please note that all representations successfully submitted will be included in the Applicant's Consultation Report on the Proposed Changes, which will be submitted to the Planning Inspectorate as part of the Examination of the DCO application. A copy of the Applicant's privacy notice can be found at: <https://www.mv-medworthchp.co.uk/privacy> If you require further information about the non-statutory consultation on the Proposed Changes you can use the following contact details:

Email: medworth@mvuk.co.uk
Telephone: 01945 232231
Post: Freeport MvV (no stamp required)





Appendix C: Site notice location plan

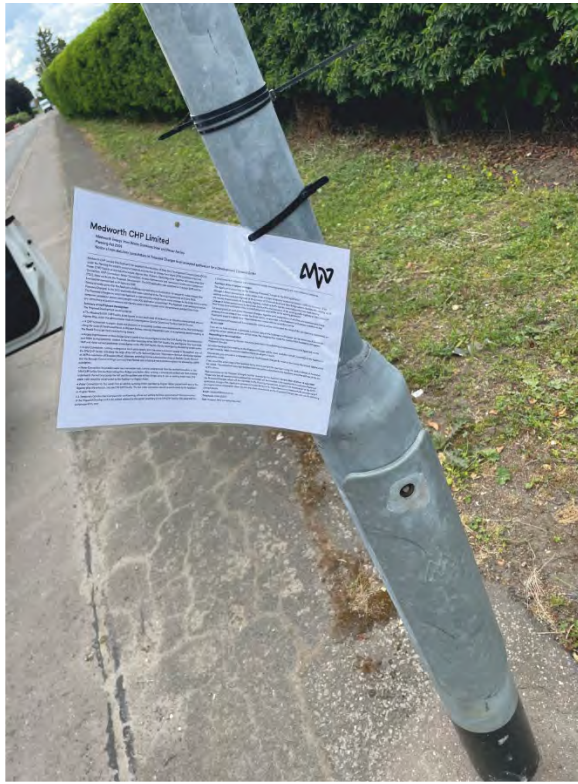




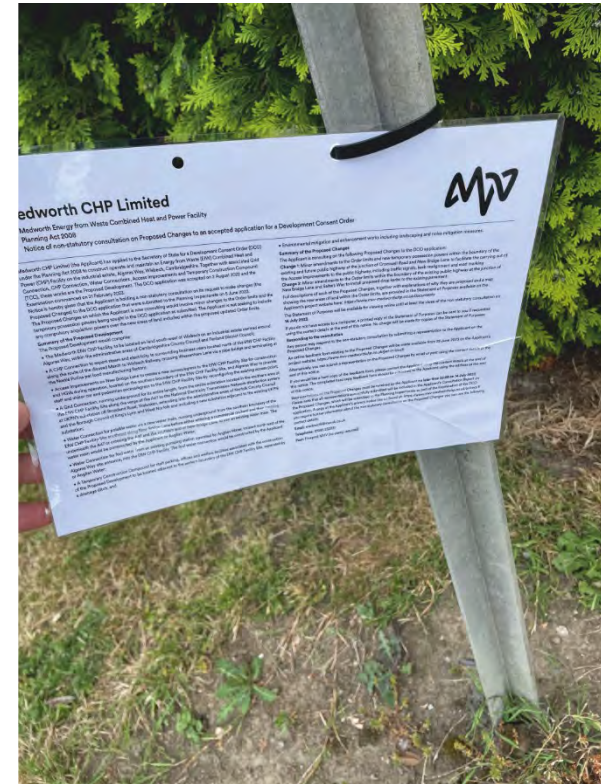
Appendix D: Photographs of notices



Tesco's/Cromwell Road junction



Salters Way/Newbridge Lane junction



New Bridge Lane



Appendix E: Public Notification

MEDWORTH CHP LIMITED

Medworth Energy from Waste Combined Heat and Power Facility Planning Act 2008: Notice of non-statutory consultation on Proposed Changes to an accepted application for a Development Consent Order

Medworth CHP Limited (the Applicant) has applied to the Secretary of State for a Development Consent Order (DCO) under the Planning Act 2008 to construct operate and maintain an Energy from Waste (EFW) Combined Heat and Power (CHP) Facility on the industrial estate, Algores Way, Wisbech, Cambridgeshire. Together with associated Grid Connection, CHP Connection, Water Connections, Access Improvements and Temporary Construction Compound (TCC), these works are the Proposed Development. The DCO application was accepted on 2 August 2022 and the Examination commenced on 21 February 2023.

Notice is hereby given that the Applicant is holding a non-statutory consultation on its request to make changes (the Proposed Changes) to the DCO application that were submitted to the Planning Inspectorate on 5 June 2023.

The Proposed Changes on which the Applicant is now consulting would involve minor changes to the Order limits and the temporary possession powers being sought in the DCO application as submitted. The Applicant is **not** seeking to include any compulsory acquisition powers over the new areas of land included within the proposed updated Order limits.

Summary of the Proposed Changes

The Applicant is consulting on the following Proposed Changes to the DCO application:

Change 1: Minor amendments to the Order limits and new temporary possession powers within the boundary of the existing and future public highway at the junction of Cromwell Road and New Bridge Lane to facilitate the carrying out of the Access Improvements to the public highway, including traffic signals, kerb realignment and road marking

Change 2: Minor amendments to the Order limits within the boundary of the existing public highway at the junction of New Bridge Lane and Salters Way to install proposed drop kerbs to the existing pavement

Full descriptions of each of the Proposed Changes, together with explanations of why they are proposed and a map showing the new areas of land within the Order limits, are provided in the Statement of Purposes available on the Applicant's project website here: <https://www.mvv-medworthchp.co.uk/documents>

The Statement of Purposes will be available for viewing online from **28 June 2023** until at least the close of the non-statutory consultation on **14 July 2023**.

If you do not have access to a computer, a printed copy of the Statement of Purposes can be sent to you if requested using the contact details at the end of this notice. No charge will be made for copies of the Statement of Purposes.

Responding to the consultation

Any person may respond to the non-statutory consultation by submitting a representation to the Applicant on the Proposed Changes.

An online feedback form relating to the Proposed Changes will be made available from 28 June 2023 on the Applicant's project website: <https://www.mvv-medworthchp.co.uk/get-in-touch>

Alternatively, you can submit a representation on the Proposed Changes by email or post using the contact details at the end of this notice:

If you would like a hard copy of the feedback form, please contact the Applicant using the contact details at the end of this notice. The completed hard copy feedback form should be submitted to the Applicant using the address at the end of this notice.

Representations on the Proposed Changes must be received by the Applicant **no later than 23:59 on 14 July 2023**. Please note that all representations successfully submitted will be included in the Applicant's Consultation Report on the Proposed Changes, which will be submitted to the Planning Inspectorate as part of the Examination of the DCO application. A copy of the Applicant's privacy notice can be found at: <https://www.mvv-medworthchp.co.uk/privacy>. If you require further information about the non-statutory consultation on the Proposed Changes you can use the following contact details:

Email: medworth@mvvuk.co.uk

Telephone: 01945 232231

Post: Freepost MVV (no stamp required)



Appendix F: Hard Copy Feedback Form



Medworth EfW CHP facility NON-STATUTORY CONSULTATION feedback form

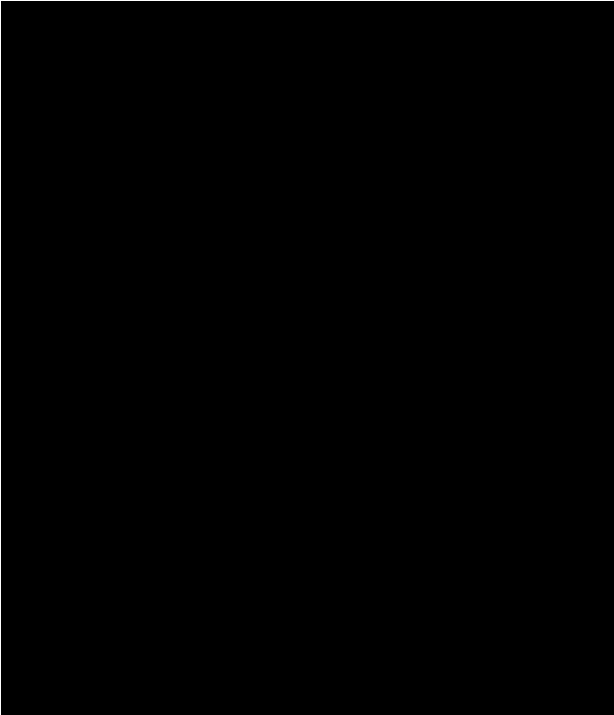
get in
touch

Medworth CHP Ltd invite you to take part in their **non-statutory consultation**. As a result of the ongoing Examination process, we are required to consult on a very minor change to the Order limits. Two changes are proposed and we welcome your comments on either or both of these. We will not be able to consider comments on any other aspect of the **Proposed Development** as these have already been the subject of previous consultation exercises.

Thank you for taking the time to complete a feedback form, which can be returned to us addressed to 'Freepost MNV' (no stamp is required).

You do not have to provide your personal details, but this information will help us to understand the range of responses and enable us to send you further information relating to the proposed Medworth EfW CHP Facility.

Any personal data received as part of the consultation or as part of the consultation process will be stored and protected in accordance with our Privacy Notice (www.mnv-medworthchp.co.uk/consultation-privacy-notice).



Title	First name	Surname
<input type="text"/>	<input type="text"/>	<input type="text"/>
Email address		Mobile number
<input type="text"/>		<input type="text"/>
House name or number	Street name	Town or city
<input type="text"/>	<input type="text"/>	<input type="text"/>
County	Postcode	
<input type="text"/>	<input type="text"/>	

Are you responding on behalf of an organisation?

Yes No

If so, which organisation?



1. Minor amendments to the Order limits and new temporary possession powers within the boundary of the existing and future public highway at the junction of Cromwell Road and New Bridge Lane to facilitate the carrying out of the Access Improvements to the public highway, including traffic signals, kerb realignment and road marking.

Please tell us your comments in the box below:

2. Minor amendments to the Order limits within the boundary of the existing public highway at the junction of New Bridge Lane and Salters Way to install proposed drop kerbs to the existing pavement.

