NORTH LINCOLNSHIRE GREEN ENERGY PARK

Planning Act 2008

Infrastructure Planning (Applications Prescribed Forms and Procedure) Regulations 2009

APFP Regulation 5(2)(q)

North Lincolnshire Green Energy Park

Volume 7

7.2.18 Appendix I-1: Regard had to consultation responses

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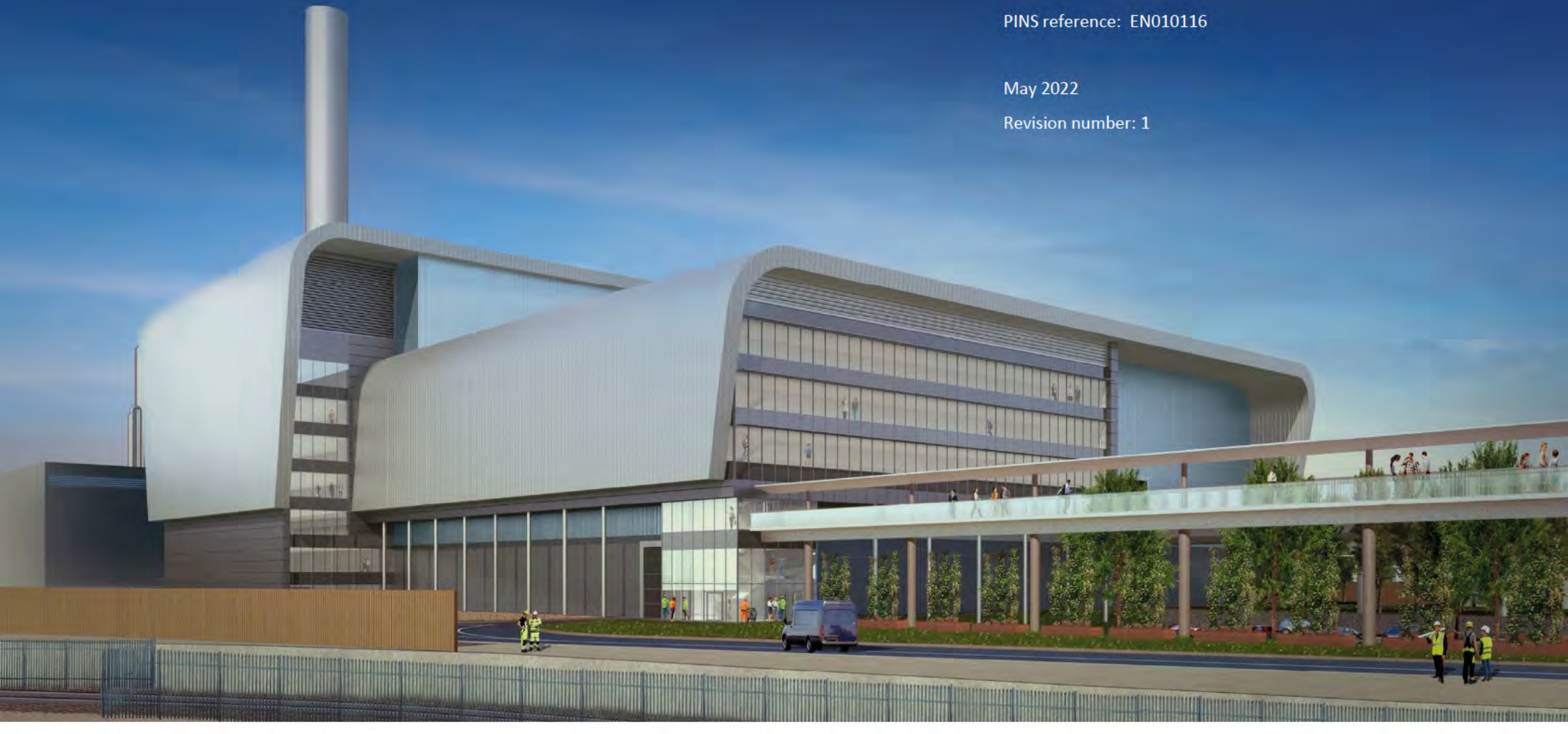

The North Lincolnshire Green Energy Park Development Consent Order

Appendix I-1: Regard had to consultation responses

Date: May 2022

PINS reference: EN010116

Application Document Reference: 7.2.18

Author: SEC Newgate UK

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List of Tables

Acronyms and Abbreviations

Name	Description
ERF	Energy Recovery Facility
PEIR	Preliminary Environmental Information Report
HRA	Habitats Regulations Assessment
APIS	Air Pollution Information System
SPA	Special Protection Area
SAC	Special Area of Conservation
AQIA	Air Quality Impact Assessment
DEFRA	Department for Environment, Food and Rural Affairs
IAQM	Institute of Air Quality Management
UK	United Kingdom
RDF	Refuse Derived Fuel
PRF	Plastic Recycling Facility
DHPWN	District Heat and Private Wire Network
NLC	North Lincolnshire Council
WSI	Written Scheme of Investigation
NLGEP	North Lincolnshire Green Energy Park
SoCC	Statement of Community Consultation
DCO	Development Consent Order
NSIP	Nationally Significant Infrastructure Project
SSSI	Site of Special Scientific Interest
WFD	Waste Framework Directive
CEMP	Construction Environmental Management Plan
CoCP	Code of Construction Practice
BNG	Biodiversity Net Gain
COMP	Construction Ornithological Monitoring Plan
FRA	Flood Risk Assessment

PINS	Planning Inspectorate
HSC	Hazardous Substances Consent
HSE	The Health and Safety Executive
BEIS	Department for Business, Energy and Industrial Strategy
MHCLG	Ministry of Housing, Communities and Local Government
DLUHC	Department for Levelling Up, Housing and Communities
NRA	Navigational Risk Assessment
ROR	Rail Operations Report
ACT	Accelerated Carbonation Technology
DFE	Design Flood Event
NFPA	National Fire Protection Association
CoPA	Control of Pollution Act
LVIA	Landscape and Visual Impact Assessment
GVA	Gross Value Added
HGV	Heavy Goods Vehicle
TA	Transport Assessment
WLDC	West Lindsey District Council
CTMP	Construction Traffic Management Plan
PHE	Public Health England
EU	European Union
EIA	Environmental Impact Assessment
RSPB	Royal Society for the Protection of Birds
CLP	Construction Logistics Plan
LBMMP	Landscape and Biodiversity Management and Monitoring Plan
FTE	Full Time Equivalent
CCP	Carbon Capture Plant
EA	Environment Agency
SoCG	Statement of Common Ground
EPC	Engineering, Procurement and Construction

AGI	Above Ground Installation
CPRE	Campaign to Protect Rural England
PPF	Polymer Production Facility

1. Introduction

1.1 The tables provided below evidence the regard had to responses received to North Lincolnshire Green Energy Park Ltd.'s (the Applicant) statutory consultation in accordance with s49 of PA 2008. Each table summarises responses received, sets out whether a change has been made in response to it, and details the Applicant's response, including the regard had to the consultation response. It should be noted that where multiple responses containing the same comment have been received, these are addressed at the same time in tables below. A separate table is included for each individual strand of statutory consultation (s42(a), s42(b), s44 and s47), as presented below.

2. Statutory consultation under S42(a) of the Planning Act 2008 with prescribed consultees

Table 1: Statutory consultation under s42(a) of the Planning Act 2008 with prescribed consultees

Topic area and consultation responses:	Prescribed consultee(s):	Change (Y/N):	North Lincolnshire Green Energy Park Limited's (NLGEP/NGLEPL) response (inc. the regard had to the consultation response):
2.1 Air Quality			
You should not assume that a permit will automatically be forthcoming once planning permission has been granted and we would welcome discussions with you in respect of how this may, or may not, be incorporated into your Development Consent Order. Environmental Permit: we provided information regarding the requirements for the project under the Environmental Permitting Regulations 2016 for plant operation. These comments remain valid and we would add the following:	Environment Agency	N	This is noted. Further discussions will be undertaken with the Environment Agency with regards to permits required and how these can be secured.

Ash is an incineration plant residue which is produced in the furnace or collected in the gas cleaning plant. The permit will prevent these two types of ash being mixed and will contain conditions to ensure that there are no significant emissions from the site from the handling or treatment of the ash. When ash is sent for disposal or recovery, other waste legislation will apply and the operator will be responsible for using a registered waste carrier to transport the material to an appropriately licensed facility. During the permit's lifetime, we will routinely assess the operator's compliance with this 'duty of care'."			
The new road and re-instating the railway will increase traffic movements and along with the energy plant itself will increase air pollution and noise pollution and light pollution.	Flixborough Parish Council	N	Although the new road access will be used for deliveries to the site, the primary reason for the inclusion of the new road access is facilities for construction, worker access, and to create a new route for existing port traffic, allowing it to bypass the current bottleneck at Neap House. By reinstating the railway line and using the existing wharf infrastructure for the delivery of fuel to the project by ship and train, North Lincolnshire Green Energy Park Limited (the Applicant) is aiming to keep the change in traffic movements to a minimum.

			However, Chapter 13: Traffic and Transport of the Environmental Statement (Document Reference 6.2.13) has considered all deliveries by road as a worst case, and found there to be no significant impact expected on the road network. As has been set out in Chapter 5: Air Quality of the Environmental Statement (Document Reference 6.2.5) and Chapter 7: Noise of the Environmental Statement (Document Reference 6.2.7), the effects of traffic and rail movements on noise and air quality impacts are also anticipated to be negligible. The lighting along the new access road will be developed in accordance with the Indicative Lighting Strategy in Annex 4 of the Environmental Statement (Document Reference 6.3.4), which aims to reduce light effects as much as possible.
Chapter 5, paragraph 4.13.1.1 indicates that the effects on habitats within 10 km of the Energy Recovery Facility (ERF) have been assessed. Both Appendix A and Annex 5 indicate that a 10 km radius from the Project was used. 'Project', in this instance, is assumed to refer to the Order Limits. It is therefore unclear what search radius has been used and this should be clarified.	Natural England	N	In the Preliminary Environmental Information Report (PEIR), the Ecology and Habitats Regulations Assessment identified all designated sites within 10 km of the point of the main Energy Recovery Facility (ERF) stack, given that this is the key emission point potentially impacting sensitive ecology. The air quality modelling was undertaken using a similar buffer of 10 km from the ERF stack. The search area has been extended to 15 km from the ERF stack for the Environmental Statement (Document Reference 6.0).

• Annex 5 states that initial modelling indicates a negligible risk of significant effects beyond 10 km, and therefore screening to 15 km has not been undertaken for European sites. It should be noted that Natural England has not yet had sight of the results of the initial modelling, so we have not been able to refer to this in our response. However it is relevant that Thorne Moor SAC is located within 15 km of the Order Limits and is notified for H7120 Degraded raised bogs (still capable of natural regeneration). H7120 Degraded raised bogs are sensitive to nutrient nitrogen and acid deposition. Natural England therefore advises that screening up to a minimum of 15 km of the Order Limits should be undertaken. Due to the nature of the proposed development and habitat sensitivities, it may also be appropriate to consider Hatfield Moor SAC and Thorne and Hatfield Moors SPA.	Natural England	Y	As a result of this advice from Natural England, air quality modelling has been extended to include a buffer of 15 km from the ERF stack. We note the presence of Hatfield Moor Special Area of Conservation (SAC) just outside this buffer zone. However, Thorne Moor SAC and Thorne and Hatfield Moors Special Protection Area (SPA) are included within the 15 km search area and are considered in the assessment.

• Annex 5, paragraph 4.2.2.7 states that "no habitats or species of the European sites were found to be sensitive to acid deposition". Acid deposition has therefore been scoped out of the assessment. APIS indicates that several interest features of the SPA are sensitive to acid deposition and therefore this should be scoped into the assessment.	Natural England	N	Where ecological receptors within 15km of the Project have relevant site specific Critical Loads for Acid Deposition and Nutrient Nitrogen Deposition, as identified from the Air Pollution Information System (APIS), these have been included in the Air Quality Impact Assessment and fed into the Report to inform Habitats Regulations Assessment (HRA) (Document Reference 5.9). The HRA acknowledges that a number of broad habitat types used by the SPA bird interest features are sensitive to acid deposition. However, APIS confirms that, for all relevant species, the bird species are not sensitive to any acidity impacts even if the broad habitat types are sensitive. Therefore, no qualifying interest features of the SPA were found to be sensitive to acid deposition.

• Water-based features at all sites in question have been scoped out as the nutrient nitrogen is thought to be influenced overwhelmingly by waterborne nutrient loadings and agricultural run-off rather than by deposition from the atmosphere. Natural England does not consider this suitable justification to scope out all aquatic features. Where a relevant environmental benchmark has been provided on APIS, these features should be assessed.	Natural England	N	This is noted. It is confirmed that environmental benchmarks have been used where they are provided by APIS e.g. salt marsh communities. The SAC water-based features that have been scoped out are: mudflats and sandflats not covered by seawater at low tide, river lamprey and sea lamprey. There are no environmental benchmarks provided on APIS for these features. APIS notes that marine and river habitats don't tend to be sensitive to air pollution impacts or are dominated by other sources of inputs.
• Vascular plant assemblage and invertebrate assemblage, interest features of the Humber Estuary SSSI, have been scoped out because Critical Loads have not been provided on APIS. Where this is the case, and features are sensitive to nitrogen, Natural England advises that supporting SAC habitats could be used as a proxy.	Natural England	N	Vascular plants and invertebrate assemblages have not been scoped out in the HRA, in Annex 5 of the Environmental Statement (Document Reference 6.3). As suggested, supporting SAC habitats have been used as a proxy where required.

• Sand dune habitats have also been scoped out of the assessment for all sites in question. Dune systems are one of the most sensitive habitats to air pollution and, within the Humber Estuary SAC and SSSI, are already exceeding critical loads. Chapter 5, Section 8.3 summarises the findings of the Air Quality Impact Assessment (AQIA) and concludes that there are likely to be exceedances in nitrogen and acid deposition at Humber Estuary SSSI, SAC and SPA. Section 8.3 clearly identifies potentially significant contributions for dune habitats and concludes that detailed assessment is therefore required. Natural England are concerned then that dune habitats have not been included in the detailed assessments summarised in Appendix A and Annex 5. Air quality impacts on sand dunes should be considered in further detail in the Appropriate Assessment.	Natural England	N	The potential significant contributions for dune habitats identified in the Air Quality Impact Assessment (AQIA) in the PEIR were based on modelling that assumed all habitat types were located within 10 km of the ERF. In reality, this is not the case and the HRA – Annex 5 of the Environmental Statement (Document Reference 6.3) – takes the further step of looking at the specific habitat locations within each designated site. All of the sand dune habitats are located at least 45 km from the Project and, at this distance, effects on sand dunes as a result of air emissions will be negligible. Therefore, effects on sand dunes have been scoped out of the Environmental Statement (Document Reference 6.0).

Clarity is needed in terms of the human receptors used with the AQIA. Chapter 5, Table 12 (Predicted Impacts – Human, Traffic) lists 4 receptors named H1, H2, H3, and H4. A description of these health receptors could not be found. However, it is noted In Appendix C Table 25 (Location of Sensitive Habitat Receptors) that the receptors are similarly labelled H1-H13 but also named. The similarity in labelling is confusing and it is recommended that there is clarity between different receptor types used within the assessments.	Public Health England	N	For traffic impacts, the four discreet human sensitive receptors are detailed in Table 12 of Chapter 5: Air Quality of the Environmental Statement (Document Reference 6.2.5). For the assessment of impacts on the wider human population, no discreet sensitive receptors were defined. Instead, the highest maximum off-site impact is considered. Human receptors have been re-labelled R1-R4 to avoid confusion with the habitat receptors
The rail emission parameters used within AQIA model are detailed in Chapter 5, Appendix C (Table 20). It is unclear why only emissions of nitrogen dioxide have been considered when the rail line will be operated using diesel engines that will have a greater range of emissions. Similarly, the traffic model appears to only to provide predictions of nitrogen dioxide, whereas emissions of particulate matter (PM10 and PM2.5) would also be expected. All emissions should be considered within a combined assessment.	Public Health England	N	Rail locomotive and road traffic emissions are included for the assessment of cumulative project impacts on sensitive ecology, given the very close proximity to the Humber Estuary habitats. The impacts of the small number of rail movements on human health would typically have been scoped out (using guidance in Defra TG16) as would road traffic, using guidance from the Institute of Air Quality Management (IAQM). However, as rail and road sources have been modelled to capture cumulative impacts on ecology, nitrogen dioxide was included in the assessment of human impacts for completeness. As PM10 and PM2.5 are not of interest for ecology, these were not modelled.