Please tell us your comments in the box below:





Appendix G: Letter to Prescribed Consultees



«Title» «First name » «Surname»
«Address 1»
«Address 2»
«Address 3»
«Address 4»
«Address 5»
«Address 6»
«Address 7»

Date: Thursday 22nd June 2023

«GreetingLine»

**Medworth Energy from Waste Combined Heat and Power Facility
(Proposed Development)**

Planning Act 2008

**Notice of non-statutory consultation on Proposed Changes to an accepted
application for a Development Consent Order**

We write to notify you that, following acceptance of our application for a Development Consent Order (DCO) for the Proposed Development for examination by the Planning Inspectorate (PINS), we are now holding a non-statutory consultation on a request to make changes (the Proposed Changes) to the DCO application that were submitted the Planning Inspectorate on 5 June 2023. You have been identified as a prescribed consultee, stakeholder and/or person with an interest in land that may be affected by the Proposed Changes.

A summary of the Proposed Development is detailed in the enclosed Notice, along with a summary of the Proposed Changes. Full descriptions of each of the Proposed Changes, together with why they are proposed and a map showing the new areas of land within the Order Limits, are provided in the Statement of Purposes and available on our project website: <https://www.mvv-medworthchp.co.uk/documents>

The non-statutory consultation runs **from 28 June 2023 until 14 July 2023** and all representations on the Proposed Changes must be received **no later than 11:59pm on 14 July 2023**. An online feedback form relating to the Proposed Changes will be available from 28 June 2023 on our project website: <https://www.mvv-medworthchp.co.uk/get-in-touch>

Alternatively, you can submit a representation on the Proposed Changes by email or post using the contact details at the end of this letter and as shown on the enclosed Notice. If you would like a hard copy of the feedback form, please request one via the contact details below and then submit it using the Freepost MVV address (no stamp required).

Please find enclosed:

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

www.mvvuk.co.uk

Managing Directors:
Paul Carey
Peter Knapp
Mike Turner

Registration Number:
13130012



- i. **Hard copy of the notice;**
- ii. **A link to the Medworth CHP Limited (MCL) website** where documents relating to the Proposed Changes can be found: <https://www.mvv-medworthchp.co.uk/documents> and viewed free of charge; and
- iii. **A link to the PINS website:** <https://infrastructure.planninginspectorate.gov.uk/projects/eastern/medworth-energy-from-waste-combined-heat-and-power-facility/?ipcsection=docs> where a copy of all DCO application and examination documents can be viewed free of charge.

You can contact us by phone on 01945 232 231 (please leave a message if we are unable to answer your call), send us an email to medworth@mvvuk.co.uk or write to us using Freepost MVV (no stamp required).

Yours sincerely



Paul Carey
Managing Director



Gerran McCrea
Head of Development



Appendix H: Utilities Search

ATKINS
Member of the SNC-Lavalin Group

Utility Search Report

Site along Cromwell Road, Wisbech

Carter Jonas LLP
Molly Waterhouse
Report Date: 05/06/2023
Version: 1
Customer Reference: Medworth Utility Search
Order Reference: 204218



Notice

This document, its contents and appendices have been prepared and are intended solely as information for Carter Jonas LLP, and use in relation to reviewing desktop utility records. Where an instruction is received on behalf of an appropriate third party, the use of this document extends to the third party only on a view only basis.

Atkins Limited assumes no responsibility to any other party in respect of or arising out of or in connection with this document and/or its contents.

Furthermore, Atkins Limited will not be held responsible for any incident or accident arising from the use of the information associated with this Utility Search Report. The details provided are given in good faith, but no liability whatsoever can be accepted in respect thereof.

Highlight Status

Number of Utility Companies Contacted	19
--	----

The highlight status table provides a breakdown of the number of responses received by utility category; however, it must be noted that some utility companies provide services across multiple categories. As a result, the total number of responses gathered will often be greater than the total number of utility companies contacted.

Utility Category	Status	Number of Responses Received
Electricity	AFFECTED	4
Gas	AFFECTED	2
Water and Sewerage	AFFECTED	2
Telecoms	AFFECTED	9
Other	AFFECTED	5

Additional information

The following information was gathered at the point of order:

Site Size (ha)	1.10
Description of Works	Utility works
Utility Companies Contacted	19
Service	10
Supplied Postcode	PE14 0RG
Supplied Grid Reference	545055 307950



Report Guidance

Scope of Report

This report contains a summary of information obtained during a desktop search of all utilities known to operate within or near the specified boundary.

Methodology

We have submitted an enquiry and site location plan to all known utility companies operating at the site location and requested them to either a) provide copies of their relevant asset records, or b) provide a response confirming that they have no assets in the area. The enquiry process varies between utility companies and for the purposes of this report an enquiry can take the form of a written enquiry, an online application or direct access to utility asset plans.

Contents of report

This Utility Search Report is formed of the following sections:

- Location Plan

A plan of the site location showing the boundary defined for the search

- Status Report

A table listing the enquiries submitted and detailing their status as defined in the example table below. The status report also depicts the version of the report, which is updated each time a revision is issued containing additional responses.

Status	Summary Description
Affected	We have received a response indicating apparatus and/or underground assets are present within the site location.
No Responses Received	We are still awaiting a response from the utility company.
Not Affected	We have received a response indicating no apparatus and/or underground assets are present within the site location.

The original responses from utility companies are delivered as an appendix.

Response times

In compiling this report, we endeavour to obtain all responses by the 05/06/2023. However, this is dependent on the respective utility companies providing a response within the requested timescale.

Subsequent updates will be provided as a revised version when and if the information becomes available.



PAS 128:2014

This Utility Search Report has been completed in accordance with the methodology detailed within PAS 128:2014; Specification for underground utility detection, verification and location, defined therein as Survey Type D.

PAS 128:2014 sets out provisions to those engaged in the detection, verification and location of active, abandoned, redundant and unknown utilities. Survey Type D (desktop utility search) is a prerequisite to any subsequent onsite detection. The specification further recommends that desktop utility search records older than 90 days should be classed as historical.

It must be noted the positional accuracy of plant is not guaranteed from information presented in a desktop search alone and the location of underground utilities should be verified through other means prior to breaking ground.

Information relating to the presence of Radio Frequency Identification Devices (RFIDs) has been requested from relevant utility companies or taken from utility asset systems where available.

Utility companies who have not responded to enquiries are referenced on the enclosed Status Report accordingly. Their response will be chased and forwarded on as per our standard terms and conditions. Whilst we cannot guarantee that a utility company will respond to our enquiries, we endeavour to obtain responses from those that have not responded.

Any responses contained within this report have been obtained between the date of the order and the date of issue.

HSG47 and CDM 2015

This Utility Search Report helps fulfil crucial responsibilities under the [Construction \(Design and Management\) Regulations 2015](#) and recommendations within [HSG47](#), Avoiding danger from underground services.

Terms and Conditions

The terms and conditions associated with this report can be found [here](#). Alternatively, please log in to your account at utilityolutions.atkinsglobal.com.

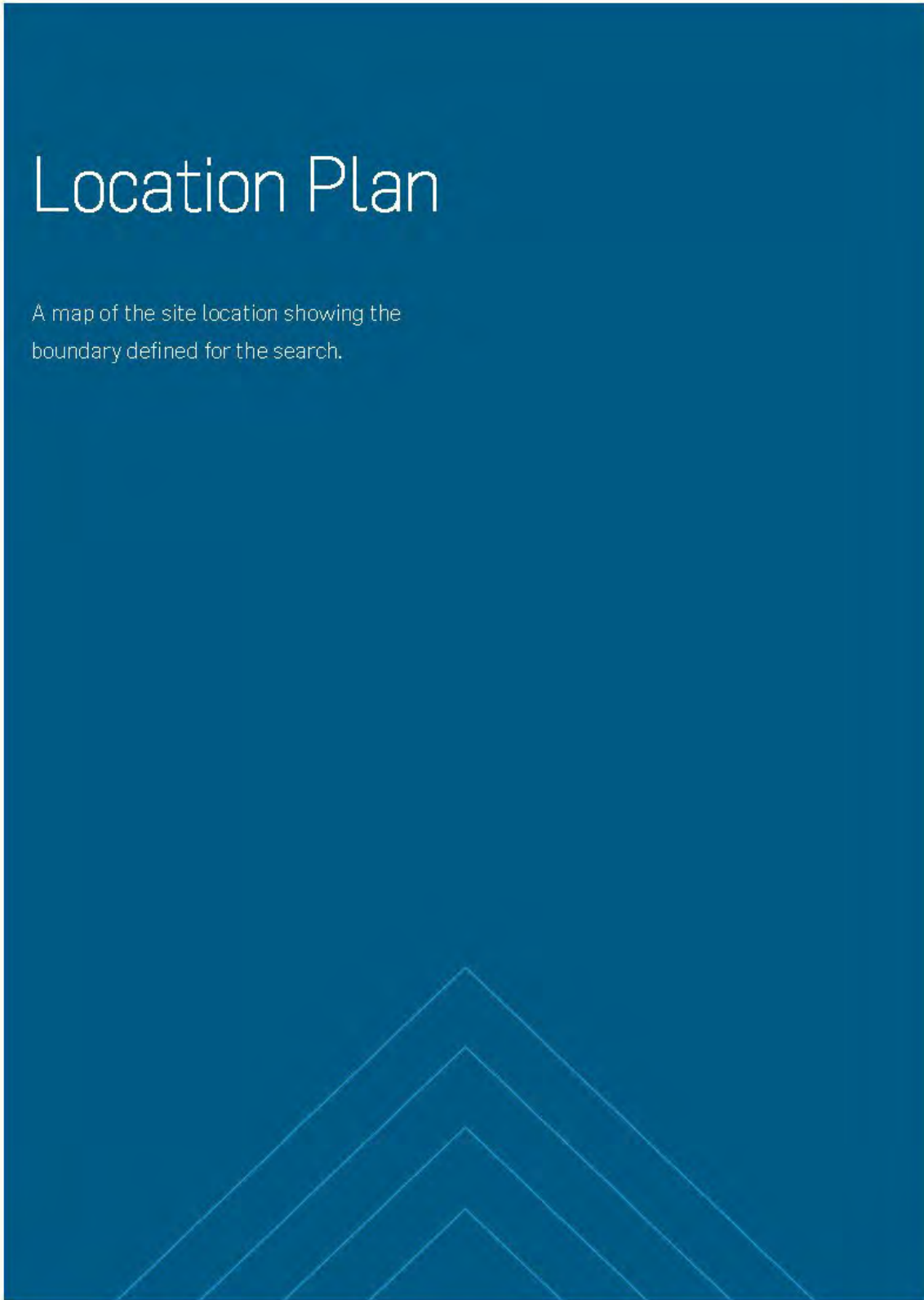
Further Support

If you have any queries regarding the contents of this report please contact our team who will be happy to help on 01454 662086 or email searches.utilityolutions@atkinsglobal.com. Please ensure you are prepared to quote order reference '204218' in relation to this specific utility search.



Location Plan

A map of the site location showing the boundary defined for the search.





Location Plan

Order Ref	204218	Site location checked by	AF
Site	Site along Cromwell Road, Wisbech		



Note: Utility asset information has been requested for the whole area demarcated by the red boundary.

Site Size (ha)	1.10	Map Scale	5000
Defining Coordinates (& postcodes)	1) 545145 308062; 2) 544987 307826; 3) 545055 307950; 1) PE14 0RG; 2) PE14 0RJ; 3) PE14 0RG;		



Status Report

A summary of the responses gathered from relevant utility companies with respect to the presence of apparatus or underground assets, within the area specified in the location plan.

The original responses from utility companies are delivered as an appendix.



Status Report

Order Ref	204218	Site	Site along Cromwell Road, Wisbech
Checked and validated by	SB	Date	05/06/2023

Affected Utilities

We have received 10 response(s) indicating apparatus and/or underground assets are present within the site location from the following utility companies.

Utility	Category	Date Issued	Notes
Anglian Water	Water Supply	05/06/2023	Water supply affected sewerage not affected
Cadent Gas	Gas	05/06/2023	
Cambridgeshire County Council	Council	05/06/2023	
Environment Agency	Environment Agency	05/06/2023	
ESP Utilities Group		05/06/2023	
LinesearchbeforeUdig		05/06/2023	
Openreach - [British Telecommunications]	Telecom	05/06/2023	
UK Power Networks	Electricity	05/06/2023	
Utility Assets	Electricity	05/06/2023	
Virgin Media	Telecom	05/06/2023	



Not Affected Utilities

We have received 9 response(s) indicating no apparatus and/or underground assets are present within the site location from the following utility companies.

Utility	Category	Date Issued	Notes
C.A. Telecom UK - [Colt Technology Services]	Telecom	05/06/2023	
CityFibre	Telecom	05/06/2023	
Eclipse Power	Electricity	05/06/2023	
GTC	Electricity, Gas, Telecom, Water Supply	05/06/2023	
Network Rail	Rail	05/06/2023	
OCU Group	Telecom	05/06/2023	
SKY Telecommunications Services	Telecom	05/06/2023	
Verizon	Telecom	05/06/2023	
Vodafone	Telecom	05/06/2023	



Guidance

The following table summarises definitions for the status of responses received from utility companies and provides recommended next steps:

Status	Definition	Recommendation
Affected	Utility company is expected to be affected by any work carried out in the area searched, as their asset records indicate their plant is located within or close to the area searched.	We would advise you to consult with the utility company as soon as possible and in any event prior to carrying out any works. Further on-site detection and verification should be undertaken before any works are commenced.
No Response Received	At the date of issuing this report no response has been received from the utility company.	Exercise caution when planning or conducting further work. It must always be assumed that assets are present.
Not Affected	Utility company is not expected to be affected by any work carried out in the area searched as their records indicate their plant is not in or close to the area searched.	There should be no further need to consult with the utility company, based on the information provided. However, appropriate detection and verification should be undertaken before any works are commenced.



Discover More

To complement the Utility Search Report, we can also offer a Utility Search Map that collates all affected utility responses onto an intuitive visual representation delivered in PDF, CAD and GIS formats.

In addition, we also provide a wide range of utility related consultancy services that can support your business needs throughout any stage of the project lifecycle. These include wayleave searches, diversionary works, constraints and capacity analysis through to new connections and coordination. For further information please visit our website at utilityolutions.atkinsglobal.com.

Project Phases



Discovery

This initial phase assists with early project planning by establishing the presence of utilities in an area. Comprehensive searches for utility information are provided in a number of convenient formats.



Feasibility

The phase at which information obtained during Discovery is evaluated and assessed to make recommendations on how a project might be progressed. Additional information is sought from utility companies to inform next steps.



Procurement

Detailed, formal costs are obtained, usually when a scheme is progressing towards final design. Our market knowledge and value engineering principles are applied to seek cost savings.



Coordination

The final phase assists with the planning and coordination of utility works alongside site-based construction activity. Relevant stakeholders are engaged to deliver efficient utility programmes.

We're here to help across your entire project lifecycle

Utility Search Map



Constraints Analysis



Capacity Analysis



Diversionary Works



New Connections





Atkins Utility Solutions

The Hub, 500 Park Avenue
Aztec West, Bristol, BS32 4RZ

customerservice.utilitysolutions@atkinsglobal.com

01454 667777

utilitysolutions.atkinsglobal.com

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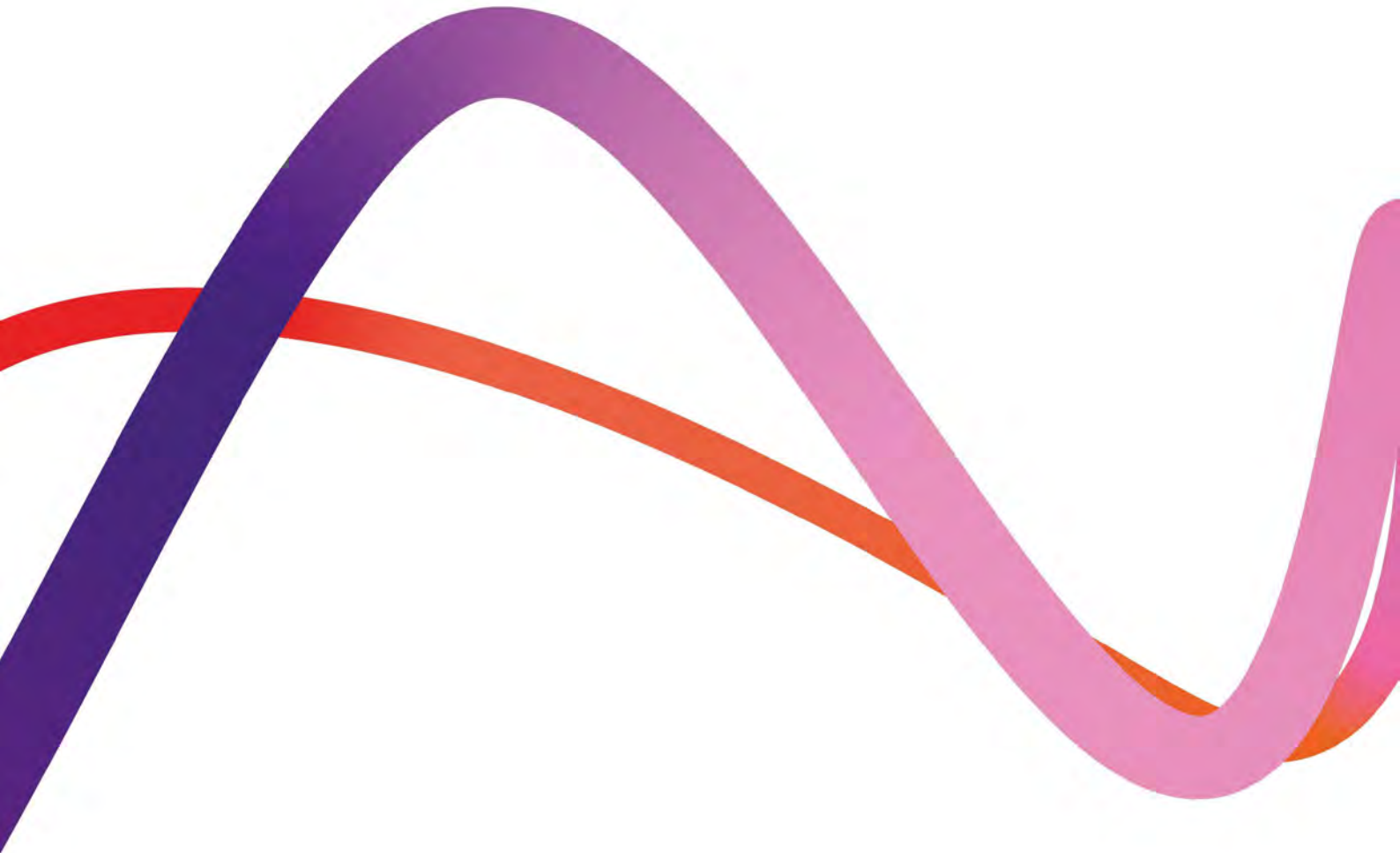


Appendix I: Statement of Purposes

**Medworth Energy from Waste
Combined Heat and Power Facility**



PINS ref. EN010110
Revision: 1.0
June 2023



**Non-Statutory Consultation
Proposed Changes
Statement of Purposes**

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1. Introduction

1.1 Purpose of the Statement

1.1.1 Medworth CHP Limited (the Applicant) has applied to the Secretary of State for a Development Consent Order (DCO) under the Planning Act 2008 to construct operate and maintain an Energy from Waste (EfW) Combined Heat and Power (CHP) Facility on the industrial estate, Algores Way, Wisbech, Cambridgeshire. Together with associated Grid Connection, CHP Connection, Water Connections, Access Improvements and Temporary Construction Compound (TCC), these works are the Proposed Development. The DCO application was accepted on 2 August 2022 and the Examination commenced on 21 February 2023.