It is recommended that the AQIA should include an evaluation of the combined impact from all emission sources on short and long-term air quality (i.e. a combined assessment of the operational transport (road and rail) emissions, installation (stack and fugitive) emissions, and background emissions from nearby facilities and transport). Each component should not be assessed in isolation, and, for example, if detailed assessment of traffic emissions (road or rail) is screened out, their contribution to the installation's overall air quality impacts should be included.	Public Health England	N	To confirm, the approach used in the AQIA is combined, and includes the principal sources of emissions (ERF stack, rail, ship, back up generators, boilers and road traffic). The only deviation is in road traffic, where a separate road-specific model is required (ADMS-Roads, rather than the ADMS-5 point source model). For road traffic, impacts were predicted at the four receptors close to the proposed new access road. The AQIA is presented in Chapter 5: Air Quality of the Environmental Statement (Document Reference 6.2.5).
Other The current submission does not consider any risks or impacts that might arise as a result of electric and magnetic fields associated with the connection of the facility to the national grid.	Public Health England	N	Electromagnetic fields are most relevant in the context of overhead lines and receptors being very nearby or directly beneath. For high-voltage underground cables, their physical protection means there is no electric field, only a magnetic one, largely limited to immediately above the cable. United Kingdom (UK) cables comply with the relevant exposure limits without any need to 'shield' a magnetic field.

It is acknowledged that further information and assessments are to be undertaken e.g. intrusive ground investigation and associated assessment, cumulative environmental assessment; and these will be considered further at later consultation stages.	Public Health England	N	This is noted.
2.2 Alternatives Assessment			
Flixborough Parish Council are strongly opposed to the Green Energy Park application. The Council do not agree with the burning of plastic and the site chosen for the Park. The Park will decrease the biodiversity of the area and increase pollution. Therefore it is felt that an alternative site should be chosen.	Flixborough Parish Council	N	Plastic will be removed from Refuse Derived Fuel (RDF) before it enters the site. The proposals also include a Plastic Recycling Facility (PRF) to maximise the amount of plastic that can be recycled.

			Flixborough Industrial Estate is considered an ideal site for a facility of this type. It was selected based on the local availability of RDF feedstock supplies currently going either to landfill or export through the Humber ports, the availability of available grid export capacity and the availability of an operational port providing rail and sea links within an established industrial zone. Opportunities have also been identified to supply heat to new homes on the consented Lincolnshire Lakes Development, a new business park planned on the Lincolnshire Lakes site, and a proposed new hospital site in Scunthorpe, through a District Heat and Private Wire Network (DHPWN). As set out in Chapter 3: Project Description and Alternatives of the Environmental Statement (Document Reference 6.2.3), other sites were considered, but these did not facilitate transport by rail and sea. With regards to biodiversity, the Project will deliver appropriate mitigation for wintering birds and other species. The creation of extensive habitats will off-set any loss of arable farmland, resulting in a net-gain for biodiversity.

			The technology incorporated into the Project will be designed in line with highly stringent emission limits and environmental standards for the protection of air quality. Chapter 5: Air Quality of the Environmental Statement (Document Reference 6.2.5) assesses the Project's potential impact and any mitigation required with respect to pollution and air quality.
2.3 Archaeology and Cultural Heritage			
In our scoping advice we cautioned against a fixed radius approach to the consideration of setting impacts in advance of more work to understand the specific setting sensitivity of assets in the area in relation to the height and massing of the proposed scheme in its cultural landscape context, the proposed scope may be unduly restrictive and should be reviewed in the context of initial results eg from Flixborough Nunnery (Scheduled Monument) and listed buildings on the west side of the river.	Historic England	N	Following the statutory consultation, the Applicant engaged with both Historic England and North Lincolnshire Council to agree a scope and methodology for further assessment of archaeological and cultural heritage impacts.

With regard to the scoping report text at 13.7.1.7 which states; ""For the purposes of assessment and to avoid confusion with 'significance of effect' the term 'value' will be used to describe the historic, archaeological, architectural or artistic merit (Historic England 2017b) of a heritage asset."" we commented that; This approach may be unlikely to make the relationship between EIA and National Policy language clearer. Value is best used in the sense of socially constructed values for aspects of the historic environment as articulated by individuals and groups. Significance is the more structured consideration of what makes an asset special or interesting as one might find in a written assessment. Importance is the relative worth placed by society upon a specific asset (for instance through Designation). The best way to avoid confusion may be to use significance in the sense used in National Policy and significant in the sense used in the EIA regulation (to describe the degree of an impact).			

We went on to advise that; Historic Environment matters should be addressed in detail both in respect of direct physical impacts upon buried remains and setting impacts upon the historic environment. In particular, we draw your attention the historic ferry crossing between Amcotts and Flixborough Stather, the setting of the scheduled Saxon Nunnery at Flixborough and other designated heritage assets in views across and along the Trent Navigation. As explored in Historic environment Good Practice Guide 3 'Setting of heritage Assets' the impacts of works upon archaeological remains associated with designated assets may also represent setting impacts. Particular attention should be paid the potential for early medieval water frontage and inlet features and the adaptation of the Trent over the intervening centuries.	Historic England	N	Detailed assessments of direct physical impacts and settings impacts on the historic ferry crossing between Amcotts and Flixborough Stather, the setting of the scheduled Saxon Nunnery at Flixborough, and other heritage assets affected by the Project, are included in Chapter 12: Archaeology and Cultural Heritage of the Environmental Statement (Document Reference 6.2.12).

In section 5.2.1.3 and Table 3 the banding of importance of assets (High / Moderate / Low/ Not Significant) places Grade II listed buildings and Conservation Areas in the Moderate catagory which tends to fail to give appropriate weight to to designated and equivalent assets.	Historic England	N	The banding of importance of assets is amended in Chapter 12: Archaeology and Cultural Heritage of the Environmental Statement (Document Reference 6.2.12) to acknowledge that Conservation Areas can have differing levels of importance depending on individual circumstances. Grade II buildings are of acknowledged lower value than Grade I and II* buildings (which are of high value) by nature of their designation and greater number, as well as the fact that their conservation management is normally dealt with by local authorities. We therefore maintain that 'moderate' is the appropriate category.
Section 5.2.2 could usefully reference our GPA 3 Setting of Heritage Assets [redacted] for a robust methodology in respect of setting matters.	Historic England	N	The guidance provided by GPA 3 is applied and referenced in Chapter 12: Archaeology and Cultural Heritage of the Environmental Statement (Document Reference 6.2.12).

5.3 bands impacts (High / Medium / Low / Minimal / no Change) such that High equates to Change such that the significance of the asset is totally altered or destroyed. Comprehensive change to setting affecting significance, resulting in changes in our ability to understand and appreciate the resource and its historical context and setting, as the only criteria above medium.	Historic England	N	Our view is that this is a robust and widely applied methodology, providing sufficient resolution to identify significant effects on the historic environment. This approach is maintained in Chapter 12: Archaeology and Cultural Heritage of the Environmental Statement (Document Reference 6.2.12).
5.4 significance of effect value v magnitude of effect - Table 5. When the banding of importance of asset set out 5.2.1.3 is combined with the banding of impact in 5.3 this would tend to fail to afford sufficent weight to significant environmental effects in all but the most extreme cases.	Historic England	N	Our view is that this is a robust and widely applied methodology, providing sufficient resolution to identify significant effects on the historic environment. This approach is maintained in Chapter 12: Archaeology and Cultural Heritage of the Environmental Statement (Document Reference 6.2.12).

In Sections 6 - 10 and the appended Archaeological Desk Based Assessment the initial assessments of impact are premature in the absence of a structured processes of evaluation and assessment. In particular there appears to be tendency through the Desk Based Assessment to see HER entries as assets or indvidual and isolated worth rather than as evidence indicative of patterns of past human activity within a landscape.	Historic England	N	The desk-based assessment has been upgraded to take into account these comments. Geoarchaeological modelling has been undertaken based on historic boreholes combined with the results of recent ground investigation work undertaken for the Project. This is included in Section 6: Baseline and Receptors of Chapter 12: Archaeology and Cultural Heritage of the Environmental Statement (Document Reference 6.2.12).

A structured landscape scale - holistic approach is required which draws on the DBA data alongside lidar, air photographic historic cartographic and documentary sources to inform the modelling of past site use, activity and archaeological potential. Borehole data (existing and new) needs to be combined with geophysical survey and trial excavation to build a deposit model which informs further assessment. See our published advice at [redacted] We refer you to the expertise and advice of the North Lincolnshire Council's Archaeologist and Curator.			

We welcome that the report indicated further fieldwork will be necessary but tthe measures proposed fail to be grounded in appropriate assessment of the site's archaeological potential and the landscape setting and context of designated and other high importance assets in the vicinity of the proposed development. Key stages of assessment have not as yet taken place and as such there is as yet no basis to judge whether the mitigation approaches proposed will be appropriate or what opportunities for the reduction of impacts through design work across the site might be acheived were that understanding in place. There is a significant disconnect between the archaeological potential of this complex landscape and the responces proposed and this needs to be rectified through significant additional work prior to submission of an application. We refer you to advice and expertise of the North Lincolnshire Council Archaeologist and Conservation Officer and our advise as set out above.	Historic England	N	These issues have been addressed in further discussions between the Applicant's team, Historic England and NLC, including a call on 15th September 2021. A programme of works was agreed in principle, comprising an additional geoarchaeological survey, geophysical surveys and trial trenching. A Written Scheme of Investigation (WSI) for the first phases of these works (the geoarchaeological and geophysical surveys) has been agreed. A programme setting out the remaining surveys is included in Chapter 12: Archaeology and Cultural Heritage of the Environmental Statement (Document Reference 6.2.12).

2.4 Climate Change			
The Forestry Commission would strongly encourage the applicant to consider climate change when developing their proposed development. The predicted changes in temperature along with introduced plant pests and diseases mean that we there is a need to create and manage woodlands that are more resilient to these threats. Woodland adaption for resilience can be achieved through: • Planting a wider range of tree species • Using seed from a wider range of origins and provenances, including planting native trees outside their natural range. • Encouraging natural regeneration where it is likely to be successful, to encourage evolutionary adaptation and as the climate changes. • Protecting from damaging animals.	Forestry Commission	N	We recognise the importance of ensuring that the Project's planting is resilient to climate change. We have held further discussions with North Lincolnshire Council and North Lincolnshire Wildlife Trust to inform landscaping designs and species lists, with up to 20% of trees comprising native species outside their natural range.
2.5 Construction			

Consideration should be given to ensure that the construction and subsequent maintenance can be carried out without adversely affecting the safety of, or encroaching upon Network Rail's adjacent land. In addition, security of the railway boundary will require to be maintained at all times. In any event you must contact Network Rail's Asset Protection Engineers as soon as possible in relation to this scheme on the following e-mail address [redacted]	Network Rail	N	This is noted. We have followed up with the Asset Protection and Optimisation teams as suggested.
2.6 Consultation			
There are a number of households in Burton upon Stather that have not received a consultation pack ie numerous roads have not been sent it. This is a concern since it is known that residents in Scunthorpe who will be less affected by this development have received it. Burton upon Stather Parish Council would like to be kept updated on this project.	Burton upon Stather Parish Council	N	We have consulted widely in accordance with the published Statement of Community Consultation (SoCC) (Document Reference 7.2.9) and encouraged participation in the consultation by any person or group who is interested in the Project. As part of the SoCC, we defined three 'zones of consultation' for publicising the consultation directly to the local community for the purposes of section 47 of the Planning Act 2008 (the 2008 Act).

			In compliance with the SoCC, we issued a consultation pack to all households within consultation zone 1. This zone included households in parts of Scunthorpe where they are within 1.5km of the proposed DHPWN. We developed this zone in agreement with NLC. We publicised the consultation outside of this zone using additional methods, including media and online advertising and engaging with elected representatives and other stakeholders. We will keep Burton upon Stather Parish Council updated following submission of the Development Consent Order (DCO).
The Isle of Axholme and North Nottinghamshire Water Level Management Board have no comments or observations to make on the DCO application as it falls outside of our area of jurisdiction. However, I have forwarded the consultation onto colleagues in the Scunthorpe and Gainsborough Water Management Board for their consideration.	Isle of Axholme and North Nottinghamshire Water Level Management Board	N	This is noted.
2.7 Cumulative Impacts			

Finally, in-combination effects have not been considered at this stage and we would welcome this information when it becomes available.	Natural England	Y	We have assessed cumulative impacts in Chapter 18: Cumulative and Indirect Effects of the Environmental Statement (Document Reference 6.2.18).
The 'in-combination' requirement makes sure that the effects of numerous small proposals, which alone would not result in a significant effect, are assessed to determine whether their combined effect would be significant enough to require more detailed assessment. Natural England notes that the application site is in close proximity to a number of SSSIs. Based on the plans submitted, Natural England considers that the proposed development could have potential significant effects on the interest features for which the sites have been notified. Chapter 10 correctly identifies SSSIs for assessment.	Natural England	Y	We have assessed cumulative impacts in Chapter 18: Cumulative and Indirect Effects of the Environmental Statement (Document Reference 6.2.18). This includes assessing cumulative impacts on Sites of Special Scientific Interest (SSSIs) in close proximity to the Project.
Our advice regarding the potential impacts upon the Humber Estuary SSSI coincides with our advice regarding potential impacts upon the Humber Estuary SAC/SPA/Ramsar as detailed above.	Natural England	N	This is noted.

In addition, it is worth noting that environmental benchmarks for air quality emissions at Risby Warren SSSI are already exceeded and this should be a key consideration when undertaking the in-combination assessment.	Natural England	Y	This is noted. We have assessed cumulative impacts in Chapter 18: Cumulative and Indirect Effects of the Environmental Statement (Document Reference 6.2.18). This takes into consideration air quality emissions at Risby Warren SSSI.
Plans or projects that should be considered in the in-combination assessment include the following: The incomplete or non-implemented parts of plans or projects that have already commenced; • Plans or projects given consent or given effect but not yet started; • Plans or projects currently subject to an application for consent or proposed to be given effect; • Projects that are the subject of an outstanding appeal; • Ongoing plans or projects that are the subject of regular review; • Any draft plans being prepared by any public body; • Any proposed plans or projects published for consultation prior to application.	Natural England	Y	We have assessed cumulative impacts in Chapter 18: Cumulative and Indirect Effects of the Environmental Statement (Document Reference 6.2.18). This considers plans or projects as per the criteria outlined.

When assessing the effects on designated sites, Natural England recommends that the search radius for be measured from the nearest point on the designated site to the proposal being assessed, or the nearest area of sensitive habitat, if known. This would likely identify those proposals which are likely to affect overlapping geographic extents within the designated site in question.	Natural England	Y	We have assessed cumulative impacts in Chapter 18: Cumulative and Indirect Effects of the Environmental Statement (Document Reference 6.2.18). This considers the cumulative impact on ecological sites.
Chapter 18 of the PIER provides a list of projects to be included in an assessment of the potential in-combination effects. Keadby II Power Station has been identified for consideration within the baseline and is scoped out of the in-combination assessment. Natural England notes that the air quality screening assessment uses DEFRA Background Mapping dated 2018 and APIS background data dated 2017 - 2019. It is not clear whether emissions to air from Keadby II Power Station are included within these background data. The Applicant should make a thorough check that all relevant emissions are included in the baseline assessment.	Natural England	Y	We have assessed cumulative impacts in Chapter 18: Cumulative and Indirect Effects of the Environmental Statement (Document Reference 6.2.18). This considers emissions from Keadby 2 and Keadby 3. The assessment also considers the trends in the long term baseline on a regional, national and international basis, and assesses the overall likelihood of significant adverse impacts on sensitive ecological receptors due to in-combination effects.

2.8 Design			
It is a requirement of Approved Document B5, Section 15 Commercial Properties or B5, Section 13 for Domestic Premises that adequate access for fire fighting is provided to all buildings or extensions to buildings.	Humberside Fire and Rescue	N	All buildings have sufficient space around their boundaries to facilitate firefighting equipment, as can be seen within the Category 4 plans, Indicative Site Layout for the ERF and Associated Development (Document Reference 4.11). The buildings will also be designed with internal firefighting equipment where necessary, such as sprinklers, gas suppression and directional water cannons.

Where it is a requirement to provide access for high reach appliances, the route and hard standing should be constructed to provide a minimum carrying capacity of 24 tonnes.	Humberside Fire and Rescue	N	All hardstanding will be designed with sufficient load bearing capacity where required. The areas for which this is required will be confirmed during the detailed design phase. The Engineering, Procurement and Construction contractor will be required to produce a fire strategy report in accordance with Chapter 4 of NFPA 850.
I can confirm that ESP Utilities Group Ltd has no gas or electricity apparatus in the vicinity of this site address and will not be affected by your proposed works. ESP Utilities Group Ltd are continually laying new gas and electricity networks and this notification is valid for 90 days from the date of this letter. If your proposed works start after this period of time, please re-submit your enquiry.	ESP Utilities Group Ltd	N	This is noted.
As it stands, National Grid have no apparatus in the vicinity of the proposed Order. All over head line apparatus is west of the river.	National Grid	N	This is noted.