1.1.2 The Proposed Development would comprise:

- The Medworth EfW CHP Facility, to be located on land south-west of Wisbech on an industrial estate centred around Algores Way, within the administrative areas of Cambridgeshire County Council and Fenland District Council;
- A CHP Connection to export steam and electricity to surrounding business users located north of the EfW CHP Facility along the route of the disused March to Wisbech Railway, crossing Weasenham Lane via a pipe-bridge and terminating at the Nestlé Purina pet food manufacturing factory;
- Access Improvements on New Bridge Lane to create a new access/egress to the EfW CHP Facility Site for construction and HGVs during operation, located on the southern boundary of the EfW CHP Facility Site, and Algores Way to provide staff and visitor car and pedestrian access/egress to the EfW CHP Facility Site by reconfiguring the existing access point;
- A Grid Connection, running underground for its entire length, from the onsite substation located in the southern area of the EfW CHP Facility Site along the verge of the A47 to the National Electricity Transmission Network distribution system at UKPN's substation off Broadend Road, Walsoken, extending into the administrative areas of Norfolk County Council and the Borough Council of King's Lynn and West Norfolk and including a new substation adjacent to the existing UKPN substation;
- Water Connection for potable water via a new water main, running underground from the southern boundary of the EfW CHP Facility Site southeast along New Bridge Lane before either entering a commercial orchard and then crossing underneath the A47 or crossing the A47 and the southern end of New Bridge Lane, to join an existing water main. The water main would be constructed by the Applicant or Anglian Water;
- Water Connection for foul water from an existing pumping station operated by Anglian Water, located north-east of the Algores Way site entrance, into the EfW CHP Facility. The foul water connection would be constructed by the Applicant or Anglian Water;

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- A Temporary Construction Compound for staff parking, offices and welfare facilities associated with the construction of the Proposed Development to be located adjacent to the eastern boundary of the EfW CHP Facility Site, separated by a drainage ditch; and
- Environmental mitigation and enhancement works including landscaping and noise mitigation measures.

1.1.3 On 5 June 2023 the Applicant submitted a request for two non-material changes (“the Proposed Changes”) to the DCO application (“the Change Request”). The Applicant is now undertaking a non-statutory consultation on the Proposed Changes.

1.1.4 The Proposed Changes are as follows:

- Change 1: Minor amendments to the Order limits within the boundary of the existing or future public highway at the junction of Cromwell Road and New Bridge Lane to facilitate the carrying out of the Access Improvements to the public highway forming part of Work No. 4A (the “Cromwell Road Junction Signal Scheme”) and temporary possession powers.
- Change 2: Minor amendments to the Order limits within the boundary of the existing public highway at the junction of New Bridge Lane and Salters Way to install proposed drop kerbs to the existing pavement forming part of Work No. 4A (the “Salters Way Junction Pavement Works”).

1.1.5 The reasons for the Proposed Changes, including maps showing the location and extent of the changes, are set out below.

1.1.6 Further details are available in the Change Report [AS-028] and supporting documentation, submitted as part of the Change Request. This is available to view on the Planning Inspectorate project page: <https://infrastructure.planninginspectorate.gov.uk/projects/eastern/medworth-energy-from-waste-combined-heat-and-power-facility/?ipcsection=docs&stage=4&filter1=Additional+Submissions>

1.1.7 All document references given in square brackets may be found by reference to the Examination Library on the Planning Inspectorate website: <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010110/EN010110-000900-Medworth%20Examination%20Library.pdf>

2. The Proposed Changes

2.1 Need for the Change

Change 1: Minor amendments to the Order limits within the boundary of the existing and future public highway at the junction of Cromwell Road and New Bridge Lane to facilitate the carrying out of the Access Improvements to the public highway forming part of Work No. 4A (the “Cromwell Road Junction Signal Scheme”)

- 2.1.1 The proposed HGV access to the Medworth EfW CHP Facility is located off New Bridge Lane. During construction and operation of the EfW CHP Facility, and as secured via Requirements 11 and 12 of Schedule 2 to the draft DCO [\[AS-024\]](#), HGVs will travel from the A47 along Cromwell Road, turning right, eastwards, onto New Bridge Lane at this junction.
- 2.1.2 The Proposed Development includes a signal scheme at the Cromwell Road and New Bridge Lane Junction. The Cromwell Road Junction Signal Scheme will include:
- Provision of stop lines and primary and secondary traffic signal columns on all arms of the junction;
 - Realignment of the kerbs throughout the junction to accommodate additional lanes and the swept path of anticipated HGV movements.
 - Provision of islands within the junction to accommodate the new traffic signal equipment.
 - Provision of signalised right turns on the B198 Cromwell Road North and South arms with right turn only lanes and right turn road markings mid junction.
 - Provision of a signalised pedestrian crossing over New Bridge Lane East arm.
 - Provision of all necessary road markings to ensure clear guidance to vehicles.
- 2.1.3 A plan showing the general arrangement of the Cromwell Road Junction Signal Scheme is included in Appendix A, which is also included as Figure 3.19iii in Appendix C to the Change Report [\[AS-028\]](#).
- 2.1.4 Swept path analysis confirms that sufficient land is available and included within the Order limits to accommodate the Cromwell Road Junction Signalisation Scheme (see Figure 2.1). The Cromwell Road Junction Signalisation Scheme has been designed in accordance with Cambridgeshire County Council Standard Specification for Traffic Systems and Signals, Traffic Signs Manual – Chapter 6 Traffic Control and Traffic Signs Manual – Chapter 5 Road Markings.
- 2.1.5 For approaching road users, clear lines of sight exceeding 50m are available at all four arms of the Cromwell Road Junction Signalisation Scheme.

Figure 2.1 Extracts from the swept path analysis of the Cromwell Road junction



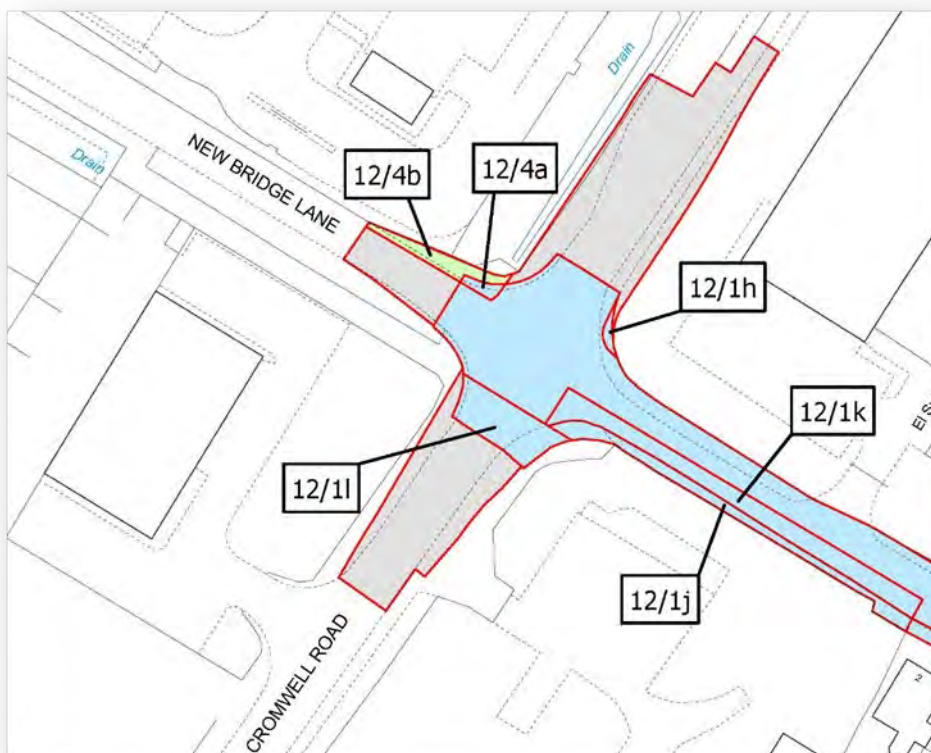
- 2.1.6 A junction capacity model has been produced on behalf of the Applicant to test the operation of the junction and includes the existing Tesco traffic signal junction. The junction model demonstrates that both junctions have sufficient highway capacity with the proposed Cromwell Road Junction Signalisation Scheme and the traffic generated by Proposed Development.
- 2.1.7 A Stage 1 Road Safety Audit has been undertaken by independent and qualified road safety auditors approved by CCC and it has not identified any major issues with the proposed Cromwell Road Junction Signalisation Scheme.
- 2.1.8 In order to facilitate the Cromwell Road Junction Signal Scheme, the Applicant proposes to extend the Order limits to include additional areas of the existing and future public highway. In respect of the existing public highway, as the Applicant will only be undertaking highway works pursuant to Article 11 of the draft DCO [\[AS-024\]](#) in these additional areas, no compulsory acquisition powers are required over these additional areas.
- 2.1.9 In respect of the remaining land, whilst this land constitutes a street (as defined in the draft DCO), this land is subject to a section 106 Agreement between CCC and Tesco Stores Limited that provides for its future dedication as public highway (i.e., it is not currently maintainable at public expense). All works to this land by the

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Applicant will be undertaken using either the powers to carry out works to a street in Article 11 of the draft DCO [AS-024] and/or temporary possession powers pursuant to Article 32 of the draft DCO [AS-024]. No compulsory acquisition powers are required over this small additional area outside the current public highway extent.

- 2.1.10 The additional areas of existing and future public highway are shown in grey (being existing public highway) and green (being future public highway over which temporary possession powers are being sought), in **Figure 2.1** Additional areas of existing and future public highway for Change 1.

Figure 2.1 Additional areas of existing and future public highway for Change 1



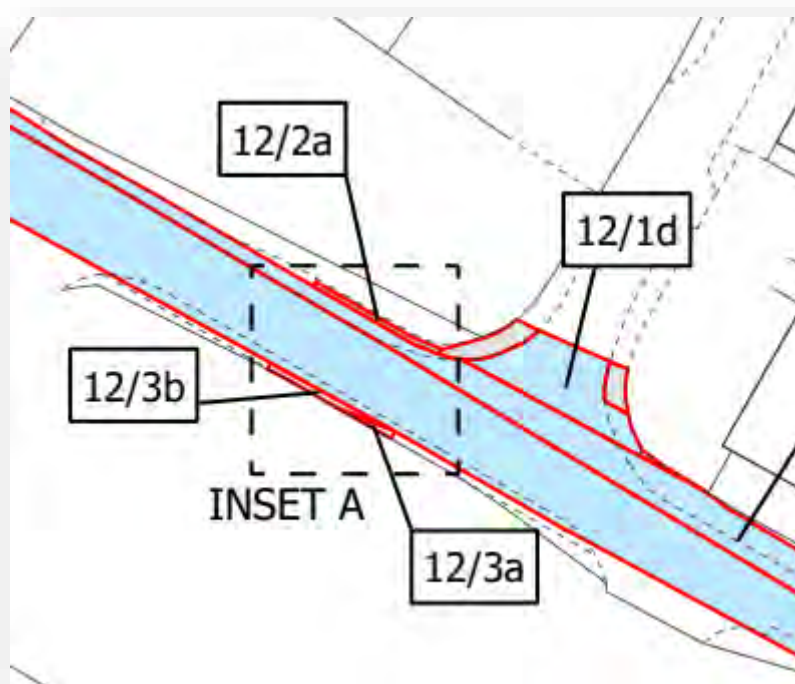
- 2.1.11 A plan showing the extent of the changes to the Order limits is included in Appendix C, where the new land is shown coloured orange.