Network Rail will be seeking protection from the exercise of compulsory purchase powers over operational land either for permanent or temporary purposes. In addition, Network Rail will wish to agree protection for the railway during the course of the construction works and otherwise to protect our undertaking and land interests. Network Rail reserves the right to produce additional and further grounds of concern when further details of the application and its effect on Network Rail's land are available. In addition, any rights for power or other lines under, over or alongside the railway line will require appropriate asset protection measures deemed necessary by Network Rail to protect the operational railway and stations.	Network Rail	N	This is noted.

We have standard protective provisions which will need to be included in the DCO as a minimum therefore contact should be made to the relevant person at Network Rail [details provided in response] to obtain a copy of the relevant wording. In addition a number of legal and commercial agreements will need to be entered into, for example, asset protection agreements, method statements, connection agreements, property agreements and all other relevant legal and commercial agreements. This list is not exhaustive and will need to be reviewed once more details of the scheme are discussed between the parties.			
Network Rail is prepared to discuss the inclusion of Network Rail land or rights over land subject to there being no impact on the operational railway, all regulatory and other required consents being in place and appropriate commercial and other terms having been agreed between the parties and approved by Network Rail's board.	Network Rail	N	This is noted.

Northern Powergrid are a statutory utility and we must at all times look to protect our assets to ensure our obligations to maintain electrical supplies are not put at jeopardy or compromised. I understand that North Lincolnshire Green Energy Park (NLGEP) have already been provided Northern Powergrid infrastructure plans and may already be in dialogue with Wayleaves. Whilst Northern Powergrid will work with NLGEP on the proposals it is important to confirm that there will be a significant amount of our infrastructure within the Order area and Northern Powergrid would look to recover all costs associated with any relocation/diversion works under the Order via protective provisions or an undertaking.	Northern Powergrid	N	This is noted.
2.9 District Heating and Private Wire Network (DHPWN)			
There are concerns about the hot water. If seven lakes development is not built before the incinerator is started, where will the hot water go?	Burton upon Stather Parish Council	N	The Project meets the R1 energy efficiency criteria set out in the Waste Framework Directive 2008/98/C (WFD) to qualify as an energy recovery operation and is therefore an Energy Recovery Facility rather than an incinerator.

			We anticipate significant demand for low-carbon heat and power from the Project and are looking at a number of potential recipients in the local area. These include the planned new hospital in Scunthorpe, local housing development, a local business park and our proposed on-site plastic recycling and carbon capture facilities.
2.10 Ecology			
There are concerns about more light pollution and how this will affect the local bat colonies and wildlife.	Burton upon Stather Parish Council	N	We have carefully considered impacts on landscape and visual amenity, human health and wellbeing and ecology in developing our Indicative Lighting Strategy – Annex 4 of the Environmental Statement (Document Reference 6.3.4). Impacts from lighting in each of these cases are considered in Chapter 10: Ecology and Nature Conservation of the Environmental Statement (Document Reference 6.2.10) – in no cases do we expect there to be a significant adverse impact.

Please be aware that if roosting bats are found and direct impacts cannot be avoided through appropriate timing, works will not be able to proceed until a Protected Species Licence has been obtained from Natural England.	Environment Agency	N	This is noted. Bat surveys have a short lifespan and a further survey is usually required 1 year in advance of works; this form of mitigation is secured by a Construction Environmental Management Plan (CEMP) and will be applied to the small number of features which have suitability for roosting bats. The need for pre-works ecological checks is also outlined in the Code of Construction Practice (CoCP) in Annex 7 of the Environmental Statement (Document Reference 6.3.7).
Additional measures to enhance the biodiversity value of the Project could also include utilising raingardens alongside road verges to create pollinator habitat whilst simultaneously filtering out pollutants from surface water runoff before entering the drainage and river system.	Environment Agency	N	Rain gardens could potentially be feasible within the development, alongside naturalistic swale creation and enhancement of existing ditches. The Applicant is working with the Lincolnshire Wildlife Trust to identify what elements could be supported, to be developed as part of the detailed design stage. Ditch enhancements are proposed in the current landscaping masterplan - a wide buffer is recommended to optimise habitat connectivity.

Consideration should be given to the potential to enhance the ditches currently on and adjacent to the site to extend the habitat availability for otter and water vole. This includes a suitable long term maintenance plan.	Environment Agency	N	Enhancement of the Lysaght drain will target habitat improvements for water vole. Ponds and associated wetland habitat will be created within the development and their management outlined in the Outline Landscape and Biodiversity Management and Monitoring Plan (OLBMMP) submitted with the application (Document Reference 5.7).
The Parish Council strongly oppose the development and the environmental impact it will have. The use of the railway will decrease the biodiversity of the area as the habitat along the railway will be disturbed, plus the use of agricultural land for the Park will also decrease biodiversity.	Flixborough Parish Council	N	The Project will deliver a biodiversity net gain (BNG). Minimising biodiversity impacts as well as creating new ecological habitats/landscapes is an important part of our approach to enhancing biodiversity at the site and we are committed to providing a minimum of 10% net-gain for biodiversity and the environment. Details of this are set out in the Biodiversity Net Gain Report in Appendix I of Chapter 10: Ecology and Nature Conservation in the Environmental Statement (Document Reference 6.2.10) Whilst the proposed new access road primarily crosses arable land which has a low habitat value, we intend to minimise the loss of valuable habitats as much as possible and are committed to fully offsetting habitat loss through the creation of valuable habitats and enhancement of lower quality habitats in the surrounding landscape.

			This is set out in Chapter 10: Ecology and Nature Conservation of the Environmental Statement (Document Reference 6.2.10)
It is also felt that the wetlands would be a welcome addition to help increase biodiversity and a safe haven for wildlife.	Flixborough Parish Council	N	This is a key objective of the creation of new wetland landscapes, and we note this comment.
This development proposal is not located within the offshore area, does not have any potential offshore nature conservation issues and is not concerned with nature conservation at a UK-level, therefore JNCC does not have any comments to make on the consultation.	Joint Nature Conservation Committee	N	This is noted.

Consideration of the Habitat Regulations is presented in Annex 5 of the PEIR. Annex 5 focusses solely on the potential effects of operational air quality. Paragraph 1.1.1.6 indicates that the screening matrices will include other potential effects arising from construction. Presumably this will be included with the Development Consent Order (DCO) submission. This should also consider other potential effects arising from operation. Natural England advises that the screening test should be carried out before the detailed assessment. Stage 1 of the Habitats Regulations Assessment (HRA), the Likely Significant Effect (LSE) test, should identify the potential for all construction and operational impacts of the proposed development on each interest feature of the European sites in question, both alone and in-combination with other plans and projects. We will provide our advice on the HRA when the relevant information for this stage in the application has been provided.	Natural England	Y	This is noted.

SACs are designated for rare and vulnerable habitats and species, whilst SPAs are classified for rare and vulnerable birds. Many of these sites are designated for mobile species that may also rely on areas outside of the site boundary. These supporting habitats may be used by SPA/SAC populations or some individuals of the population for some or all of the time. These supporting habitats can play an essential role in maintaining SPA/SAC species populations, and proposals affecting them may therefore have the potential to affect the European site. It should be noted that some of the potential impacts that may arise from the proposal relate to the presence of SPA interest features that are located outside the site boundary. Natural England advises that the potential for offsite impacts should be considered in assessing what, if any, potential impacts the proposal may have on European sites.	Natural England	Y	This is noted. The potential for disturbance to qualifying interest bird species on functionally linked land is now considered in the HRA, as set out in Report to inform Habitats Regulations Assessment (Document Reference 5.9).

Should highly disturbing works, such as piling close to the River Trent, be scheduled for between October and March, Chapter 10, paragraph 7.1.2.2 outlines mitigation measures to be included within a Construction Ornithological Monitoring Plan (COMP). Mitigation measures should be agreed and implemented before construction work begins and Natural England advises against reliance on a 'monitor and manage' approach which we have found to be very difficult to implement.	Natural England	N	Chapter 10: Ecology and Nature Conservation of the Environmental Statement (Document Reference 6.2.10) lists mitigation actions required in respect of wetland birds and functionally linked land impacts to the Humber Estuary Ramsar/SAC and SPA. An ecological clerk of works is recommended to oversee and monitor levels of disturbance during construction activities. Mitigation measures will be secured by the CEMP. A Construction Ornithological Monitoring Plan (COMP) is not proposed. The possible need for this plan was initially identified to address construction works close to the River Trent undertaken during the passage/wintering bird season (October to March), which could cause high levels of disturbance (such as piling close to the River bank, and which could have impacts on birds which are qualifying features of the Humber Estuary SPA. On further analysis, including as part of the HRA, it was assessed that such significant effects were unlikely to occur and that standard measures contained in the CEMP and the presence of an Ecological Clerk of Works would be adequate mitigation.

Chapter 10, Appendix E Ornithology Surveys recorded a peak count of 42 mallard roosting and feeding along the banks of the River Trent. Mallard are an assemblage species of the Humber Estuary SPA/ Ramsar and this represents 4% of the Humber Estuary population (based on a five year average from 2015/16 – 2019/20). The River Trent therefore is considered functionally linked land and the potential for bird disturbance should be a key consideration within the HRA.	Natural England	Y	This is noted. The potential for disturbance to qualifying interest bird species on functionally linked land is considered in the HRA, as set out in the Report to inform Habitats Regulations Assessment (Document Reference 5.9).
When identifying the potential for significant effects, we recommend that the seasonality of species designations be considered; for instance, whether there are records of a species during the season when it is identified as a designated site feature (e.g. during the breeding season). Although it is also worth considering impacts to those species at any time of year.	Natural England	N	This is agreed and is considered as part of the HRA, as set out in the Report to inform Habitats Regulations Assessment (Document Reference 5.9).

As well as wintering waterbirds, the Humber Estuary provides safe feeding and roosting sites for species migrating between breeding sites in the arctic and subarctic, and wintering grounds in southern Europe and Africa. The Humber Estuary is therefore important for waterbirds on passage in spring and autumn as well as those species that stay all winter. Natural England therefore requires bird surveys to determine the population status of both wintering birds and passage birds. Chapter 10, Appendix E, paragraph 2.11 indicates that wintering bird surveys did not commence until November, missing the passage birds in September and October. Natural England do not agree that the site does not offer significant habitat for passage birds and we recommend that surveys be undertaken to cover the period August through to April. Weekly visits between September and November inclusive, and March and April inclusive, are recommended due to high turnover of birds during migration. The surveys should cover open arable land within the Order Limits, as well as land adjacent to the development that could be affected and provides the potential to support designated site species. The survey results should also provide some understanding of	Natural England	N	Migratory bird surveys are being undertaken within the Order Limits now to cover the period recommended by Natural England and the results will be available during the Examination. A walkover of the Southern DHPWN to assess potential for migratory birds is not considered necessary, along this linear element of the scheme, which is located immediately west of the A1077 and M181 roads and will be subject to temporary impacts only. The Northern DHPWN route does not provide suitable habitats for migratory and overwintering birds so is exempt from these surveys. The Railway Reinstatement Land is a narrow corridor lined with woodland, scrub and grassland and will not be subject to migratory bird surveys given the low level of impacts. Breeding bird surveys covered the Energy Park Land and the Railway Reinstatement Land; no breeding bird surveys of the DHPWN routes are considered necessary given the temporary and localised impacts.

how the birds use the site as well as presence/ absence. Breeding bird surveys should cover the area within the Order Limits.			
We note the suite of ecological field surveys that have been undertaken to date and note that some surveys are ongoing. We welcome the proposed mitigation measures and pre-construction checks as set out in Section 7 of the report and the creation of CoCP and EMP.	Natural England	N	This is noted.
Finally, Table 5 and Table 6, within Chapter 10, Appendix E, identify SPA species. Although the Humber Estuary SPA stops further downstream, this section of the river is still part of the SSSI, which is designated for numerous bird interest features. Tables 5 and 6 should also identify SSSI species.	Natural England	N	This is noted and is included in Chapter 10: Ecology and Nature Conservation of the Environmental Statement (Document Reference 6.2.10).

Chapter 10, Appendix D Otter and Watervole Survey Report found evidence of water voles through the drains on the NLGEP Land and Railway Reinstatement Land. It is not yet fully understood what works to watercourses are being proposed. Natural England recommends that water vole displacement should be implemented where work will impact sections of watercourse used by water vole. The developer should also ensure adjacent areas provide suitable water vole habitat prior to displacement. A license for this activity should be secured from Natural England prior to commencement of development.	Natural England	N	As set out in Chapter 10: Ecology and Nature Conservation of the Environmental Statement (Document Reference 6.2.10), no water vole signs were found in areas where works will directly impact ditches. Evidence of water vole was found along the main Lysaght's drain, however this was at the eastern end, over 0.7km from the development. Repeat surveys will be undertaken in line with water vole guidance and if there is a risk of impacting water vole, displacement will be undertaken under a class licence.
Chapter 10, Appendix D Otter and Watervole Survey Report found evidence of otter using the River Trent. The survey found no evidence of otter using the watercourses within the Order Limits. However, otter territories may extend up to 12 km along water courses, so survey of the area within the Order Limits an 0.1 km buffer could miss signs of otter.	Natural England	N	The River Trent will not be directly impacted by the Project. Ditches within the site were assessed as suboptimal for otter and highly unlikely to support otter holts/resting places, therefore a 0.1 km survey buffer is considered appropriate. Chapter 10: Ecology and Nature Conservation of the Environmental Statement (Document Reference 6.2.10) outlines measures to minimise impacts to foraging and commuting otter.

Chapter 10, Appendix C outlines the results of ongoing great crested newt (GCN) surveys. Surveys to date have included ponds and suitable ditches within the Order Limits and within a 0.25 km buffer. Natural England expects, as a minimum, any and all waterbodies within 250 m of a potential development site be included within the survey, and normally up to 0.5 km as well. Suitable water bodies should be included within the survey unless there are clear barriers to GCN movement, obviously unsuitable habitat, or another valid reason for discounting ponds beyond 0.25 km from the Order Limits. If there is clear habitat connectivity and no obvious barriers stopping GCN reaching more distant waterbodies, then survey effort to 0.5 km should be undertaken. Surveys have found evidence of great crested newts in ponds within the Order Limits and 0.25 km buffer of the Railway Reinstatement Land and the Southern DHPWN Land. It is Natural England's opinion that habitats within and immediately surrounding the rail corridor are likely to provide good terrestrial habitat for GCN. Any works within these areas will likely need to be covered by an appropriate licence.	Natural England	N	Although great crested newt may use suitable terrestrial habitat up to 0.5 km from a breeding pond, in this instance a 0.25 km search radius was considered appropriate due to the likely small scale habitat loss in close proximity to pond/ditches within 0.25 km of the Order Limits. The district level licensing scheme will be taken into consideration for any impacts to suitable habitats within 0.25 km of great crested newt ponds.

You may wish to consider the district level licensing scheme. Further information about the scheme, and how to join, can be found here.			
Badgers - Should any piling and/ or blasting work be proposed, Natural England recommends that the survey buffer should be extended to 0.1 km around the area where such works are to be carried out.	Natural England	N	The existing survey covered the majority of areas that would be located within 0.1 km of any high noise/vibration activities. Repeat surveys and monitoring of known setts will be informed by the need for blasting and piling and will ensure any areas not previously surveyed are covered.
In addition, Natural England notes Chapter 10, Appendix E Ornithology Surveys have identified a breeding population of Cetti's warbler. The developer is advised to speak to the ecologist at the local authority to ensure there is no net loss of habitat for this species due to the development.	Natural England	N	This is noted. Discussions have taken place with NLC's Ecologist regarding creation of wetland habitat with areas of wet woodland and reedbeds, which provide suitable compensation for Cetti's warbler.
We welcome mitigation measures proposed in Chapter 10, Section 7. The specifics of these measures should be detailed in the Code of Construction Practice (CoCP) and Ecological Management Plan (EMP) which will need to be agreed with Natural England.	Natural England	N	The potential for disturbance (noise/vibration/visual) to qualifying interest bird features during construction and operation of the scheme is considered in the HRA, which is included in Annex 5 of the Environmental Statement (Document Reference 6.3). It is noted that the potential for recreational disturbance should also be included.