Change 2: Minor Amendments to the Order limits within the boundary of the existing public highway at the junction of New Bridge Lane and Salters Way to install proposed drop kerbs to the existing pavement forming part of Work No. 4A (the "Salters Way Junction Pavement Works")

- 2.1.12 The Salters Way Junction Pavement Works consist of improvement works in the form of a dropped kerb crossing with tactile paving which is planned for the southern end of Salters Way for the benefit of pedestrians and other non-motorised users. These works will be located within the existing footpath and will provide a formal point of crossing for the benefit of all pedestrians but particularly those with pushchairs, wheelchairs or with restricted vision.

- 2.1.13 In order to facilitate the Salters Way Junction Pavement Works, the Applicant proposes to extend the Order limits to include additional areas of the existing public highway. As the Applicant will only be undertaking highway works to the existing public highway pursuant to Article 11 of the draft DCO [AS-024] in these additional areas, no compulsory acquisition powers are required over these additional areas. The Applicant does not require any additional temporary possession powers to carry out the Salters Way Junction Pavement Works as the pavement forms part of the existing public highway.
- 2.1.14 The Salters Way Junction Pavement Works are shown in Appendix B, which is also included as Figure 3.19i REV1A New Bridge Lane Access Proposals in Appendix C to the Change Report [AS-028].
- 2.1.15 The land identified in grey on **Figure 2.2** Additional areas of existing public highway for Change 2 below shows the additional area of existing public highway included in the revised Order limits.

Figure 2.2 Additional areas of existing public highway for Change 2



- 2.1.16 A plan showing the extent of the changes to the Order limits is included in Appendix C, where the new land is shown coloured orange.

3. Environmental Appraisal and Other Consents and Licences

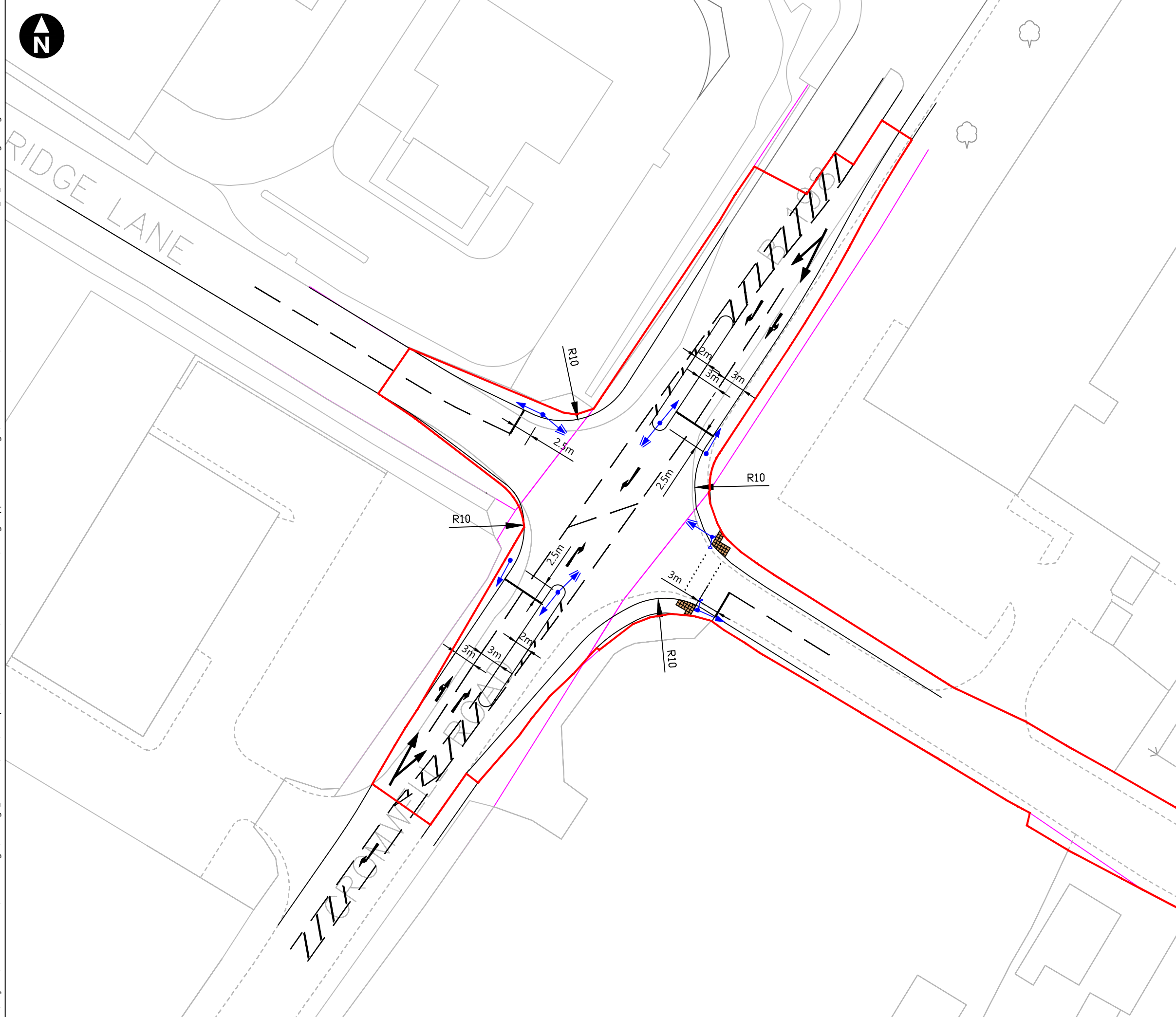
- 3.1.1 The Proposed Changes will not result in any differences to the conclusions of the Environmental Statement submitted with the DCO application. The Proposed Changes would not result in any materially new or materially different environmental effects, whether negative or positive. The Proposed Changes would lead to an improved position for traffic and transport due to the provision of a priority, signalised right-turn from Cromwell Road onto New Bridge Lane that will benefit all traffic accessing New Bridge Lane and roads accessed via New Bridge Lane, including HGVs accessing the operational EfW CHP Facility. The provision of the crossing at Salters Way would also improve the pedestrian environment with a corresponding socio-economic improvement.
- 3.1.2 The environmental appraisal for the Change Request is provided at Appendix D, and is included as Appendix A to the Change Report [\[AS-028\]](#).
- 3.1.3 The Applicant has also considered where the Proposed Changes would affect the other consents that the Applicant may be required to obtain outside of the DCO process. It is considered that the Proposed Changes would not constitute an impediment to the grant of any other consents and licences required outside of the DCO process, and no additional consents or licences would be required.

4. Non-Statutory Consultation

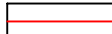
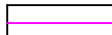


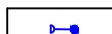
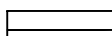
- 4.1.1 A non-statutory consultation on the Proposed Changes is open from **28 June 2023** until **23:59** on **14 July 2023**.
- 4.1.2 Any person may respond to the non-statutory consultation by submitting a representation to the Applicant on the Proposed Changes.
- 4.1.3 An online feedback form relating to the Proposed Changes will be made available from 28 June 2023 on the Applicant's project website: <https://www.mvv-medworthchp.co.uk/get-in-touch>
- 4.1.4 Alternatively, you can submit a representation on the Proposed Changes by email or post to:
- Email: medworth@mvvuk.co.uk
- Telephone: 01945 232 231
- Post: Freepost MVV (no stamp required)
- 4.1.5 If you would like a hard copy of the feedback form or this Statement, please contact the Applicant using the contact details above. The completed hard copy feedback form should be submitted to the Applicant using the address above.
- 4.1.6 Representations on the Proposed Changes must be received by the Applicant **no later than 23:59 on 14 July 2023**. Please note that all representations successfully submitted will be included in the Applicant's Consultation Report on the Proposed Changes, which will be submitted to the Planning Inspectorate as part of the Examination of the DCO application. A copy of the Applicant's privacy notice can be found at: <https://www.mvv-medworthchp.co.uk/privacy>.
- 4.1.7 If you require further information about the non-statutory consultation on the Proposed Changes you can use the contact details above.

Appendix A General Arrangement of revised signal scheme forming Change 1

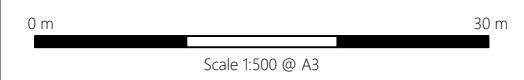
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Key

-  Order limits
-  Highways boundary
-  Primary signal head
-  Secondary signal head
-  Pedestrian push button signal
-  Indicative road marking scheme

- Notes:
1. Newbridge lane Topographical Survey undertaken by MFM Land Surveys and Engineering Services Ltd between 6-9 November 2019.
 2. Outside the extents of the topographical survey this scheme has been developed using OS basemapping.
 3. Road markings are based on guidance within chapters 5 and 6 of the Traffic Signs Manual, 2019.