Potential for noise, vibration and visual disturbance as a result of the construction and operation of the development should be a key consideration of the HRA process. Chapter 13 (Traffic and Transport), paragraph 8.2.5.3 indicates that there will be an additional 580 vessel movements per annum at Flixborough Wharf as a result of the proposed development. This represents a significant increase of 200% (when compared to 305 vessel movements in 2019) and should be considered within the HRA. As the development includes new access routes close to the designated site boundary, the HRA and SSSI assessment should also consider the potential for recreational disturbance impacts.			The potential for disturbance (noise/vibration/visual) to qualifying interest bird features of the Humber Estuary SPA and Ramsar during construction and operation has been considered in the HRA – Annex 5 of the Environmental Statement (Document Reference 6.3) – including the potential effect of vessel movement on birds using the River Trent. The potential for recreational disturbance has also been considered.
Natural England notes that the application site is in close proximity to a number of SSSIs. Based on the plans submitted, Natural England considers that the proposed development could have potential significant effects on the interest features for which the sites have been notified. Chapter 10 correctly identifies SSSIs for assessment.	Natural England	N	Chapter 10: Ecology and Nature Conservation (Document Reference 6.2.10) and Chapter 5: Air Quality of the Environmental Statement (Document Reference 6.2.5) provide an assessment of the likely significant effects on surrounding SSSIs and their designated interest features.

Our advice regarding the potential impacts upon the Humber Estuary SSSI coincides with our advice regarding potential impacts upon the Humber Estuary SAC/SPA/Ramsar as detailed above. In addition, it is worth noting that environmental benchmarks for air quality emissions at Risby Warren SSSI are already exceeded and this should be a key consideration when undertaking the in-combination assessment.			
Large areas of land within the Order Limits will remain undeveloped, although it is unclear whether any works are proposed. Natural England would welcome clarification about current and future plans for the eastern part of the NLGEP land (referred to as “F - Site East” in the Flood Risk Assessment, Annex 3 of the PEIR).	Natural England	N	Please refer to the Environmental Statement Project Description and layout figure in Chapter 3: Project Description and Alternatives of the Environmental Statement (Document Reference 6.2.3) for further information on areas of land to be disturbed for construction purposes, those areas to be enhanced through biodiversity measures, and those areas which will remain in their current form as agricultural land in accordance with the Flood Risk Assessment (FRA) in Annex 3 of the Environmental Statement (Document Reference 6.3.3).

Soil is a finite resource that fulfils many important functions and services (ecosystem services) for society, for example as a growing medium for food, timber and other crops, as a store for carbon and water, as a reservoir of biodiversity and as a buffer against pollution. It is therefore important that the soil resources are protected and used sustainably. The assessment should consider the following issues as part of the Environmental Statement: 1. The degree to which soils are going to be disturbed/harmed as part of this development and whether 'best and most versatile' agricultural land is involved. This may require a detailed survey if one is not already available. For further information on the availability of existing agricultural land classification (ALC) information see www.magic.gov.uk. Natural England Technical Information Note 049 - Agricultural Land Classification: protecting the best and most versatile agricultural land also contains useful background information.			Please also refer to Section 6.8, Chapter 14: Economy, Community and Land Use Impacts of the Environmental Statement (Document Reference 6.2.14) for further information on agricultural land classification.

2. If required, an agricultural land classification and soil survey of the land should be undertaken. This should normally be at a detailed level, e.g. one auger boring per hectare, (or more detailed for a small site) supported by pits dug in each main soil type to confirm the physical characteristics of the full depth of the soil resource, i.e. 1.2 metres. 3. The Environmental Statement should provide details of how any adverse impacts on soils can be minimised. Further guidance is contained in the Defra Construction Code of Practice for the Sustainable Use of Soil on Development Sites.			
Natural England welcomes preparation of a detailed EMP to include details of the creation and ongoing management of mitigation habitat, alongside the enhancement of existing habitat. We fully support and encourage plans to deliver Biodiversity Net Gain (BNG) on site. As per previous correspondence, we recommend you get in touch with North Lincolnshire Council's Natural Environment Policy Specialist to discuss the matter and help shape the detail of your approach to BNG.	Natural England	N	Although there is not currently a policy requirement to provide a minimum percentage of BNG, a BNG assessment has been completed, which shows at least a 10% net-gain in habitat areas. This can be found in Appendix I: Biodiversity Net Gain Report of Chapter 10: Ecology and Nature Conservation in the Environmental Statement (Document Reference 6.2.10).

As a Nationally Significant Infrastructure Project (NSIP), the project does not fall directly within the remit of the national policy requirement within The Environment Bill to deliver 10% BNG. However, the Government has committed to amending the Environment Bill to include mandatory BNG for NSIPs down to mean low water. Please be advised that the Defra metric should not be used to assess impacts and calculate compensation for habitat damage or loss in designated sites or irreplaceable habitats. Any impacts on such habitats and sites should be assessed in accordance with planning policy and via environmental assessments, such as an Appropriate Assessment where European sites are concerned, with any necessary mitigation or compensation requirements dealt with separately from BNG provision.			Details of the enhancement and habitat creation methods and ongoing management will be discussed in correspondence with NLC and final details will be submitted to NLC (as the relevant planning authority) for approval in order to discharge the relevant requirement in the DCO. It is recognised that the Defra metric does not consider, override or undermine any existing planning policy or legislation, including the mitigation hierarchy. The assessment of likely significant effects on ecological features, and the need for mitigation/compensation, have been undertaken independently of the Defra metric.

2.11 Environmental Impact Assessment (EIA) - General			

We assume that as part of the planning process, the local authority has given a screening opinion as to whether or not an Environmental Impact Assessment is needed under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. If not, it is worth advising the applicant to approach the Forestry Commission to provide an opinion as to whether or not an Environmental Impact Assessment is needed under the Environmental Impact Assessment (Forestry) (England and Wales) Regulations 1999, as amended.	Forestry Commission	N	The Scheme is a Nationally Significant Infrastructure Project (NSIP) and therefore a scoping opinion was sought from the Planning Inspectorate (PINS). An Environmental Impact Assessment is required and is submitted as part of the Development Consent Order (DCO) application. The scoping opinion was reviewed by, and comments received from the local authority, NLC, in their capacity as host authority and statutory consultee.
2.12 Ground Conditions, Contamination and Hydrogeology			

The approach outlined in this chapter (9) to assess risks to water resources appears satisfactory. The report mentions that a groundwater abstraction may be required for the project. We would advise you to consult with us at an early stage about this if you intend to abstract more than 20 cubic metres of water per day from a surface water source e.g. a stream or from underground strata (via borehole or well) for any particular purpose as you will need an abstraction licence. There is no guarantee that a licence will be granted as this is dependent on available water resources and existing protected rights.	Environment Agency	N	This is noted. However, groundwater abstraction is no longer being considered.
The approach outlined in this chapter to assess risks to the water environment appears satisfactory with additional work planned in relation to establishing the land contamination situation.	Environment Agency	N	An environmental site investigation to determine baseline conditions and potential impacts from the development with respect to the environment has been undertaken and full soil and groundwater results are available in Chapter 8: Ground Conditions, Contamination and Hydrogeology (Document Reference 6.2.8).
2.13 Human Health and Wellbeing			

The health baseline data should include local data in relation to mental health and wellbeing. There should be an estimation of community anxiety and stress included as part of the assessment of the proposed plans. This may be a mix of qualitative and quantitative data. For example, insights could be gathered during the analysis of public consultation responses from the local community and social media. Population and human health impacts should be considered within the cumulative effects assessment in order to identify any in combination effects.	Public Health England	N	Chapter 17: Health of the Environmental Statement (Document Reference 6.2.17) provides further assessment of potential impacts relating to the Energy Recovery Facility, during both construction and operation, on mental health. Section 5 includes a review of current literature and baseline conditions with regard to mental health in the vicinity of the Project.
2.14 Landscape and Visual Impact			

There are no environmental enhancements since there is already a lovely environment that does not need enhancing. The residents like the current environment with tranquil riverside and woodland walks. This proposed park would have a major impact on the local environment. The new wetland and other proposals are totally unnecessary since they are already in the area. This proposal will destroy the local landscape rather than enhance it.	Burton upon Stather Parish Council	N	The way the Project interacts with people, the landscape, water and the local environment has been a key consideration for our design. Beyond supplying low-carbon energy, we want the Project to leave a positive legacy. One of the Project Principles is to 'protect, restore and promote the rich biodiversity and ecology of local terrestrial ecosystems', which we have sought to deliver through the creation of the wetlands and woodlands. The area of the proposed wetlands is currently intensively farmed under an arable rotation regime. The wetland will provide a rich and diverse habitat which will greatly enhance the existing farmland habitat, supporting a greater variety of plants and species. The Project as a whole will provide at least 10% BNG, meaning that there will be gain in the environmental value of the site as a result of the Project. Details of this are set out in the Biodiversity Net Gain Report in Appendix I of Chapter 10: Ecology and Nature Conservation in the Environmental Statement (Document Reference 6.2.10)

			The Project will enhance the riverside along Stather Road making it more accessible to the public. Stather Road will be closed (stopped up) north of the existing pumping station, restricting vehicular access and allowing pedestrians and cyclists to walk and cycle along this stretch of the River Trent. The existing footpath crossing over the railway line will be upgraded and additional footpaths links will be provided, strengthening the existing network of public rights of way and offering alternative walking routes on the northern edge of Scunthorpe.
2.15 Major Accidents and Hazards			
There are still strong memories of NYPRO and many residents are still affected by it. This development will bring many of their concerns to the forefront again.	Burton upon Stather Parish Council	N	We recognise the importance of industrial health and safety to the community in the context of the 1974 Flixborough disaster.

			The Project provides an ERF, which is for a different process than that undertaken at the Nypro UK chemical plant, and is designed to be safe and minimise the risk of accidents. The design has been informed and reinforced by an assessment of major accidents and disasters in Chapter 16: Major Accidents and Hazards of the Environmental Statement (Document Reference 6.2.16). We have also consulted with relevant statutory consultees such as Humberside Fire and Rescue and The Health and Safety Executive (HSE).
Hazardous Substance Consent The presence of hazardous substances on, over or under land at or above set threshold quantities (Controlled Quantities) will probably require Hazardous Substances Consent (HSC) under the Planning (Hazardous Substances) Act 1990 as amended. The substances, alone or when aggregated with others for which HSC is required, and the associated Controlled Quantities, are set out in The Planning (Hazardous Substances) Regulations 2015 as amended.	The Health and Safety Executive	N	This is noted. Further information on Hazardous Substances Consent will be sought from the relevant Hazardous Substances Authority.

HSC would be required to store or use any of the Named Hazardous Substances or Categories of Substances at or above the controlled quantities set out in Schedule 1 of these Regulations. Further information on HSC should be sought from the relevant Hazardous Substances Authority.			
Will the proposed development fall within any of HSE's consultation distances? According to HSE's records the proposed DCO application of where people will be potentially located in this Nationally Significant Infrastructure Project is not within the consultation zones of any major accident hazard site or major accident pipeline. This is based on the current configuration as illustrated in, for example, the Masterplan within the document 'North Lincolnshire Green Energy Park, Summer 2021 Public Consultation Information'. HSE would not advise against the current proposal.	The Health and Safety Executive	N	This is noted. We can confirm that the development does not fall within any of HSE's consultation distances.

Explosives sites HSE has no comment to make as there are no licensed explosives sites in the vicinity.	The Health and Safety Executive	N	This is noted.
Electrical Safety No comment from a planning perspective.	The Health and Safety Executive	N	This is noted.
2.16 Noise			
The new access road will create more noise and pollution, for the village of Flixborough.	Burton upon Stather Parish Council	N	The new access road has been designed so that all vehicle traffic to the site will approach from the south, off Ferry Road West (B1216), thus avoiding the need for traffic to pass through Flixborough Village. As such, it is not anticipated that Flixborough will experience any increase in noise or pollution from traffic associated with the project.
2.17 Operations			

How will the plastic be cleaned and where will the dirt from it go to? Where and how will the plastic be stored on site?	Burton upon Stather Parish Council	N	Plastics will be cleaned using high friction scrubbing, in the presence of hot water, with the addition of caustic and a detergent. The plastics will then be rinsed to remove excess chemicals before further processing. This process will produce an effluent stream, which will be screened for particles up to 1mm and treated with chemicals. The process will produce a sludge which will be removed from site to a suitably licenced facility. Pre-processed plastic will be stored on site in a dedicated, sealed building. Post-processed plastic will be stored on site in sealed silos. These measures are a combination of embedded project design and operational procedures. The operational procedures are picked up in the Operational Environment Management Plan (OEMP) in Annex 8 of the Environmental Statement (Document Reference 6.3.8), which is a requirement under Schedule 2 of the DCO.
There are concerns about the waste being transported via rail, road and river. How will the waste be unloaded from these different types of transport?	Burton upon Stather Parish Council	N	This storage will consist of baled and wrapped RDF and purpose-built RDF containers, which provide the safe transport of RDF by ship, train or road. Reach stackers / slave bins will be used to unload the RDF. The RDF in containers will remain sealed until they are emptied.

2.18 Socio-economics			
The Parish Council believes it will have a negative impact on the area as no jobs are guaranteed for local people. If jobs are offered to people from outside the area it will affect the local infrastructure.	Burton upon Stather Parish Council	N	We are working with NLC, the Greater Lincolnshire Local Enterprise Partnership and education providers to ensure as many local people as possible are aware of the training and employment opportunities offered by NLGEP and have the right skills to take advantage of them. The Applicant will prepare an Employment and Skills Policy to maximise the uptake of local employment opportunities and in addition is committed to supporting training and apprenticeship schemes.
Our local natural environment already offers educational facilities in the area.	Burton upon Stather Parish Council	N	We agree that the local natural environment offers educational opportunities. The Project will improve access to these through new foot and cycle paths, opening up access to the banks of the River Trent, and the creation of new woodland and wetland landscapes.
The Parish Council understands the government will not allow educational opportunities on site.	Burton upon Stather Parish Council	N	We understand this to refer to discussions with the Parish Council about the potential inclusion of an Energy Recovery Centre of Excellence as part of the Project.

			While the Scheme was at an early stage in development, we engaged with the Department for Business, Energy and Industrial Strategy (BEIS), Ministry of Housing, Communities and Local Government (MHCLG) (now Department for Levelling Up, Housing and Communities - DLUHC) and PINS to understand the appropriate route for seeking development consent with regards to a potential a) Energy Recovery Centre of Excellence; b) Enterprise Business Park; and c) Commercial Glasshouse Development. This informed the submission on 20 December 2019 of a request to the Secretary of State for BEIS and the Secretary of State for Housing, Communities and Local Government for a direction under section 35 of the 2008 Act regarding the inclusion of these elements within the DCO for the Project.

			We subsequently received a direction on 20 February 2020 which explained that whilst the Secretary of State for Housing, Communities and Local Government was satisfied that elements a) and b) fell within a business or commercial project of a prescribed description for the purposes of section 35(2)(a)(ii) of the 2008 Act, element c did not. The direction went on to conclude that proposals a) and b) would not have a significant impact on an area wider than a single local authority and so was not of the view that they were projects of national significance which would fall within the 2008 act regime. This direction informed the Project presented in subsequent public consultation.

It is highly likely that those with the skills needed to work in such a plant will be hired from outside of the area and so there is no guarantee that the jobs will go to local residents. Apprenticeships were mentioned but no guarantee was given that this would ever happen, how it would occur and how many opportunities would be available. It is understood that the educational opportunities will be limited due to health and safety and so this may not be as beneficial as it first appears. The visitor centre will be taking up space on the site, if the visitor centre was not in the development then less agricultural land would be needed.	Flixborough Parish Council	N	The Applicant will prepare an Employment and Skills Policy to maximise the uptake of local employment opportunities. As part of our commitment to developing local skills, we also plan to create 100 new apprenticeships. The Applicant is working with NLC, the Greater Lincolnshire Local Enterprise Partnership and education providers to ensure as many local people as possible are aware of these opportunities and have the right skills to take advantage of them.
The impact on the use of the allotments should be re-assessed and include consultation with the allotment holders to identify potential significance of the impacts, mitigation and benefits that can be gained during the restoration process. If you require any clarification on the above points or wish to discuss any particular issues please do not hesitate to contact us.	Public Health England	Y	Land take from allotments has been reviewed and all impacts on allotments have been designed out. Therefore, no impacts on allotments are reported in the Environmental Statement (Document Reference 6.0).
2.19 Transport			

As advised on our response to the scoping consultation in November 2020, the application site is located to the east of the River Trent, and includes proposals to expand wharf facilities at Flixborough on the river. The Canal & River Trust is Navigation Authority for the Stainforth & Keadby Canal and for the River Trent upstream of Gainsborough. Our interest in this proposal is therefore to ensure that there are no adverse impacts on navigational safety upon our network. Whilst we are not Navigation Authority or Harbour Authority for the stretch of waterspace alongside Flixborough; changes to waterbourne transport to and from site could have indirect impacts upon the use of our network, should the wharf be designed to accommodate inland traffic.	Canal & River Trust	N	The point is noted. The extent of the marine operations has been identified in the preliminary Navigational Risk Assessment (NRA), which is summarised in Chapter 13: Traffic and Transport of the Environmental Statement (Document Reference 6.2.13), along with the defined project site boundaries. The use of the Inland Waterway Network is not envisaged and the impact of river traffic is only expected to occur between Flixborough and the Humber Estuary. No adverse impact on navigational safety within the Canal & River Trust network is anticipated.