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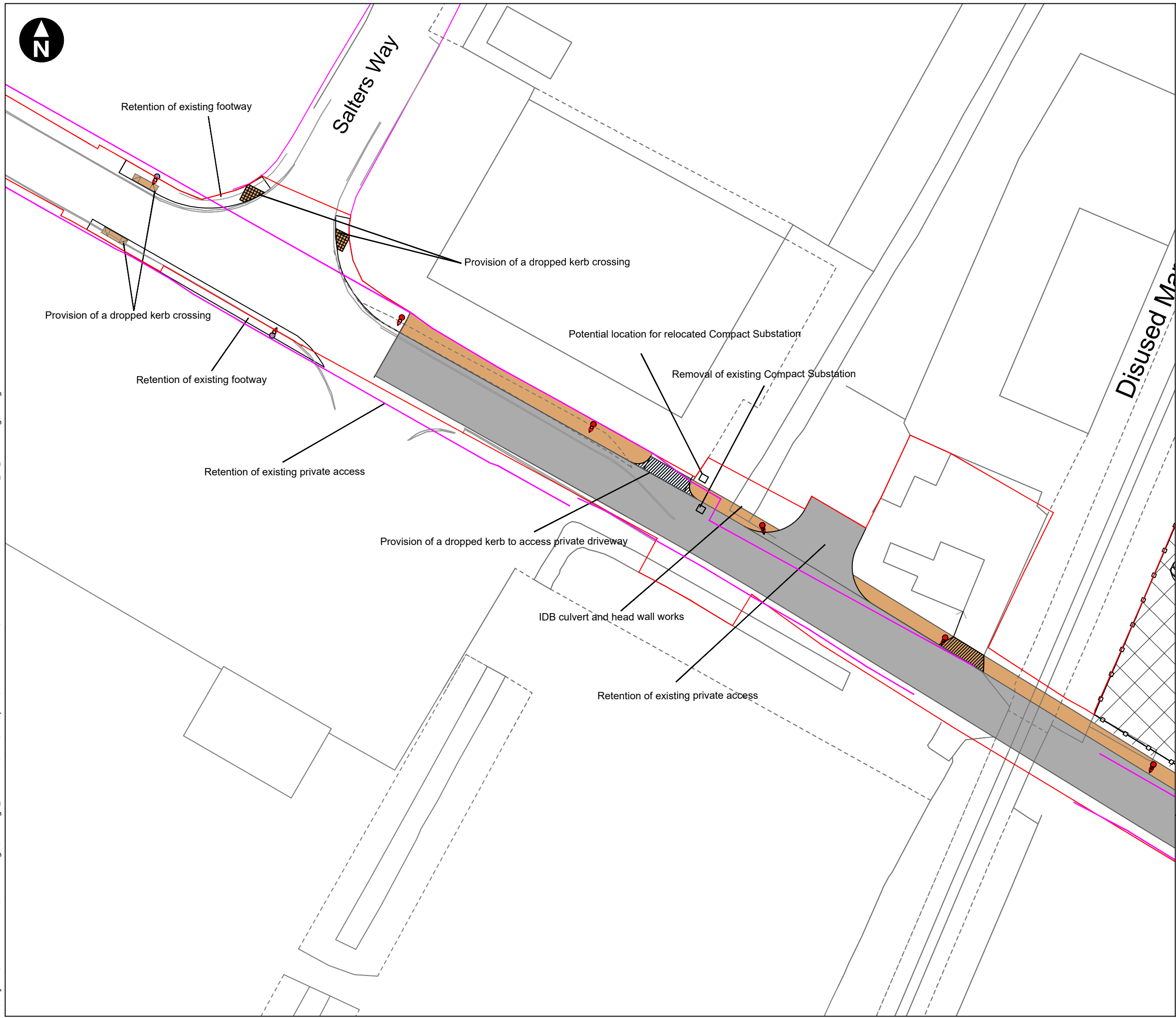
Change Addendum
Figure 3.19.iii Rev1A Cromwell Road/New Bridge Lane Signal Scheme - General Arrangement

June 2023



Appendix B New Pavement Works Forming Change 2

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Key

- Order limits
- Proposed access scheme
- Highways boundary
- Indicative new street lighting
- Existing street lighting

- Notes:
1. New street lighting has been provided on an indicative basis (at 30m intervals and at conflict areas) and will require detailed design and assessment.
 2. Compact substation to be relocated within Order limits.
 3. Works to IDB drain either to a) replace culvert/headwall; or b) extend existing culvert and provide new headwall. See Figure 3.18 for general arrangements.

0 m 30 m
 Scale 1:500 @ A3

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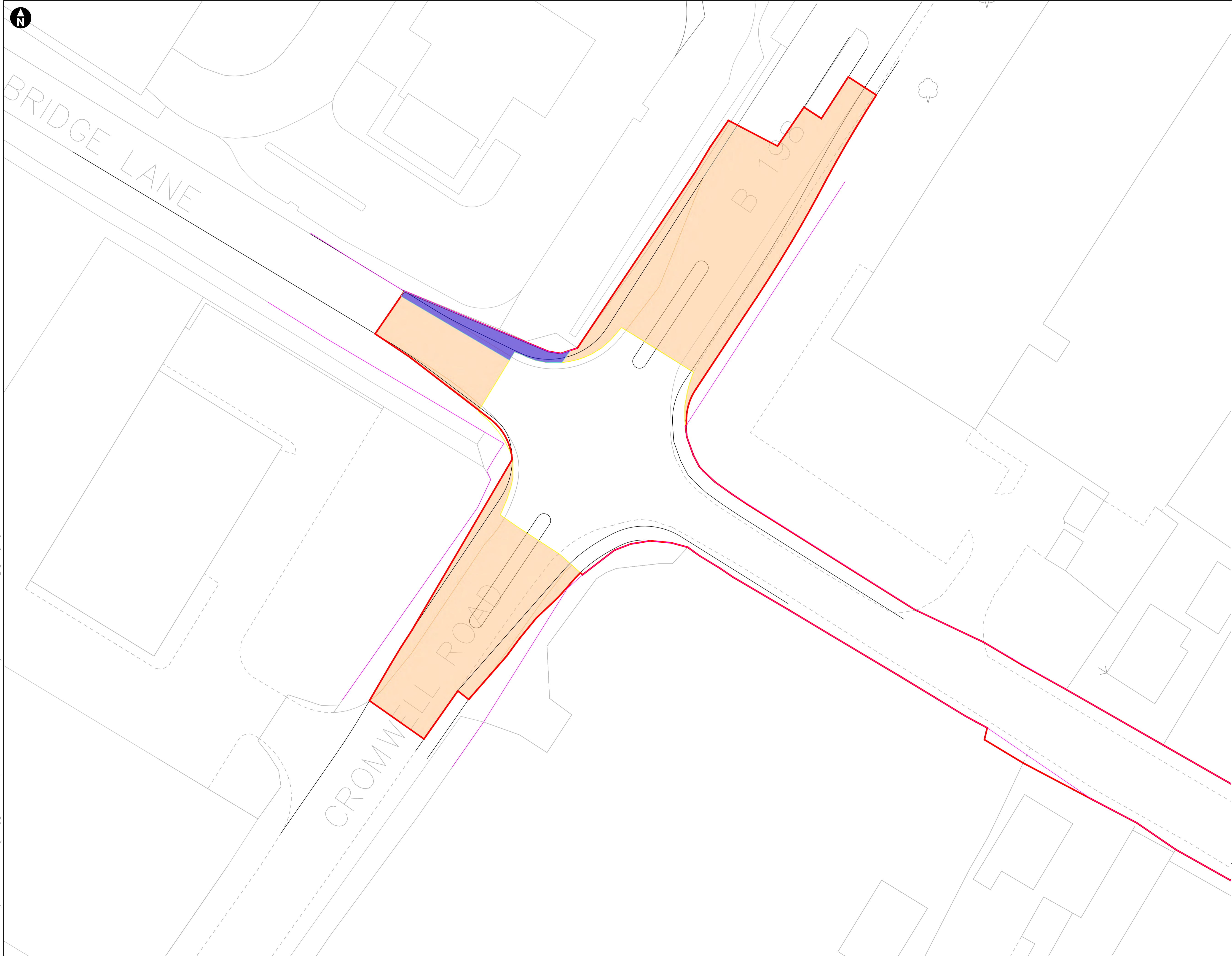
Medworth CHP Limited
 Medworth Energy from Waste Combined
 Heat and Power Facility DCO
 Environmental Statement
 Chapter 3 - Description of the Proposed
 Development

Change Addendum
Figure 3.19i Rev1A
New Bridge Lane access proposal

June 2023



Appendix C New Land Within the Order Limits



Key

	Revised Order Limits
	DCO application Order Limits
	Highways boundary
	Proposed scheme kerb line
	Additional area required within highway boundary
	Additional area for temporary possession

- Notes:
1. Newbridge lane Topographical Survey undertaken by MFM Land Surveys and Engineering Services Ltd between 6-9 November 2019.
 2. Outside the extents of the topographical survey this scheme has been developed using OS basemapping.

0 m 15 m
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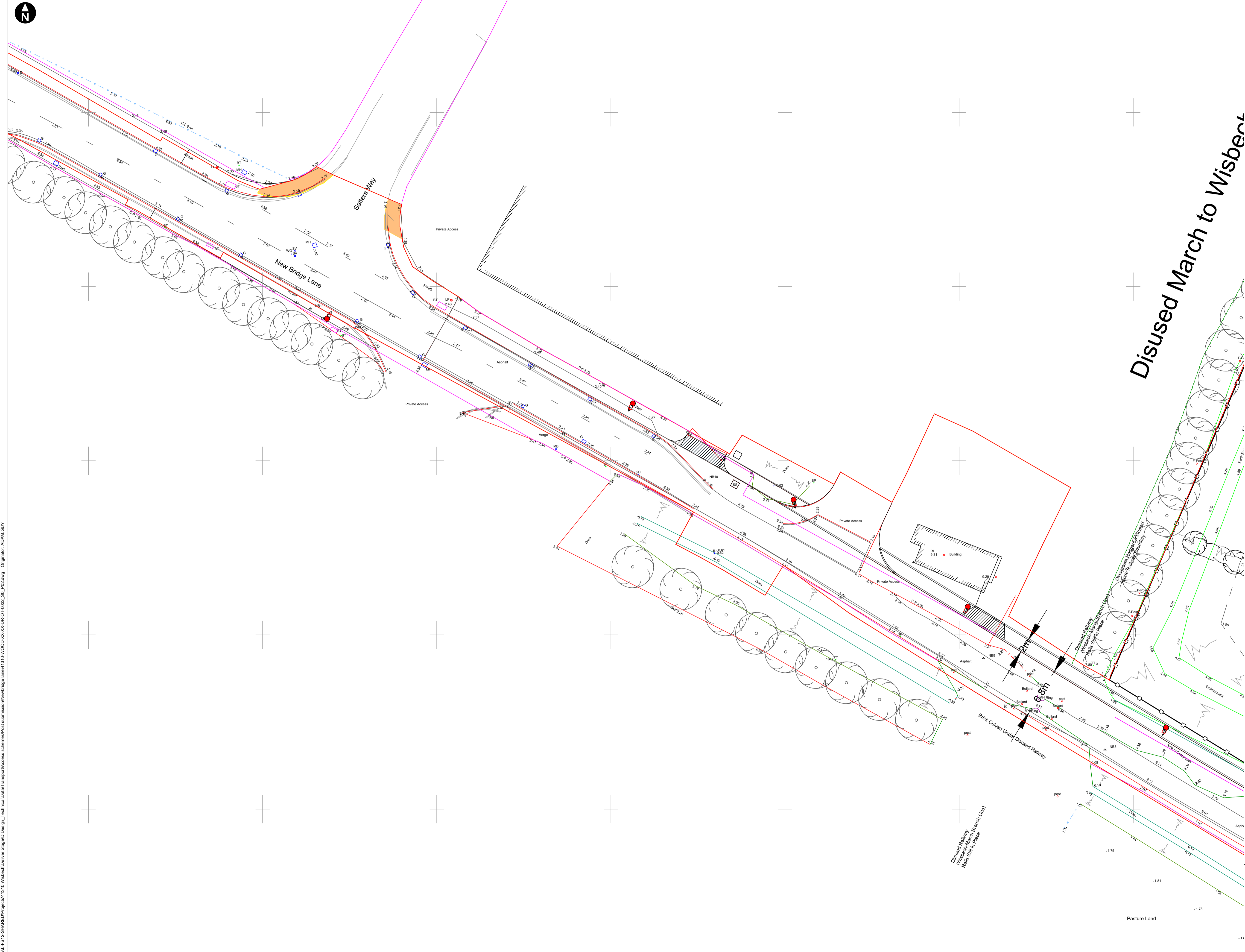
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Change Request