Due to the relationship with the Humber Estuary, we anticipate that future boat movements at Flixborough will likely be to and from the north, with limited use of our network. However, this is not fully confirmed within the Traffic and Transport Chapter of the submitted PEIR. We advise that confirmation should be given alongside the future submission as to whether the use of the Inland Waterway Network is envisaged as part of the scheme, either pre or post development. Should the proposals seek to utilise the Inland Waterway Network, then we respectfully request that the application should provide information upon the predicted boat movements on our network, so that we can advise whether the predicted traffic levels can be accommodated on our network.			

The use of waterways for the transportation of waterborne freight (especially bulk materials and abnormal loads) is a form of sustainable transport, which would help in reducing greenhouse gas emissions, reduce congestion on the local highway network and, in the case of abnormal indivisible loads, accord with guidance contained in the governments water preferred policy www.gov.uk/government/publications/movement-of-abnormal-loads-by-water. We would therefore welcome the opportunity for transportation of goods by waterway. Should the development proposals seek to utilise our network in association with the expanded wharf facilities, we advise that the applicant should contact our Freight Operations Planner, Stuart McKenzie, for further advice. He can be contacted at [contact email redacted).	Canal & River Trust	N	This is noted and the links to the policy and contact details are gratefully received. As previously mentioned, the use of the Inland Waterway Network is not envisaged. The impact of river traffic is only expected to occur between Flixborough and the Humber Estuary, although the preliminary NRA summarised in Chapter 13: Traffic and Transport of the Environmental Statement, (Document Reference 6.2.13) anticipates that the impact here would not be significant. It is not envisaged that any abnormal loads will be transported by the River Trent to Flixborough during the construction stage due to the existing navigation constraints and following consultation with the Statutory Harbour Authority, as is set out in the preliminary NRA in Annex 7 of Chapter 13: Traffic and Transport of the Environmental Statement (Document Reference 6.3.6). .
The Parish Council are keen to increase sustainable transport in the Parish and welcome the plans to create new pedestrian and cycle routes.	Flixborough Parish Council	N	One of the Project Principles is to “maximise sustainable methods and approaches” and this applies to transport. Flixborough Parish Council’s support for the proposed new pedestrian and cycle routes is welcomed.

The MCA has previously advised that a Navigation Risk Assessment (NRA) should be undertaken for this project which considers the impact of the works on shipping and navigation, and the ongoing safe operation of the site after construction. It is our understanding that ABP Humber is the port authority responsible for safe navigation at the existing port facility at Flixborough. As far as we can see the Navigation Risk Assessment itself has not been submitted as part of the PEIR submission, although there are aspects considered throughout Chapter 13 Traffic and Transport. We note that section 4.9.1.11 of the PEIR Non Technical Summary states 'the use of the river modes to transport to transport freight during operation has been explored. Based on a NRA the anticipated increase of vessel movements could be adequately accommodated at Flixborough and its effects on navigation safety on the River Trent would not be significant'. In section 4.9.2.2. it further states that 'this assessment will be reviewed at the ES stage as the project design evolves ad the overall results of this assessment will be presented in the ES'. The MCA would expect the NRA to be included in the ES, and the impact on shipping and	Maritime and Coastguard Agency	N	A preliminary NRA was issued as Annex 7 of the Preliminary Environmental Information Report and is summarised in Chapter 13: Traffic and Transport of the Environmental Statement, (Document Reference 6.2.13). This is considered appropriate for this stage in the DCO process. If there are further requirements for using the river, additional NRAs could be required. This would be considered as part of the detailed designs following submission of the DCO. .

navigation on the River Trent to be fully assessed in consultation with ABP Humber. Statutory consultees should be satisfied the statement that 'the effects on navigation safety on the River Trent would not be significant', is fully justified and supported through the NRA.			
As the site falls within the jurisdiction of ABP Humber, we would expect consideration to be given to the current powers held by ABP Humber under the Harbours Act 1964 to cover any changes to the current port operations (i.e. Harbour Revision Order if necessary). To address the ongoing safe operation of the marine interface for this project, we would point the developers in the direction of the Port Marine Safety Code (PMSC) and its Guide to Good Practice. They will need to liaise and consult with ABP Humber as the Statutory Harbour Authority, and develop a robust Safety Management System (SMS) for the project under this code.	Maritime and Coastguard Agency	N	This is noted. The marine consultants to the Project are in correspondence with ABP Humber.

Network Rail has been reviewing the information to date and at this stage it is not sufficiently detailed to fully assess potential impacts of the scheme on the railway and further information will be required to properly respond on the likely impacts of the proposed scheme. Initial points of concern include (but are not necessarily limited to) the reinstatement of 6km of rail track between the power station site and Dragonby Sidings to the east, and also proposals for the M181 corridor over the railway to the south of the site which we note is included in the red line boundary for the scheme and it is not clear what development is proposed in this area.	Network Rail	N	The Applicant first engaged with Network Rail in September 2020 to request a scheme sponsor and progression of the scheme proposals through Network Rail's project governance (previously known as GRIP and since replaced by PACE). Due to resourcing issues, Network Rail were unable to provide a formal sponsor for the project; therefore, a proxy sponsor was agreed with the Eastern Region Sponsorship team, who would provide the single point of contact. The parties have since entered into a Basic Services Agreement to formalise the engagement process with a Commercial Sponsor provided by Network Rail as the single point of contact going forward. Information has been provided to this contact, setting out the proposed rail services and key areas of focus for engagement with Network Rail, namely: a) The status of the Roxby Gullett branch line and connection to Dragonby Rail Sidings (Dragonby Sidings) via Normanby Park Ground Frame;

In respect of the former, we require clarity from the developer regarding what is being proposed. It is unclear if the area proposed at the Dragonby Sidings end of the disused line incorporates Network Rail's line that runs up to Roxby Gullet land fill which should not be included in the proposals. There are considerations relating to the reinstatement and operation of the disused line in respect of who will own, maintain and operate it and also we would require details on the expected amount of freight traffic. Consideration would need to be given to the impact of rail traffic associated with the site (including frequency, size and tonnage of trains) and its impact on existing services in the adjacent operational railway environment. Much of the infrastructure of the old line has been removed, however, it does include level crossings and bridges, the status of which is unknown and would have to be considered.			b) Capacity analysis which identified the theoretical available capacity for a standard weekday 24-hour window to and from Normanby Park Ground Frame for Class 4/6 2000t intermodal freight trains. The geographic scope of study extended to recess points at Doncaster, Milford Sidings, Tees Yard and Tyne Yard. The capacity analysis has been completed and reviewed by Network Rail, as set out in the Rail Operations Report (ROR) in Chapter 13: Traffic and Transport of the Environmental Statement (Document Reference 6.2.13). c) Achieving suitable protection of Network Rail assets for any works associated with construction of district heating / power networks in the local area where these may be undertaken in proximity to / over / under Network Rail assets. Additional discussions were held in the interim with the relevant contacts at Network Rail. The proposed works on the M181 corridor over Network Rail's infrastructure would provide a new district heating connection to be established, subject to agreement with Network Rail on achieving suitable protective provisions.

In addition to the above, we need further information in order to understand the potential impact that the construction of the proposed scheme could have on operational railway safety. In particular, if construction haulage routes involve deliveries by rail and if road based haulage routes include passage over operational railway infrastructure such as bridges and level crossings. In respect of these proposals, the developer must fully engage with Network Rail in order to discuss these points and will be required to enter into any necessary licences and agreements required in relation to this scheme.			Please refer to the Rail Operations Report (ROR) summarised in Chapter 13: Traffic and Transport of the Environmental Statement (Document Reference 6.2.13) for further details.
Network Rail reserve the right to produce additional and further grounds of concern when further details of the application and its effect on Network Rail's land are available.	Network Rail	N	The Project and the Order Limits encompass all physical trackworks required within Dragonby Sidings and the Flixborough Branch Line, to allow the track layout needed to accommodate the proposed rail services to be provided. Please refer to the Rail Operating Report summarised in Chapter 13: Traffic and Transport of the Environmental Statement (Document Reference 6.2.13) for further details.

Network Rail will be seeking protection from the exercise of compulsory purchase powers over operational land either for permanent or temporary purposes. In addition, Network Rail will wish to agree protection for the railway during the course of the construction works and otherwise to protect our undertaking and land interests.			The Project will not require any physical trackworks on Network Rail infrastructure. Network Rail has proposed possible enhancements to its own signalling systems to facilitate an increased quantum of train movements from Roxby Gullett, Vossloh Cogifer at Dragonby Sidings and NLGEP. Any works undertaken by Network Rail on its own signalling by agreement with the parties would fall outside of the Order Limits. The reinstatement of the 6km of rail track on the Flixborough Branch Line (most of which remains in situ) would be undertaken on land entirely within the control of the Project as a private railway, requiring no direct infrastructure or operational interface with Network Rail. The status and/or treatment of any crossings and bridges on the Flixborough Branch Line are therefore outside of Network Rail's responsibility. Trains operated to and from the Project would connect to the intermediate Dragonby Sidings which are similarly in private ownership with Vossloh Cogifer, from where trains would then interface with Network Rail at Normanby Park Ground Frame. The Applicant would enter into a Facilities Access Agreement with Vossloh, which in turn has a Connection Contract with Network Rail.

Network Rail reserves the right to produce additional and further grounds of concern when further details of the application and its effect on Network Rail's land are available. In addition, any rights for power or other lines under, over or alongside the railway line will require appropriate asset protection measures deemed necessary by Network Rail to protect the operational railway and stations. We have standard protective provisions which will need to be included in the DCO as a minimum therefore contact should be made to [personal details redacted) to obtain a copy of the relevant wording. In addition a number of legal and commercial agreements will need to be entered into, for example, asset protection agreements, method statements, connection agreements, property agreements and all other relevant legal and commercial agreements. This list is not exhaustive and will need to be reviewed once more details of the scheme are discussed between the parties.			The Applicant has wished to understand the interaction between trains to and from site and the capabilities of the wider national rail network, and by agreement with Network Rail has undertaken a Capacity Study using a remit and contractor shortlist approved by Network Rail's Capacity Planning team. The report findings have been reviewed by the Capacity Planning team. The Project will not require haulage routes to be constructed over Network Rail infrastructure, nor will it require any changes to bridges or level crossings over Network Rail infrastructure. The Applicant engaged with Network Rail at an early stage of the project to discuss licences, agreements and protective provisions, and look forward to further dialogue as soon as Network Rail resources allow. The Applicant will liaise with Network Rail on these matters through the appropriate contacts. Comments regarding the inclusion of Network Rail land or rights over land are noted, as are those regarding Network Rail's right to make additional comments once the proposals have been evaluated further.

Consideration should be given to ensure that the construction and subsequent maintenance can be carried out without adversely affecting the safety of, or encroaching upon Network Rail's adjacent land. In addition, security of the railway boundary will require to be maintained at all times. In any event you must contact Network Rail's Asset Protection Engineers as soon as possible in relation to this scheme on the following e-mail address [redacted] Network Rail is prepared to discuss the inclusion of Network Rail land or rights over land subject to there being no impact on the operational railway, all regulatory and other required consents being in place and appropriate commercial and other terms having been agreed between the parties and approved by Network Rail's board. Network Rail also reserves the right to make additional comments once we have evaluated the proposals in more detail. Network Rail would be grateful if the comments and points detailed within this consultation response are considered by North Lincolnshire Green Energy Park Ltd.			We would welcome further discussions based on your comments and our responses above, into which we can involve other Network Rail colleagues as appropriate.

Network Rail would welcome further discussion and negotiation with North Lincolnshire Green Energy Park Ltd in relation to the proposed development. If you have any questions or require more information in relation to the above please let me know.			
In respect of these proposals, the developer must fully engage with Network Rail in order to discuss these points and will be required to enter into any necessary licences and agreements required in relation to this scheme.	Network Rail	N	This is noted. At the time of writing, the intention is that the details and status of the various licences, agreements and protective provisions will be set out in the Statement of Common Ground. The Applicant will liaise with Network Rail on these matters through the appropriate contacts.
2.20 Waste			
What will happen to heavy metals and carcinogenic chemicals that are removed from the flue ash and fly ash as you have stated that no waste will be going off site?	Burton upon Stather Parish Council	N	Heavy metals are controlled in the ERF by dosing activated carbon into the flue gas. The heavy metals absorb into the activated carbon. The activated carbon then collects on the bag filter with reacted material and unreacted reagents.

			This collection of material is called flue gas treatment residue (FGTr) and is normally transferred for off-site treatment as a hazardous waste. It is classified as hazardous due to its high pH. The facility includes a flue gas treatment process, which reprocesses this residue using an accelerated carbonation technology (ACT). In the ACT process, the FGTr is mixed with cement, quarry fines and water to form a slurry. The slurry is then cured in a damp environment, which has a strong concentration of carbon dioxide. The slurry cures into a lightweight aggregate, with hazardous content encapsulated within the aggregate. The ACT process has been used at other facilities in the UK to reprocess FGTr into a lightweight aggregate.
It has not been clarified as to how the plastic that will be recycled will be transported to the site.	Burton upon Stather Parish Council	N	The PRF will take source-segregated waste plastics (PET, HDPE, and PP) from RDF which will be delivered to the ERF by a combination of rail, road and river transport, the details of which are presented in Chapter 15: Waste of the Environmental Statement (Document Reference 6.2.15).
2.21 Water Resources and Flood Risk			

The approach outlined in this chapter (8) to assess risks to the water environment appears satisfactory with additional work planned in relation to establishing the land contamination situation. We would like to emphasise that ditches provide vital connecting habitat that delivers for climate change resilience and culverting should be avoided wherever possible. Where it is unavoidable, suitable measures to mitigate against adverse impacts on all watercourses should be provided in the EIA. This extends to their geomorphological properties and habitat in addition to those associated with water quality.	Environment Agency	N	The aim of the Indicative Drainage Strategy in Annex 5 of the Environmental Statement (Document Reference 6.3.5) is to minimise the impact on existing ditches. Culverts will be required for ditches crossing beneath the new access road within the Energy Park Land. However, culverting existing drainage ditches will be avoided where possible. Where ditches are being diverted, piped/culverted sections will be kept to a minimum. Chapter 10: Ecology and Nature Conservation of the Environmental Statement (Document Reference 6.2.10) includes pollution prevention measures for working close to and within watercourses, to ensure pollution caused by siltation and fuel/chemicals is avoided. Precise methodology for temporary crossings along the southern district heat network ditches will vary.

In response to the Planning Inspectorate's comments that the Scoping Report has not provided evidence to support the assumption that the operation of the proposed quay will not result in an increase in pollution to the River Trent and therefore disagrees that this matter can be scoped out of the Environmental Impact Assessment (EIA), you have responded by saying "it has been agreed with the Environment Agency that a Water Framework Directive (WFD) compliance assessment is not required for the project". Discussions around the need for a WFD compliance assessment were based upon the physical footprint of the works, which have been amended since the initial publication of the Scoping Report so that extension of the wharf and requirement to abstract from the river no longer forms part of the proposed development. On this basis, it was agreed that a WFD compliance assessment was no longer required for the physical development. This does not preclude the need for a WFD compliance assessment should there be potential for significant discharge or pollution to any receiving waterbody as part of the operation of the proposed development. Should there be likely significant impacts on the water quality of any	Environment Agency	N	Winterton Beck is the only Water Framework Directive waterbody with hydraulic connection to any of the proposed works. This water body will not be directly affected by any physical works and will not be affected by any construction or operational aspects of the Project that could affect its water quality. The Project does not include any new direct surface water discharge connections to Winterton Beck or the River Trent. SuDS will be used to manage surface water runoff and new wetlands will help improve the water quality before discharge to Lysaght drain and pumped to the River Trent. The proposed flood risk mitigation measures do not have direct impact to existing watercourses or Water Framework Directive waterbodies. As set out in the Consents and Licenses Document (Document Reference 5.8), any construction activities proposed near a watercourse or existing flood defence will obtain the relevant Environmental Permit before commencement of works. This will demonstrate preventative measures that will be put in place to reduce potential pollution.

receiving waterbody, an assessment may still be required. We strongly recommend that drainage systems to collect on-site surface water runoff are designed and maintained in a way which enhance biodiversity and actively improves the water quality.			

We have recently undertaken an initial technical review of the hydraulic model produced to support the assessment of flood risk to and from the proposed development. We are working with your flood risk consultant to address questions raised within the review process and to ensure that the model is fit for the purpose of assessing flood risk in this location. We have also provided extensive pre-application advice with regard to the proposal, and your consultant has produced a thorough assessment of the flood risks both to and from the proposed development, including incorporation of site specific mitigation measures where necessary. Having reviewed Annex 3 (titled: North Lincolnshire Green Energy Park Draft Flood Risk Assessment, dated: 11th June 2021) we present our preliminary comments below, accepting that some aspects of the design and/or flood risk may change as updates are made to the hydraulic model through the review process.	Environment Agency	N	This is noted.

Park Ings Store: This property is located at grid reference SE8633113749, it is not explicitly referred to within the flood risk assessment (FRA) but the location does appear to be impacted significantly during the range of flood events modelled. Could you please confirm if this property will be removed as part of the development proposals? If the property will remain post development, the site specific flood risks will require further investigation and mitigation may be necessary.	Environment Agency	N	The building at grid reference SE8633113749 is planned to be removed as part of the development. Therefore, site specific flood risks and mitigation will not be required.

Detailed Design: We are supportive of the general design principles for the development outlined within the FRA and, when appropriate, the final design should confirm that: the development is able to remain operational during the design flood event; finished floor levels for all buildings and essential equipment within the development are raised above the design flood event, including climate change and appropriate freeboard; access and egress is available to and from the proposed development during a design flood (Planning Practice Guidance, ID: 7-039-20140306).	Environment Agency	N	Development levels and equipment levels will be set above the design flood event (DFE) level with allowance for freeboard and climate change to ensure the site remains operational during the DFE. Likewise, safe access and egress routes will be set above the DFE. This information is available as part of the Flood Risk Assessment in Annex 3 of the Environmental Statement (Document Reference 6.3.3). Further modelling during the detailed design stage post planning will confirm culvert sizes to provide sufficient capacity with sensitivity tests undertaken to understand impacts of blockage. Maintenance plans will also be developed at the detailed design stage to ensure appropriateness of measures, as per requirements written by the Environment Agency. An Environmental Permit will be applied for before construction once construction methodologies are developed in future stages.

The detailed design of the culverts conveying flood flows beneath the raised road should demonstrate that there is sufficient capacity to convey flows and include appropriate levels of freeboard where necessary. It may also be necessary to undertake an assessment of the impact of blockage of the culverts to understand the impact on flood risk. Flood Risk Mitigation Measures: The flood risk mitigation measures proposed are essential to ensure that the scheme does not increase flood risk to third parties and the appropriateness of the scheme rests on the successful functioning of these measures. Therefore confirmation of the long term ownership, and having a robust maintenance plan in place to ensure these measures function as designed for the lifetime of the development is critical to ensure that the development is safe and doesn't increase flood risk to others. Flood Risk Activity Permit: The Environmental permitting (England and Wales) Regulations 2016 require a permit or exemption to be obtained for any activities which take place within			

16m of a flood defence on a Tidal Main River or for activities which are likely to divert or obstruct flood waters from Main River, this may include the defences constructed as part of the schemes flood risk mitigation measures.			
Adequate provision of water supplies for fire fighting appropriate to the proposed risk should be considered. If the public supplies are inadequate it may be necessary to augment them by the provision of on-site facilities. Under normal circumstances hydrants for industrial unit and high risk areas should be located at 90m intervals. Where a building, which has a compartment of 280m2 or more in the area is being, erected more than 100m from an existing fire hydrant, hydrants should be provided within 90m of an entry point to the building and not more than 90m apart. Hydrants for low risk and residential areas should be located at intervals of 240m.	Humberside Fire and Rescue	N	The Project will comply with the relevant National Fire Protection Association (NFPA) codes and standards. The Energy Recovery Facility will be equipped with a fire water tank sized in excess of the minimum requirements of NFPA 850. The spacing between hydrants will not exceed the distance specified in BS9990 (90m). The distance from a fire hydrant to a building shall not be closer than that specified in NFPA 24 (12m).

It is understood that all water for use within the proposed development will be sourced from the Anglian Water mains supply, and all elements will be connected into a surface water drainage system and a sewerage system. Natural England welcomes mitigation measures proposed in Chapter 9, Section 7, as well as mitigation to prevent leaching of construction pollutants into surface waters, as outlined in Chapter 9, paragraph 8.2.1.9. Potential for water quality impacts should be considered in the HRA.	Natural England	N	This is noted. The HRA, set out in Annex 5 of the Environmental Statement (Document Reference 6.3) considers the potential for impacts on water quality.

The Board is an independent public authority and drainage authority constituted under the Land Drainage Act; operating under the Land Drainage Act 1991 (as amended) and is a Risk management Authority under the Flood & Water Management Act 2010. All developments planning work in, on, under or near ordinary watercourses (including piped ordinary watercourses), or discharging surface water into a watercourse within the defined Drainage District require CONSENT from the Board under the Land Drainage Act 1991 (as amended) in addition to, or as part of, any Planning Permission. The Key Constraints for any Development near any Watercourse within the Drainage District can be summarised as follows: • No obstructions above ground within 9 metres of the edge of a watercourse bank top • No increase in surface water discharge rate or volume (or restricted to 1.4 litres per second per hectare)	Scunthorpe & Gainsborough Water Management Board	N	This is noted. The proposed surface water drainage strategy, set out in the Indicative Drainage Strategy in Annex 5 of the Environmental Statement (Document Reference 6.3.5), has been designed to include Scunthorpe & Gainsborough Water Management Board's requirements.

• No obstruction to flow within a watercourse (caused by structures etc.) • Similar Constraints apply to Main River within the Drainage District but as defined by the Environment Agency under Applications for Permits.			
If any Development proposes to work in, on, under or near ordinary watercourses (including piped ordinary watercourses), or create or alter surface water discharge into a watercourse then the following Consents would be required from the IDB: Section 23 Consent Section 23 LDA prohibits obstructions etc. in watercourses and states "no person shall erect any mill dam, weir or other like obstruction [or) erect any culvert that would be likely to affect the flow of any watercourse … without the consent in writing of the drainage board concerned."	Scunthorpe & Gainsborough Water Management Board	N	This is noted. Section 23 and Section 66 consents will be applied for from Scunthorpe & Gainsborough Water Management Board (SGWB) for future stages of the Project. This is referred to in the Consents and Licenses Document (Document Reference 5.8). The current strategy, as discussed with SGWMB, is to discharge to ordinary watercourse across the development site. In all cases surface water discharge will be restricted to 1.4l/s/ha.

Section 66 (Byelaw) Consent Section 66 LDA provides the power to make byelaws which state that “no person shall … introduce any water into any watercourse in the District so as to directly or indirectly increase the flow or volume of water … without the previous consent of the Board [and) no person … shall erect any building or structure whether temporary or permanent, or plant any tree, shrub, willow … without the previous consent of the Board, amongst other byelaws specific to each IDB which can be found https://www.shiregroup-idbs.gov.uk/planning-consents-2/ Consent Applications will be determined by the IDB under the Land Drainage Act 1991 (as amended), require both temporary and permanent works applications and the IDB has a statutory 2 month determination period from the day on which the application is made or when the application fee (£50 per application or as prescribed) is discharged, whichever is later.			

Every person who acts in contravention of, or fails to comply with, any notice served under Section 24 LDA or Byelaws under Section 66 LDA shall be guilty of an offence and liable, on summary conviction to such fines as prescribed within Section 24(3) and/or Section 66(6) LDA. Consent Applications can be found on the website https://www.shiregroup-idbs.gov.uk/planning-consents-2/ and sent to [redacted] The IDB standard planning response advice is as follows: • If the surface water were to be disposed of via a soakaway system, the IDB would have no objection in principle but would advise that the ground conditions in this area may not be suitable for soakaway drainage. It is therefore essential that percolation tests are undertaken to establish if the ground conditions are suitable for soakaway drainage throughout the year.			

• If surface water is to be directed to a mains sewer system the IDB would again have no objection in principle, providing that the Water Authority are satisfied that the existing system will accept this additional flow. • If the surface water is to be discharged to any ordinary watercourse within the Drainage District, Consent from the IDB would be required in addition to Planning Permission, and would be restricted to 1.4 litres per second per hectare or greenfield runoff and no increase in volume. • No obstructions within 9 metres of the edge of an ordinary watercourse are permitted without Consent from the IDB.			

3. Statutory consultation under S42(b) of the Planning Act 2008 with local authorities

Table 2: Statutory consultation under s42(b) of the Planning Act 2008 with local authorities

Topic area and consultation responses:	Prescribed consultee(s):	Change (Y/N):	North Lincolnshire Green Energy Park Ltd.'s response (inc. the regard had to the consultation response):
3.1 Air Quality			
With regards to Section 4.6 it is unclear why more recent meteorological data has not been used and why a more local site such as Humberside Airport has not been utilised for this assessment. The wind roses presented in Appendix A do not demonstrate the dominant south westerly winds that would be expected at Flixborough.	North Lincolnshire Council	N	Doncaster Airport is closer and considered to be more representative of the local situation, noting that Humberside will be impacted more heavily by the North Sea Coast. Meteorological data for 2014 – 2018 was used in the assessment. Data of this age will have been captured using contemporary weather equipment and is robust for the modelling. The use of 2014 – 2018 data was specifically maintained in Chapter 5: Air Quality of the Environmental Statement (Document Reference 6.2.5) to provide consistency with works undertaken in 2019 for the Project, to allow continuity in Project design and assessment execution for the benefit of the regulatory process.

Section 4.11.1.3 states that four discreet human receptors have been identified in close proximity to the new road for modelling purposes. A map should be included to show the position of these receptors.	North Lincolnshire Council	N	Please see Figure 8 in the Chapter 5: Air Quality of the Environmental Statement (Document Reference 6.2.5).
The EHO agrees with the Planning Inspectorates comments at the scoping stage in relation to the identification of sensitive receptors. Human receptors that could be affected by the operation of the proposed development should be identified and included on relevant figures and predicted impact.	North Lincolnshire Council	N	Impacts associated with road traffic are assessed at specific human receptors in line with current Defra guidance. However, for other emission sources, including the main ERF stack, the maximum off-site impacts are considered. This is in line with current Environment Agency guidance and ensures that any spatial uncertainty in the exact locations of the maximum impacts is captured. As such, for these impacts, assessing at discreet human receptors is not appropriate nor required.
In the absence of robust and representative background concentrations, it is felt by this department that a project of this scale would have benefited from site specific monitoring for some of the pollutants.	North Lincolnshire Council	N	Please see Chapter 5: Air Quality of the Environmental Statement (Document Reference 6.2.5), which describes the baseline data used.

The AQIA makes no assessment of odour. This was raised in our previous comments and is also reiterated by the Planning Inspectorate as follows: "the Applicant does not provide information on how odour impacts will be assessed. The Inspectorate would expect to see a robust and fully justified odour assessment that quantifies the odour impact from the operation of the Proposed Development. The odour assessment should take into account relevant industry standard guidance, such as IAQM–- Guidance on the assessment of odour for planning (2018)". To state that the odour is principally controlled through best practice design is not satisfactory.	North Lincolnshire Council	N	Please see section 4.3.14 of the Chapter 5: Air Quality of the Environmental Statement (Document Reference 6.2.5). There is no requirement to undertake an assessment in line with the IAQM guidance as there are no odour emissions. The principle of IAQM is to assess the potential for nuisance based on a range of factors, including odour source strength and proximity of receptors. As there is no odour source, the method cannot be applied.
3.2 Archaeology and Cultural Heritage			

Subsequent to the scoping response the approach and methodology for the archaeological EIA was discussed with the applicant and their archaeological consultant on 10 March 2021. Given the short timescale to commission, undertake and report on the above iterative stages to inform and present the results in the ES, the urgency of commencing this programme of work was stressed. Regrettably, it seems that no field evaluation has been undertaken to date. A further meeting with the applicant was held on 16 July, with Historic England and the HER reiterating the necessity of producing the results of this work for the ES and DCO application.	North Lincolnshire Council	Y	Subsequent to this, there has been further correspondence with Historic England and the NLC's archaeological advisor, followed by a call on 15th September 2021, when a strategy for iterative fieldwork (geoarchaeological, geophysical and trial trenching) was set out and agreed. Two WSIs – for geoarchaeological investigation and geophysical investigation of the central and eastern parts of the site – have been agreed and work has been commenced. It was agreed that the Environmental Statement should set out a programme of iterative archaeological survey, and an outline mitigation strategy document. An iterative mitigation programme is included in Chapter 12: Archaeology and Cultural Heritage of the Environmental Statement (Document Reference 6.2.12) and has been further discussed and agreed on a call with NLC's archaeological advisor on 26th November 2021.

In the meantime the applicant has produced their Preliminary Environmental Impact Report (PEIR) informed by an Archaeological Desk Based Assessment appended to Chapter 12. This is based on existing HER records and updated data was obtained in February 2021. However, the content of the desk based assessment lacks reference to the full range of sources that we would expect to be consulted as a matter of course in line with professional standards and guidance.	North Lincolnshire Council	Y	The desk-based assessment has been upgraded to take into account these comments. Geoarchaeological modelling has been undertaken based on historic boreholes combined with the results of recent geophysical investigation work undertaken for the project. This is included in the baseline section of Chapter 12: Archaeology and Cultural Heritage of the Environmental Statement (Document Reference 6.2.12) and in appendices including a desk-based assessment, geoarchaeological model and geophysical report.

These sources should include the national archaeological records (NMR and Historic England research databases), aerial photographic collections, LIDAR data and crucially in this location, a specialist geo-archaeological review of existing data and production of a preliminary deposit model. Evidence of consultation of historic mapping for the study area is omitted and it is unclear what, if any, archive collections were consulted. Nor does the standard site visit and walk-over survey of the proposed development area appear to have been undertaken to identify known and potential remains and verify their condition, or to describe ground conditions.			

The baseline evidence produced from the desk-based assessment is insufficient to identify all heritage assets of archaeological interest within the development site, including potential but currently unknown archaeology, or to adequately assess the significance of these assets for the purposes of the EIA. The PEIR acknowledges that this potential for unknown archaeological remains is high 'As a result of the considerable potential for evidence of human occupation from the earliest periods to the present day and the potential for well-preserved palaeoenvironmental remains under alluvium' (PEIR, 6.2.2.3). In order to more accurately locate, identify and characterise unrecorded archaeology within the proposed development site and assess the significance of the remains to inform the EIA, archaeological field evaluation is required as outlined above.	North Lincolnshire Council	Y	A programme of archaeological field evaluation has been discussed in outline with Historic England and the NLC's archaeological advisor. WSIs for the first phases of this have been agreed. The programme of works will continue during and after submission of the Environmental Statement (Document Reference 6.0). The programme for these works is included in Chapter 12: Archaeology and Cultural Heritage of the Environmental Statement (Document Reference 6.2.12).

The PEIR states (section 4.4) that the ES will be supported by data collected from preliminary works (non-archaeological geotechnical investigations) and programmes of non-intrusive and intrusive surveys, to be reported in the ES. We welcome that this programme would be developed and agreed with the NLC, however, contrary to paragraph 4.4.1.2, Section 10.1.1.1 (Residual Effects and Monitoring) does not provide a scope for this pre-assessment survey work.	North Lincolnshire Council	Y	An iterative programme of archaeological survey was agreed in a call with Historic England and NLC's archaeological advisor on 15th September 2021. WSIs for the first phases of this have been agreed and further surveys were carried out in October and November 2021. Following a further call with NLC's archaeological advisor on 26th November 2021, it was agreed that a WSI should be developed setting out additional geoarchaeological, geophysical and trial trenching surveys to be carried out early in 2022. The programme for these works is included in Chapter 12: Archaeology and Cultural Heritage of the Environmental Statement (Document Reference 6.2.12).

Sections 6 – 10 of the PEIR chapter relating to the baseline evidence, mitigation, assessment of likely effects, further mitigation and residual effects and monitoring, are considered premature until the archaeological field evaluation is completed and heritage assets are sufficiently well identified and understood to assess their significance and the impact of the proposed development and opportunities for mitigation or to off-set harm that cannot be avoided.	North Lincolnshire Council	Y	As agreed with Historic England and North Lincolnshire Council's archaeological advisor on the call of 15th September 2021, a mitigation plan is included in Section 7 of Chapter 12: Archaeology and Cultural Heritage of the Environmental Statement (Document Reference 6.2.12) and may be modified following the completion of evaluation surveys as set out in Appendix E and F of Chapter 12: Archaeology and Cultural Heritage of the Environmental Statement (Document Reference 6.2.12).