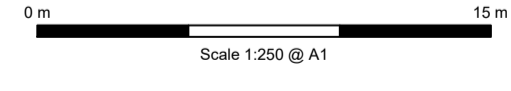
Figure 2.1 Additional areas of existing and future public highway for Change 1

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- Key
- Revised Order Limits
 - DCO application Order Limits
 - Highways boundary
 - Additional area required within highway boundary

Disused March to Wisbech



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Heat and Power Facility DCO

Change Request

Figure 2.2 Additional areas of existing public highway for Change 2

June 2023 **wsp**

Appendix D Environmental Appraisal for the Change Application

1. Review of Environmental Information

1.1 Introduction

- 1.1.1 The Environmental Statement (ES) and other environmental information submitted with the DCO Application and subsequent deadlines has been reviewed to determine if the Proposed Changes would give rise to any materially new or materially different environmental impacts to those previously identified. This is to ensure that the environmental impacts of the Proposed Changes have been appropriately considered in order to satisfy the requirements of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.

1.2 Assumptions and Limitations

- 1.2.1 The Proposed Changes have been subject to additional transport modelling to determine the effects of the junction signalisation on the surrounding road network. The results of this modelling are presented in **ES Chapter 6 Traffic and Transport Appendix 6B Transport Assessment Addendum (Volume 13.3)**. No other surveys or modelling has been deemed necessary to assess the Proposed Changes. The results of the additional transport modelling have been reviewed as part of confirming that materially new or materially different environmental impacts are not identified in related ES topics, including air quality and noise and vibration.
- 1.2.2 The baseline environment in the vicinity of the Cromwell Road / New Bridge Lane junction remains unchanged from that reported in the ES.
- 1.2.3 There are no legislative or policy updates that have arisen since the DCO Application was submitted that affect the assessment of the Proposed Changes.

1.3 Review of the Proposed Changes

- 1.3.1 The assessment and conclusions of the original ES (Volume 6.2) have been reviewed on a topic by topic basis to take account of the Proposed Changes described in **Section 2** of this Report. The outcomes of this review are presented in **Table A.1** below. This includes:
- A review of the Proposed Changes against each ES topic chapter;
 - Confirmation of whether the Proposed Changes would give rise to any materially new or materially different environmental impacts; and
 - Summary of any changes to the embedded environmental measures



Table A.1 Review of the Proposed Changes

ES Chapter / Topic	Review of the Proposed Changes	Material change to the original ES conclusion	Change to embedded environmental measures
Chapter 6: Traffic and Transport	<p><u>Change 1: Cromwell Road Junction Signal Scheme</u> The junction will continue to work within capacity as demonstrated by the modelling presented within ES Chapter 6 Traffic and Transport Appendix 6B Transport Assessment Addendum (Volume 6.4), and changes provide a phase within the signalisation for vehicles turning into and out of New Bridge Lane. The changes also provide the additional benefit of controlled crossing for pedestrians.</p> <p><u>Change 2: Salters Way Junction Pavement Works</u> The change provides a relocated dropped kerb, tactile paved crossing for the benefit of pedestrians. As such it would improve the accessibility for pedestrian over the baseline situation. Effects for users of the footpath would be positive.</p>	<p>No.</p> <p>The works required to facilitate Changes 1 and 2 are minor in nature would not alter the conclusions reached in the original assessment set out in ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033].</p>	<p>Yes.</p> <p>The Outline CTMP Change Application REV4A (Volume 6.4) has been prepared to reflect the revised junction design drawings. The Outline CTMP is secured in Requirement 11 of the Draft DCO (Volume 13.9).</p>
Chapter 7: Noise and Vibration	<p><u>Change 1: Cromwell Road Junction Signal Scheme</u></p> <p>There are no noise sensitive Receptors in the vicinity of the Cromwell Road / New Bridge Lane junction likely to be affected by the proposed signalisation works. The nearest residential receptors are 2 New Bridge Lane (R1) approximately 65m from the junction, and 93 South Brink (R9) approximately 150m from the junction (Figure 7.1 ES Chapter 7 Noise and Vibration Figures (Volume 6.3) [APP-051]). The baseline road noise environment in this</p>	<p>No.</p> <p>The works required to facilitate Changes 1 and 2 are minor in nature and would not alter the conclusions reached in the original assessment set out in ES Chapter 7 Noise and Vibration (Volume 6.2) [APP-034].</p>	<p>No.</p>



ES Chapter / Topic	Review of the Proposed Changes	Material change to the original ES conclusion	Change to embedded environmental measures
	<p>location is dominated by traffic utilising the existing commercial uses on Cromwell Road.</p> <p>The traffic numbers using the Cromwell Road / New Bridge Lane during construction and operation, and the proposed traffic routing would be unchanged as a result of Change 1 and therefore there would be no change to potential road traffic noise likely to affect the assessment during construction and operation set out in ES Chapter 7 Noise and Vibration (Volume 6.2) [APP-034].</p> <p><u>Change 2: Salters Way Junction Pavement Works</u></p> <p>There are no noise sensitive Receptors in the vicinity of the Salters Way / New Bridge Lane junction likely to be affected by the works to install a dropped kerb. The minor nature of the works is unlikely to result in any noise and vibration effects during construction or operation.</p>		
Chapter 8: Air Quality	<p><u>Change 1: Cromwell Road Junction Signal Scheme</u></p> <p>The traffic numbers using the Cromwell Road / New Bridge Lane during construction and operation, and the proposed traffic routing would be unchanged as a result of Change 1. Traffic modelling indicates that queuing with Change 1 in operation will be minimal (under 10 cars in peak hours and lower at other times of the day).</p> <p>Furthermore, there are no sensitive Receptors in the vicinity of the Cromwell Road / New Bridge Lane junction likely to be affected by the proposed signalisation works. The nearest residential receptors</p>	<p>No.</p> <p>The works required to facilitate Change 1 and 2 are minor in nature and would not alter the conclusions reached in the original assessment set out in ES Chapter 8 Air Quality (Volume 6.2) [APP-035].</p>	<p>No.</p>



ES Chapter / Topic	Review of the Proposed Changes	Material change to the original ES conclusion	Change to embedded environmental measures
	<p>are 2 New Bridge Lane approximately 65m from the junction, and 93 South Brink approximately 150m from the junction.</p> <p>Any changes to traffic emissions at the Junction as a result of Change 1 will be minimal and will not affect air quality at receptors these distances from the Junction. Change 1 is therefore not considered to affect the assessment of road traffic emissions during construction and operation set out in ES Chapter 8 Air Quality (Volume 6.2) [APP-035].</p> <p><u>Change 2: Salters Way Junction Pavement Works</u></p> <p>There are no air quality Receptors in the vicinity of the Salters Way / New Bridge Lane junction likely to be affected by the works to install a dropped kerb. The minor nature of the works is unlikely to result in any air quality effects during construction or operation.</p>		
<p>Chapter 9: Landscape and Visual</p>	<p><u>Change 1: Cromwell Road Junction Signal Scheme</u></p> <p>Change 1 at the Cromwell Road / New Bridge Lane junction to introduce a signalised junction would only extend the Order limits within the existing and future public highways boundary. No additional land beyond the existing public highway boundary would be required, except for a small area of land 65m² which is currently a street that will be dedicated as public highway.</p> <p>Change 1 would not require any additional loss of landscape features, and there would be no changes</p>	<p>No.</p> <p>The works required to facilitate Change 1 and 2 are minor in nature and would not alter the conclusions reached in the original assessment set out in ES Chapter 9 Landscape and Visual (Volume 6.2) [APP-036].</p>	<p>No.</p>



ES Chapter / Topic	Review of the Proposed Changes	Material change to the original ES conclusion	Change to embedded environmental measures
	<p>to the Outline Landscape and Ecology Mitigation Strategy (Volume 6.3) [REP2-026].</p> <p>The construction phase of the signalisation works would be limited a maximum of 1 month, which would not result in any significant visual effects during construction.</p> <p>The introduction of signals (traffic lights) would not result in any material changes to the assessment of visual impacts taking account of the limited amount of road infrastructure introduced, the low height of the traffic lights and the introduction of the works into an existing road setting.</p> <p><u>Change 2: Salters Way Junction Pavement Works</u></p> <p>Change 2 would occur within the existing public highways boundary and the minor nature of the works is unlikely to result in any landscape and visual effects during construction or operation.</p>		
<p>Chapter 10: Historic Environment</p>	<p><u>Change 1: Cromwell Road Junction Signal Scheme</u></p> <p>There are no designated or non-designated heritage assets in proximity to the Cromwell Road / New Bridge Lane junction and therefore the setting of any heritage assets would not be affected by Change 1. The works is located within the existing and future public highways boundary and would not result in any archaeological disturbance.</p> <p><u>Change 2: Salters Way Junction Pavement Works</u></p>	<p>No.</p> <p>The works required to facilitate Change 1 and 2 are minor in nature and would not alter the conclusions reached in the original assessment set out in ES Chapter 10 Historic Environment (Volume 6.2) [APP-037].</p>	<p>No.</p>



ES Chapter / Topic	Review of the Proposed Changes	Material change to the original ES conclusion	Change to embedded environmental measures
	Change 2 is located within the existing public highways boundary and the minor nature of the works is unlikely to result in any historic environment effects during construction or operation.		
Chapter 11: Biodiversity	<p><u>Change 1: Cromwell Road Junction Signal Scheme</u></p> <p>The widening of the Order limits at Cromwell Road / New Bridge Lane within the existing and future public highways boundary is within the biodiversity study area and has been considered in the original assessment (see ES Chapter 11 Biodiversity (Volume 6.2) [APP-038]).</p> <p>Change 1 is wholly within the existing and future public highways boundary and would not encroach on any additional biodiversity habitats or species not previously considered in the original ES.</p> <p>No additional disturbance would result from the works to construct the signalised junction which would occur in an existing road environment.</p> <p><u>Change 2: Salters Way Junction Pavement Works</u></p> <p>Change 2 is located within the existing public highways boundary and the minor nature of the works will not result in any biodiversity effects during construction or operation.</p>	<p>No.</p> <p>The works required to facilitate Change 1 and 2 are minor in nature and would not alter the conclusions reached in the original assessment set out in ES Chapter 11 Biodiversity (Volume 6.2) [APP-038].</p>	<p>No.</p>
Chapter 12: Hydrology	<p><u>Change 1: Cromwell Road Junction Signal Scheme</u></p> <p>Change 1 is wholly within the existing and future public highways boundary and no additional</p>	<p>No.</p> <p>The works required to facilitate Change 1 and 2 are minor in</p>	<p>No.</p> <p>There would be no change to the Outline Drainage Strategy (Volume</p>



ES Chapter / Topic	Review of the Proposed Changes	Material change to the original ES conclusion	Change to embedded environmental measures
	<p>hardstanding would be required to facilitate the signalisation of the junction. The highways drainage arrangements would not be altered by Change 1, and there would be no increased risk of flooding.</p> <p><u>Change 2: Salters Way Junction Pavement Works</u></p> <p>Change 2 is located within the existing public highways boundary and utilise the existing highways drainage regime. The minor nature of the works will not result in any hydrology effects during construction or operation.</p>	<p>nature and would not alter the conclusions reached in the original assessment set out in ES Chapter 12 Hydrology (Volume 6.2) [APP-039] or the Flood Risk Assessment (ES Chapter 12 Hydrology Appendix 12A (Volume 6.4) [APP-084]).</p>	<p>6.4) [REP1-017] as a result of Change 1 and Change 2</p>
<p>Chapter 13: Geology, Hydrogeology and Contaminated Land</p>	<p><u>Change 1: Cromwell Road Junction Signal Scheme</u></p> <p>Change 1 is wholly within the existing and future public highways boundary and would not affect any geology, hydrogeology and contaminated land Receptors.</p> <p><u>Change 2: Salters Way Junction Pavement Works</u></p> <p>Change 2 is located within the existing public highways boundary and the minor nature of the works is will not result in any geology, hydrogeology and contaminated land effects during construction or operation.</p>	<p>No.</p> <p>The works required to facilitate Change 1 and 2 are minor in nature and would not alter the conclusions reached in the original assessment set out in ES Chapter 13 Geology, Hydrogeology and Contaminated Land (Volume 6.2) [APP-040].</p>	<p>No.</p>
<p>Chapter 14: Climate</p>	<p><u>Change 1: Cromwell Road Junction Signal Scheme</u></p> <p>The traffic numbers using the Cromwell Road / New Bridge Lane during construction and operation, and the proposed traffic routing would be unchanged as a result of Change 1 and therefore there would be no</p>	<p>No.</p> <p>The works required to facilitate Change 1 and 2 are minor in nature and would not alter the conclusions reached in the</p>	<p>No.</p>



ES Chapter / Topic	Review of the Proposed Changes	Material change to the original ES conclusion	Change to embedded environmental measures
	<p>change in traffic emissions likely to affect the assessment of greenhouse gas emissions presented in ES Chapter 14 Climate (Volume 6.2) [APP-041].</p> <p>Change 1 is wholly within the existing and future public highways boundary and no additional hardstanding would be created. There would be no impacts on the climate change resilience assessment presented in ES Chapter 14 Climate (Volume 6.2) [APP-041].</p> <p><u>Change 2: Salters Way Junction Pavement Works</u></p> <p>Change 2 is located within the existing public highways boundary and the minor nature of the works will not result in any climate effects during construction or operation.</p>	<p>original assessment set out in ES Chapter 14 Climate (Volume 6.2) [APP-041].</p>	
<p>Chapter 15: Socio-economics</p>	<p><u>Change 1: Cromwell Road Junction Signal Scheme</u></p> <p>Change 1 is located wholly within the existing and future public highways boundary and would not encroach on any socio-economic Receptors, including those on Cromwell Road.</p> <p>Change 1 would not restrict access to businesses or increase congestion at the Cromwell Road / New Bridge Lane and therefore there would be no impacts on driver delay, pedestrian amenity, accidents and severance.</p> <p>The provision of the pedestrian crossing with tactile paving at the junction of New Bridge Lane and Cromwell Road which is set out in the Outline CTMP Change Application REV4A (Volume 6.4) and</p>	<p>No.</p> <p>The works required to facilitate Changes 1 and 2 are minor in nature and would not alter the conclusions reached in the original assessment set out in ES Chapter 15 Socio-economics (Volume 6.2) [APP-042].</p>	<p>The Outline CTMP Change Application REV4A (Volume 6.4) has been prepared to reflect the revised design of the Cromwell Road / New Bridge Lane junction.</p> <p>There would be no change to the Outline Operational Travel Plan (Volume 6.4) [APP-074] as a result of the Proposed Changes.</p>



ES Chapter / Topic	Review of the Proposed Changes	Material change to the original ES conclusion	Change to embedded environmental measures
	<p>secured in Requirement 11 of the Draft DCO (Volume 3.1) [REP3-007] will be maintained.</p> <p>The Outline Operational Travel Plan (Volume 6.4) [APP-074] and secured in Draft DCO Requirement 15 (Volume 3.1) [REP3-007] includes measures to manage traffic and transport effects on local businesses, and would be unchanged as a result of the Change 1.</p> <p><u>Change 2: Salters Way Junction Pavement Works</u></p> <p>Change 1 is located within the existing public highways boundary and the minor nature of the works will not result in any socio-economic effects during construction or operation. The provision of dropped kerbs at the Salters Way / New Bridge Lane junction would provide a benefit to users of this public right of way.</p>		
Chapter 16: Health	<p><u>Change 1: Cromwell Road Junction Signal Scheme</u></p> <p>The assessment of Health (ES Chapter 16 Health Volume 6.2) [APP-043] considered the effect of severance on users of the local highway network and identified no significant effects taking account of the provision of pedestrian crossing with tactile paving at the junction of New Bridge Lane and Cromwell Road which is set out in the Outline CTMP Change Application REV4A (Volume 6.4) and secured in Requirement 11 of the Draft DCO (Volume 3.1) [REP3-007]. The provision of the pedestrian crossing remains as part of Change 1, and the design amended to take account of the signalisation design.</p>	<p>No.</p> <p>The works required to facilitate Change 1 and 2 are minor in nature and would not alter the conclusions reached in the original assessment set out in ES Chapter 16 Health (Volume 6.2) [APP-043].</p>	<p>Yes.</p> <p>The Outline CTMP Change Application REV4A (Volume 6.4) has been prepared to reflect the revised design of the Cromwell Road / New Bridge Lane junction.</p>



ES Chapter / Topic	Review of the Proposed Changes	Material change to the original ES conclusion	Change to embedded environmental measures
	<p><u>Change 2: Salters Way Junction Pavement Works</u></p> <p>Change 2 is located within the existing public highways boundary and the minor nature of the works will not result in any health effects during construction or operation. The provision of dropped kerbs at the Salters Way / New Bridge Lane junction would provide a benefit to users of this public right of way.</p>		
<p>Chapter 17: Major Accidents and Disasters</p>	<p><u>Change 1: Cromwell Road Junction Signal Scheme</u></p> <p>Change 1 has been introduced at the recommendation of CCC to further improve traffic safety at the Cromwell Road / New Bridge Lane junction. No additional major accidents and disasters have been identified as a result of Change 1.</p> <p><u>Change 2: Salters Way Junction Pavement Works</u></p> <p>Change 2 is located within the existing public highways boundary and the minor nature of the works will not result in any additional major accidents and disasters during construction or operation.</p>	<p>No.</p> <p>The works required to facilitate Change 1 and 2 are minor in nature and would not alter the conclusions reached in the original assessment set out in ES Chapter 17 Major Accidents and Disasters (Volume 6.2) [APP-044].</p>	<p>No.</p>
<p>Chapter 18: Cumulative Effects</p>	<p><u>Change 1: Cromwell Road Junction Signal Scheme</u></p> <p>Change 1 does not introduce materially new or materially different impacts which may combine to result in inter-project effects. The plans / projects scoped into the cumulative assessment (see ES Chapter 18 Cumulative Effects (Volume 6.2) [APP-045]) would remain unchanged as a result of Change 1 as the extension to the Order limits is minor and limited to the existing and future public highways</p>	<p>No.</p> <p>The works required to facilitate Change 1 and 2 are minor in nature and would not alter the conclusions reached in the original assessment set out in ES Chapter 18 Cumulative (Volume 6.2) [APP-045].</p>	<p>No.</p>



ES Chapter / Topic	Review of the Proposed Changes	Material change to the original ES conclusion	Change to embedded environmental measures
	<p>boundary. The traffic modelling undertaken for the change application accounts for the proposed redevelopment of the former Parkside Nurseries, Cromwell Road (F/YR23/0044/F).</p> <p><u>Change 2: Salters Way Junction Pavement Works</u></p> <p>Change 2 would occur within the existing public highways boundary and the minor nature of the works will not result in any cumulative effects during construction or operation.</p>		

1.4 Habitat Regulations Assessment

- 1.4.1 The extension to the Order limits to facilitate the Proposed Changes are minor and limited to the existing public highways boundary. The Proposed Changes would not introduce new impact pathways to European Sites, or affect the conclusions reached in the **Habitat Regulations Assessment No Significant Effects Report (Rev 2) (Volume 5.3) [AS-007]**.

1.5 Summary

- 1.5.1 The review of the **Environmental Statement (Volume 6.2)** and the **Habitat Regulations Assessment No Significant Effects Report (Rev 2) (Volume 5.3) [AS-007]** has concluded that there would be no new or materially different significant effects when treated alone, when considered as part of the Proposed Development, or cumulatively with other plans and projects as a result of the amendment to Work No. 4A during construction, operation or decommissioning.