The LPA is concerned about the considerable gaps in the information provided in the PEIR chapter and appendices and what is necessary to inform the EIA. It is advised that appropriate field evaluation will need to be undertaken at the earliest opportunity to inform the pre-determination EIA and DCO examination process, and that any mitigation measures resulting from the findings of the evaluation should be set out in a final Mitigation WSI, the implementation of which may be secured by an appropriately worded DCO requirement.	North Lincolnshire Council	Y	Chapter 5: Air Quality of the Environmental Statement (Document Reference 6.2.5) contains updated baseline information addressing the gas identified in the Preliminary Environmental Information Report (PEIR). A programme of evaluation fieldwork is underway based on WSIs approved by NLC's archaeological advisor. A programme setting out completion of these surveys is included in Appendix G of Chapter 12: Archaeology and Cultural Heritage of the Environmental Statement (Document Reference 6.2.12), along with a draft mitigation strategy to be finalised after the evaluation work is complete.
The Council's HER will continue to work with the applicant to expedite the timely undertaking and completion of the field evaluation to avoid any potential and unnecessary delay with the DCO application and processes.	North Lincolnshire Council	Y	The Applicant welcomes the input of NLC's archaeological advisor and will continue to work closely with them, submitting WSIs and method statements for agreement at every stage.

3.3 Ecology			
The submitted Screening information deals only with ongoing air pollution impacts on the Humber Estuary and records a finding of no likely significant effect on the European Sites. In due course, screening matrices will also consider construction impacts and other effects. It is agreed that this is necessary.	North Lincolnshire Council	N	This is noted.
Chapter 10 of the PEIR records that details surveys have been carried out for various protected and priority species, including: • Great Crested Newts (GCN) • Water Vole • Otter • Wintering Birds • Breeding Birds • Bat Activity and Tree Assessments • Badger • Terrestrial Invertebrates • Reptiles	North Lincolnshire Council	N	This is noted.

The survey methods used and the survey effort deployed are appropriate for the site in question and for the target species. To varying degrees and in different locations, evidence was found for most of the surveyed taxa. Appropriate mitigation measures and sensitive working methods have been proposed for the species concerned. Where necessary, the appropriate licences are specified”"			
With this application, section 10.1.2 of the Ecology chapter sets out proposals to achieve at least a 10% net gain in biodiversity value. This is welcomed. Along with colleagues from the RSPB and Lincolnshire Wildlife Trust, the Council’s ecologist has been involved in discussions with the applicant’s ecologists to discuss appropriate habitats and locations for the biodiversity net gain. In order to make sure that biodiversity net gain is quantified and deliverable, the applicant is advised to make use of Defra’s Biodiversity Metric Version 3.0.	North Lincolnshire Council	N	The Defra Biodiversity Metric Version 3.0 has been used to carry out a net-gain assessment, as set out in the Biodiversity Net Gain Report in Appendix I of Chapter 10: Ecology and Nature Conservation in the Environmental Statement (Document Reference 6.2.10).

Section 10.1.3 of the Ecology chapter sets out appropriate enhancements for protected and priority species that have been recorded. Requirements will be needed to secure sensitive working methods, mitigation and biodiversity enhancements.			
3.4 EIA – General			
It is currently unclear whether the ash treatment activity will form part of the A1 installation regulated by the Environment Agency. The Local Authority is also the Regulator of permitted installations (Part A2 and Part B) in accordance with the Environmental Permitting Regulations (as amended) 2016. Schedule 1, Part 2, Chapter 3 of this legislation relates to Mineral Activities, clarity will be required as to whether this will be regulated by the Environment Agency or Local Authority.	North Lincolnshire Council	N	The ash treatment facility and FGTr treatment facility will require bespoke permits (Environment Agency permits for activities that fall under waste treatment/waste incineration).

			The concrete block manufacturing facility (CBMF) may require a new bespoke installation permit (DAA to main bespoke installation permit) for waste treatment or a possible Local Authority Part B permit. We do not yet know whether the CBMF will be managed by a separate operator at this stage. Depending on the decision taken on the operation of the concrete block manufacturing, the operations will either be part of the bespoke Part A1 permit, or form a standalone Part A2/Part B permit as appropriate, regulated by the Local Authority.
3.5 General			

Using the plan on Page 10 of the105ighway105se105ryy consultation booklet (summer 2021) the southern edge of the Energy Park outlined in red would be approximately 5.2 kilometres to the north of West Lindsey District boundary. The proposed location of the built form as indicated on the plan would appear to be approximately 10 kilometres to the north of the West Lindsey District boundary. Given the distances it is unlikely that the development would have any significant material impact on West Lindsey or its residents.	West Lindsey District Council	N	This is noted.
3.6 Ground Conditions, Contamination and Hydrogeology			

Section 6.6 of the report refers to a Ground Investigation Report of the RMS Ports Site (Ian Farmer Associates, 2018), which gives a baseline of the current conditions within and around the site. This report has been included in Appendix C. In total, six boreholes were drilled within the area, with ten soil samples, one groundwater sample and four soil leachate samples scheduled for chemical analysis. Only two boreholes (BH3 and BH6) were installed to monitor gas. Four rounds of ground gas analysis was carried out at the monitoring well standpipes. Gas Screening Values were calculated, and gas protection measures of Characteristic Situation 3 were concluded. However, the report states that	North Lincolnshire Council	N	This is noted. Site Investigation and Ground Investigation works have since been progressed. Weekly ground gas monitoring at 5 locations is being undertaken for a period of 8 weeks. Site Investigation works have been undertaken and the report is included in Appendix E of Chapter 8: Ground Conditions, Contamination and Hydrogeology of the Environmental Statement (Document Reference 6.2.8). Eight rounds of ground gas monitoring have been undertaken across five locations. Two of the wells to the north of Stather Road (northern end of the Glandford House Complex and at the former Bellwin House) are categorised as Characteristic Gas Situation (CGS) 1 (very low). Each characteristic situation relates to a typical scope of protective measures required for the identified level of risk (see CIRIA C665, NHBC March 2007 and BS 8485:2015 for scope of risk management measures likely to be required), ranging from1 (very low) to 6 (very high).

‘Gas sampling rounds were not undertaken in compliance with guidelines (CIRIA Document C659), reducing confidence in the results. Ian Farmer Associates (1998) Limited recommended that a continued programme of monitoring be carried out to comply more closely with these guidelines before final design is undertaken’ The EHO agrees that the monitoring has not been undertaken in accordance with British Standards and that the number of wells are inadequate to assess the full gas risk to future occupiers. A revised Phase 1 has been undertaken and submitted as part of Appendix D (Phase One Environmental Site Assessment, ERM (2021) Date: 5 January 2021 Project No.: 0483091), based on the conclusions from the EIA Scoping Request that was previously submitted in November 2020. Details of the proposed Phase II Intrusive investigation (SI), have been provided in Appendix E.			The remaining three wells are on agricultural land, one of which is categorised as CGS 1, one CGG 2, and one as CGG 2 or 3 due to an elevated flow rate being recorded during one round. Due to access issues and underground obstructions, no gas monitoring wells could be installed in the wharf area. Weekly ground gas monitoring at 5 locations is being undertaken for a period of 8 weeks. Site Investigation works have been undertaken and the report is included in Appendix E of Chapter 8: Ground Conditions, Contamination and Hydrogeology of the Environmental Statement (Document Reference 6.2.8). Eight rounds of ground gas monitoring have been undertaken across five locations. Two of the wells to the north of Stather Road (northern end of the Glandford House Complex and at the former Bellwin House) are categorised as CGS 1 (very low). Two of the wells to the north of Stather Road (northern end of the Glandford House Complex and at the former Bellwin House) are categorised as Characteristic Gas Situation (CGS) 1 (very low). Each characteristic situation relates to a typical scope of protective measures required for the identified level of risk (see CIRIA C665, NHBC March 2007 and BS 8485:2015 for scope of risk management

The final conclusions of the Preliminary Environmental Report were: “A review of the baseline conditions within the study area has identified that the bulk of the Order Limits poses a low risk to human health or controlled waters either during construction or operation. “There are a number of small areas of potential contaminant sources identified, at the northern end of the NLGEP Land (Flixborough Industrial Estate, historical tank farm) and the construction laydown area at Dragonby (historical and potentially current landfill). However, embedded mitigation e.g. CoCP and WMP will reduce any effects during construction to negligible significance.			measures likely to be required), ranging from1 (very low) to 6 (very high). The remaining three wells are on agricultural land, one of which is categorised as CGS1, one CGS 2, and one as CGS 2 or 3 due to an elevated flow rate being recorded during one round. Due to access issues and underground obstructions, no gas monitoring wells could be installed in the wharf area.

"There is currently limited soil or groundwater data. Therefore, an SI has been designed to confirm these conclusions and will be undertaken to inform the development of the preliminary and detailed design, and as part of the Tier 2 assessment that will further inform the need for further mitigation if required." I can confirm the EHO finds the approach acceptable and awaits the submission of a robust and detailed Site Investigation.			
I can confirm this department finds the approach acceptable and awaits the submissions of a robust and detailed site investigation.	North Lincolnshire Council – EHO	N	Ground gas monitoring is undertaken as part of the Site Investigation, as set out in Chapter 8: Ground Conditions, Contamination and Hydrogeology of the Environmental Statement (Document Reference 6.2.8).

3.7 Noise			
In addition to the standards and guidance listed in the assessment, reference and consideration should also be made to the following guidance: • World Health Organisation Environmental Noise Guidelines for the European Region (2018) • World Health Organisation Guidelines for Community Noise (1999) • World Health Organisation Night Noise Guidelines for Europe (2009) It is noted that reference has been made to WHO guidance in Section 5.3.3.3 but at no other section.	North Lincolnshire Council	N	These documents have been considered where they are relevant to the assessment criteria for the types of noise sources that are being considered. Further details can be found in Chapter 7: Noise of the Environmental Statement (Document Reference 6.2.7).

North Lincolnshire Council are of the view that the cumulative operational rating levels according to BS4142 should not exceed background levels, so that noise levels in the area do not creep up. It is noted that at Section 9.2 it is stated that opportunities for further mitigation will be explored to reduce predicted noise effects which will be reported in the ES.	North Lincolnshire Council	N	It is noted that BS4142 states that the lower the rating level is relative to the measured background sound level, the less likely it is that the specific sound source will have an adverse impact or a significant adverse impact. Avoiding an exceedance of background noise would result in a “Low” level of impact depending on the context. Predicted noise from the Project will be reduced to as low a level relative to background as is reasonably practical. S4142 also suggests that “adverse” impacts occur when exceedances of around 5 dB are predicted, and likely “significant” impacts are not predicted until exceedances reach around 10 dB. These conclusions depend on the context of the sound as discussed in BS4142, and it is this overall consideration which has been used to assess the potential for significant impacts in Chapter 7: Noise of the Environmental Statement (Document Reference 6.2.7).

Section 7.3.1.1 states that a noise management plan will be formulated for control of deliveries. However there is no mention of the control of any other noise sources in this section.	North Lincolnshire Council	N	An operational noise management plan will be formulated and agreed with NLC and will cover all noise sources that will require active management of the noise emissions. This is a requirement under Schedule 2 of the DCO.

Section 7.2.1.2 states the lead contractors will obtain prior consent from NLC under Section 61 of the CoPA for the proposed construction work. The consent application will set out BPM measures to minimise construction noise and vibration, including control of working hours, and provide a further assessment of construction noise and vibration, including confirmation of receptor based mitigation provision. The LPA would prefer that a Requirement is applied to any consent granted requiring the submission of a Construction Environmental Management Plan (CEMP) which includes all the above items, to be agreed with the local planning authority. Furthermore, it would be helpful for an outline CEMP to be included as part of the application.	North Lincolnshire Council	N	In response to this request, the commitment to apply for consent under Section 61 of the Control of Pollution Act (CoPA) has been replaced with a commitment to submit a CEMP which will be developed by the appointed contractor and agreed with the local planning authority. The main noise management and noise monitoring requirements are described in the CoCP in Annex 7 of the Environmental Statement (Document Reference 6.3.7).

3.8 Landscape and Visual Impact			
It is unclear at this stage if the proposed development will include external lighting during the construction or operational phases. There is the potential for light from the proposed development to adversely impact upon nearby sensitive receptors. If external lighting is proposed then the EHO has recommended that a light impact assessment should be included as part of the application.	North Lincolnshire Council	N	It is anticipated that external lighting will be included at construction and operational phases. All lighting will be sensitively designed and kept to the minimum required for safety and security. Operational lighting has been designed to be low-level and facing inwards from the site boundary to minimise light spill and light nuisance. The impact of night-time lighting on views from nearby receptors has been considered in the Landscape and Visual Impact Assessment (LVIA) in Chapter 11: Landscape and Visual Impact of the Environmental Statement (Document Reference 6.2.11). Mitigation measures are proposed that will further reduce the visibility of external lighting.
Having reviewed Chapter 14 of the PEIR I can confirm agreement to the approach to the assessment of landscape and visual impacts.	North Lincolnshire Council	N	This is noted.

Potential impacts on local and more distant views and landscape character types have been assessed. It is acknowledged that there are existing industrial structures within the local landscape and that the proposed landscape mitigation will provide a degree of landscape integration by year 15. It is also agreed that there will be a major adverse impact on visual amenity when viewed from Amcotts and moderate adverse impact from Flixbourough even at year 15 following the growth of landscaping. Particular concern is raised with regards to relatively short range views across the River Trent from Amcotts to the west.	North Lincolnshire Council	N	We note that the Council agrees with the scope and findings of the Landscape and Visual Impact Chapter of the PEIR. We also note the concern raised in relation to views of the Project from Amcotts. This view has been the focus of further work on mitigation, as it remains the case that landscape planting in this area is not feasible, nor would it provide adequate screening. A number of options have been explored, and mitigation measures to be implemented include installation of a visual barrier to screen low-level activity, and architectural treatment of the building exterior to reduce impact. This is detailed in Chapter 11: Landscape and Visual Impact of the Environmental Statement (Document Reference 6.2.11).

It is considered that further mitigation, such as the architectural mitigation suggested in Section 9 should be considered in detail and secured via DCO Requirements. Whilst it is acknowledged that it is not possible to screen such large-scale structures, screening of low level 'clutter' can be valuable and details of finishes etc. are important in minimising visual impacts against the skyline.	North Lincolnshire Council	Y	Development of the architectural design response has sought means to reduce building heights and present a lower-impact exterior. An illustrative design has been developed and is presented as 'Indicative Visualisations' in Chapter 11: Landscape and Visual Impact of the Environmental Statement (Document Reference 6.2.11). The principles built into the illustrative design are set out in the Design Principles and Codes document (Document Reference 5.12), compliance with which will be secured by a requirement in the DCO. Specific measures developed in response to identified landscape and visual impacts include a visual barrier to screen views of low-level activity and "clutter" in views from Amcotts. Consideration of the skyline is important in all views, and the architectural response seeks to blur the distinction between roof and wall, thereby reducing the impact of the building outline.
3.9 Socio-economics			

The energy sector has been identified as a key sector across the Humber and the Greater Lincolnshire regions. This sector is identified in the North Lincolnshire Economic Growth Plan as a dedicated growth sector for the Humber Energy cluster. North Lincolnshire Council have opted to play an integral role in this challenge through the implementation of its strategy: A Green Future: Our Plan for Positive Change (2021).	North Lincolnshire Council	N	This is noted. Given the mix of employment types anticipated during construction and operation, the assessment has used a single average value for Gross Value Added (GVA) per worker based on data for North Lincolnshire. This is set out in Chapter 14: Economy, Community and Land Use Impacts of the Environmental Statement (Document 6.2.14).

The North Lincolnshire Economic Growth Plan sets out foundations for sustainable growth and the clear goals needed to improve the areas economic prosperity and position in the area. The plan aims to stimulate growth through capital investment to enable regeneration, infrastructure, and embed and progress clean growth. Within this plan, it included 10 priorities, 2 of which were“”"grow the manufacturing and engineering supply chain hu”"" and“”"support the growth and diversification of the Humber chemical and energy cluster”. Therefore, this project could play a valuable role in meeting the aims of the Economic Growth Plan.			

North Lincolnshire Council are satisfied with the approach to the assessment of socio-economic impacts presented in Chapter 14. The methodology used to determine the impact of the Project is clear and helpful, indicating levels that can be easily reviewed. However, for more meaningful Economic Impact Key Assumptions relevant to the LIA, North Lincolnshire Council suggests that in regard to potential GVA values in both the construction phase and Operation the Applicant includes information drawn from regional data source alongside national data and suggest th119ighware for GVA per worker should take into account the local economy. (DEFRA published a 'Rural productivity and GVA' paper that quantified GVA per worker for rural authorities as ~83% of England average.			

It is agreed that based120ighwares provided the potential for between 247-319 total jobs supported during construction phase of the Project will be a positive moderate effect and significant economic benefit through the provision of temporary jobs creating opportunities for local businesses as part of the North Lincolnshire Green Energy Park construction phase. It is considered that the potential for between 100-129 total jobs supported during the operation of the Project is a moderate benefit as the operational figures indicated are low compared to the size of the development.	North Lincolnshire Council	N	This is noted. Net operational employment figures are low and the input data and calculation are reviewed in Chapter 14: Economy, Community and Land Use Impacts of the Environmental Statement (Document Reference 6.2.14).

North Lincolnshire Council support the Applicant's proposal to enter into a Local Labour Agreement to provide additional job opportunities to enable local residence to enhance their skills and qualifications within the green energy sector, particularly. This will help shape the local labour force to meet industry requirements, raise ambitions and aspirations and help residents to understand better the employment and training opportunities available to them. A LLA would support North Lincolnshire's plans to achieve a more highly skilled workforce, higher paid jobs, full employment and increase prosperity in the LIA. Alongside a LLA, it would be beneficial to submit an Employment and Skills Plan for the project.			

The LPA would encourage communication, if this has not yet occurred, between the Applicant and the affected businesses identified in para 8.1.1.2. The ES should also consider the potential impacts should it not be possible to relocate businesses within the Order Limits or the LIA.	North Lincolnshire Council	N	The affected businesses have all been consulted as land interests under S42(1)(d) of the 2008 Act. Full details of the consultation undertaken is set out in the Consultation Report (Document Reference 7.1). Importantly, whilst the DCO process does not accommodate the relocation of displaced businesses, the Applicant has engaged with all the businesses that will be impacted by the Project and is working with the landlord and tenants along with other landlords, including NLC, to find alternative accommodation or commercial compensation for those that may choose to retire or close their businesses. Chapter 14: Economy, Community and Land Use Impacts of the Environmental Statement (Document Reference 6.2.14) considers the socioeconomic impact of the Project in relation to commercial premises demolished with their occupants and employees needing to relocate to allow for construction of the Project.

The proposed provision of the Visitor Centre to include community and educational facilities is recognised by North Lincolnshire Council as having the potential to support to the local communities, the wider area (regionally and nationally). Whilst also having the potential to positively impact on North Lincolnshire Visitor Economy.	North Lincolnshire Council	N	This is noted.
Whilst it is agreed that the proposed development would have limited impact upon community resources it is noted that there is the potential for shortages in temporary accommodation should the development be brought forwards alongside other major proposed developments in the local area (such as Keadby 3).	North Lincolnshire Council	N	An assessment of potential significant effects on housing facilities has been scoped out as the nature of the Project does not lead to any direct impacts or demographic changes that will impact on housing resources. This is set out in Chapter 14: Economy, Community and Land Use Impacts of the Environmental Statement (Document Reference 6.2.14).

Having reviewed Chapter 18 of the PEIR I can confirm that at the current time all relevant existing and proposed developments that have the potential to generate cumulative environmental effects together with the proposed development have been identified. It is also agreed that the method and approach to the assessment of potential cumulative impact is acceptable.	North Lincolnshire Council	N	This is noted.

The scheme helps to address Net Zero ambitions for the whole of Greater Lincolnshire. It will help to support Lincolnshire aims for electric vehicle use and charging point expansion and increased use of hydrogen as an alternative fuel source, particularly in the ports and logistics sector. The Park located at Flixborough Industrial Estate will sit just outside the outer boundary of the Humber Freeport, it will contribute directly to decarbonisation priorities identified for the Freeport itself and beyond, impacting communities throughout Greater Lincolnshire. Being a Nationally Significant Infrastructure Project due to the level of generating capacity, it will provide benefits beyond North Lincolnshire alone, supporting grid capacity and thus addressing power shortage issues right across Lincolnshire and the Humber. The scheme should also be considered at sub regional level by Midlands Connect and Transport for the North given its national significance and clear contribution to key priorities for Midlands Engine and Northern	Lincolnshire County Council	N	This is noted. We recognise the importance of working with other businesses across the region to drive decarbonisation. As set out in Section 4 of the Consultation Report (Document Reference 7.1), we met with economic development bodies during the statutory consultation to discuss maximising the Project's contribution to this goal.

Powerhouse. Very recent round tables with businesses from across the Midlands helped inform the development of the Midlands Connect Strategy covering carbon reduction, alternative fuels, electric vehicles and charging infrastructure, rural mobility and freight strategy. These were extremely well attended and highlighted the need to consider how we might collectively drive decarbonisation and not be restricted by boundaries – supply chains and businesses as we know do not work in that way.			
2.10 Transport			

The Council's Highways officers have reviewed chapter 13 of the PEIR and have further confirmed that they have had detailed pre-application discussions with the developer regarding the proposals and the level of supporting information that needs to be provided. This has included discussions around the proposals for the new road and the installation of district heating pipes, traffic management requirements etc and how this can/will be managed. As far as I am aware these discussions are still ongoing and will inform the final ES.	North Lincolnshire Council	N	This is noted. Indeed, conversations have been ongoing with North Lincolnshire Council's Highways Department regarding the construction of the DHPWN and the mitigation required. As set out in Chapter 13: Traffic and Transport of the Environmental Statement (Document Reference 6.2.13) ,where the DHPWN impacts the highway network, a single lane will be closed (except for traversing roundabouts where the road will be closed in sections, or worked on at night with road plates ensuring day-time operation), with traffic flow managed by traffic lights. The works plans limit the working width of the DHPWN to a single lane of the highway.

West Lindsey's primary consideration would be the impact of the construction, operation and decommissioning phases on the local highway network. Page 20 of the128ighway128se128ryy consultation booklet (summer 2021) provides a summary on traffic and transport but a more detailed is assessment is provided in Chapter 13 of the Prelimary Environmental Information Report (PEIR). Chapter 13 of the PEIR does not mention West Lindsey or any of its main highway routes such as the A15or the A159 through the village of Scotter. West Lindsey would request that its highway network is considered in any future traffic and transport assessments and would recommend that the Highways Authority at Lincolnshire County Council is consulted for comment.	West Lindsey District Council	N	We have assumed that all traffic related to the development during operation (Heavy Goods Vehicles and employees) will route primarily from the A1077 (north of B1216 Ferry Road West / A1077 junction) and the M180 (either direction). A limited amount of traffic has been estimated to route from / to the A18 Doncaster Road, for example circa 8% for employees and 5% for Heavy Goods Vehicles (HGVs). Furthermore, the percentage impact analysis undertaken on the local highway network shows that a very limited number of trips will route onto the A18 Doncaster Road, equating to less than 1% change in traffic flows on the A18 Doncaster Road. The percentage change on the A15 and A159 will be less than this as traffic dissipates further across the highway network.

			Transport impact on the West Lindsey District Council (WLDC) network, including the A15 and A159, was therefore considered to be small / negligible and thus detailed junction modelling not considered necessary. This was agreed with NLC as part of the Transport Assessment (TA) scoping process, which is detailed in Appendix B: Transport Assessment of Chapter 13: Traffic and Transport of the Environmental Statement (Document Reference 6.2.13). In terms of construction, similarly as above, the increase in construction trips on the WLDC network were shown to be small.
2.11 Water Resources and Flood Risk			
The Council's Drainage team has reviewed Chapter 9 of the PEIR and have raised no objection to the proposed method of assessing flood risk and is happy that an acceptable level of SuDS measures are proposed.	North Lincolnshire Council	N	This is noted. The flood mitigation strategy has been revised to avoid reducing the size of the culvert under Ferry Road West (A1077/B1216).

The Drainage officer has further confirmed that detailed discussions have taken place with the developers team and that the only outstanding area of concern is the blocking of the culvert under the A1077. It is understood that the modelling and strategy is being revised accordingly to demonstrate that this will not result in flooding to the downstream catchment. On this basis I have no further comments to make at this time.			

4. Statutory consultation under S44 of the Planning Act 2008 with consultees with an interest in land

Table 3: Statutory consultation under s44 of the Planning Act 2008 with consultees with an interest in land

Topic area and consultation responses:	Consultee(s) with an interest in land:	Change (Y/N):	North Lincolnshire Green Energy Park Ltd.'s (NLGEP/NGLEPL) response (inc. the regard had to the consultation response):
4.1 Air Quality			
It seems that these proposals are for an incinerator for household waste and not a green energy project. This is clearly unacceptable due to the pollution it will cause to the air quality in the surrounding area–- our air quality is already fairly poor due to the steelworks.	#S44.1102	N	The Project meets the R1 energy efficiency criteria set out in the Waste Framework Directive 2008/98/C (WFD) to qualify as an energy recovery operation and is therefore an Energy Recovery Facility (ERF) rather than an incinerator. Burning RDF produces waste gases, as does any process involving burning whether it's an open fire at home, a car engine, or a natural wildfire. One of the advantages of the ERF process is that the combustion conditions can be carefully controlled and monitored continuously. This maximises the effectiveness of the process of destroying potentially harmful substances and maximises the efficiency of the energy recovery process, which is what will be used to produce electricity, and heat for the DHPWN.

			The waste gases are passed through a series of filtration steps that remove the vast majority of potentially harmful substances. The products of these filtration are collected using a sealed system and taken off-site for safe disposal. The remaining gases are then released through the main stack. The ERF process is heavily regulated and must comply with a wide range of legal requirements. For air quality, these are principally that the plant must comply with legally binding emission limits, and before the plant is able to get consent and an Environmental Permit, a comprehensive study must be undertaken to demonstrate that the overall design of the plant does not have an unacceptable impact on air quality. This is the AQIA. The process is overseen by the local authority, central Government and the statutory regulator, the Environment Agency. In support of the DCO application and Environmental Permit, an AQIA is undertaken for the ERF plant. The AQIA considers emissions from several sources including the ERF plant itself, back-up generators used occasionally to provide emergency power, and boilers that are used to provide heat for the DHPWN when an ERF line is shut for maintenance, trains, ships and road traffic. There are several steps in the process:

			• The emissions from each of the sources is calculated based upon the design, size, hours of use etc. This is called the emissions inventory. • The emissions inventory data is put into the dispersion model. This model is designed to predict how substances are emitted and how they disperse once in the atmosphere. • The results of the dispersion model are combined with the baseline air quality data and compared to air quality standards. • The significance of impacts is determined using the guidance from the Institute of Air Quality Management and the Environment Agency. • If needed, the emissions inventory can be amended and the model re-run. The main dispersion model used is ADMS, which is specifically designed to model stack and point sources. This model was used for modelling all of the sources except road traffic, which used a similar model ADMS-Roads which is specifically designed to model traffic. The results of these models were combined in the AQIA assessment, which is presented in Chapter 5: Air Quality of the Environmental Statement (Document Reference 6.2.5).

			The model considers several factors in order to correctly model the dispersion and impacts: • The design of the ERF and the characteristics of the boilers, back-up generators, ship and rail locomotives. • The local topography is represented in the model, noting the presence of nearby ridgelines and river valley. • The local land use. • The local meteorology with multiple parameters obtained from nearby Doncaster Airport. • The potential effect of the wind turbines in close proximity to Flixborough. • The presence of the ERF plant buildings. Including all of these factors in the model maximises the representation of the local area and localised effects. This is important when considering the potential impacts on nearby villages, noting the relative height of the stack to the height of the land at these villages The model, ADMS, has been extensively validated against field studies and wind tunnel studies, and has been used for many years for this type of assessment.

The prevailing wind is from the south west, so Flixborough will be downwind of the site for most of the year. Emissions would blow towards the village during the construction and operational phases.	#S44.255	N	Burning RDF produces waste gases, as does any process involving burning whether it's an open fire at home, a car engine, or a natural wildfire. One of the advantages of the ERF process is that the combustion conditions can be carefully controlled and monitored continuously. This maximises the effectiveness of the process of destroying potentially harmful substances and maximises the efficiency of the energy recovery process, which is what will be used to produce electricity, and heat for the DHPWN. The waste gases are passed through a series of filtration steps that remove the vast majority of potentially harmful substances. The products of these filtration are collected using a sealed system and taken off-site for safe disposal. The remaining gases are then released through the main stack. The ERF process is heavily regulated and must comply with a wide range of legal requirements. For air quality, these are principally that the plant must comply with legally binding emission limits, and before the plant is able to get consent and an Environmental Permit, a comprehensive study must be undertaken to demonstrate that the overall design of the plant does not have an unacceptable impact on air quality. This is the AQIA. The process is overseen by the local authority, central Government and the statutory regulator, the Environment Agency.

			In support of the DCO application and Environmental Permit, an AQIA is undertaken for the ERF plant. The AQIA considers emissions from several sources including the ERF plant itself, back-up generators used occasionally to provide emergency power, and boilers that are used to provide heat for the DHPWN when an ERF line is shut for maintenance, trains, ships and road traffic. There are several steps in the process: • The emissions from each of the sources is calculated based upon the design, size, hours of use etc. This is called the emissions inventory. • The emissions inventory data is put into the dispersion model. This model is designed to predict how substances are emitted and how they disperse once in the atmosphere. • The results of the dispersion model are combined with the baseline air quality data and compared to air quality standards. • The significance of impacts is determined using the guidance from the Institute of Air Quality Management and the Environment Agency. • If needed, the emissions inventory can be amended and the model re-run.

			The main dispersion model used is ADMS, which is specifically designed to model stack and point sources. This model was used for modelling all of the sources except road traffic, which used a similar model ADMS-Roads which is specifically designed to model traffic. The results of these models were combined in the AQIA assessment, which is presented in Chapter 5: Air Quality of the Environmental Statement (Document Reference 6.2.5). The model considers several factors in order to correctly model the dispersion and impacts: • The design of the ERF and the characteristics of the boilers, back-up generators, ship and rail locomotives. • The local topography is represented in the model, noting the presence of nearby ridgelines and river valley. • The local land use. • The local meteorology with multiple parameters obtained from nearby Doncaster Airport. • The potential effect of the wind turbines in close proximity to Flixborough. • The presence of the ERF plant buildings.

			Including all of these factors in the model maximises the representation of the local area and localised effects. This is important when considering the potential impacts on nearby villages, noting the relative height of the stack to the height of the land at these villages The model, ADMS, has been extensively validated against field studies and wind tunnel studies, and has been used for many years for this type of assessment.
4.2 Alternatives Assessment			

With regard to Flixborough, it is not “Nimbyism” because we have already had our fair share. As a community, Flixborough has been jeopardised by local and national planning policies which have encouraged industrial development, such as “Enterprise Zone Status” which resulted in for example, the erection of the “Crystal Polymers” factory. This factory had been turned down by the local planners for specific reasons (ie visual intrusion), the proposal was moved a 100m into the enterprise zone and was allowed to go ahead! The mistakes of the past should not be used as justification or as a case of precedence, for future planning decisions. At the same time, as a community, Flixborough has also suffered because of the planning system, it has been shrink-wrapped as a “Non-Selected Settlement”, so that it has lost critical mass and has already lost the shop, post office and pub, with the church struggling as well.	#S44.255	N	Flixborough Industrial Estate is considered an ideal site for a facility of this type. It was chosen based on the local availability of RDF feedstock supplies currently going either to landfill or export through the Humber ports, the availability of available grid export capacity and the availability of an operational port providing rail and sea links within an established industrial zone. Opportunities have also been identified to supply heat to new homes on the consented Lincolnshire Lakes Development, a new business park planned on the Lincolnshire Lakes site and a proposed new hospital site in Scunthorpe through a DHPWN.

4.3 Construction			

During the construction phase, we note that dust from the construction of the ERF and the new road will require mitigation. However, there is no mention of whether the construction of the scheme will result in contaminated dust being deposited in the wider area (including #S44.8). We therefore request that mitigation measures to control construction dust is shared with us, and that the assessment should address whether additional measures may be required should there be contaminated land that will be disturbed as part of the construction works.	#S44.8	N	Significant ground investigation work has been undertaken across the whole site with a view to identify any potential contamination. As set out in Chapter 8: Ground Conditions, Contamination and Hydrogeology of the Environmental Statement (Document Reference 6.2.9), a Construction Environmental Management Plan (CEMP) will be developed for the Project, secured through a requirement of the DCO and will provide embedded mitigation measures to prevent the release of contamination and therefore negating any effects. This will be developed in accordance with the Code of Construction Practice (CoCP) provided in Annex 7 of the Environmental Statement (Document Reference 6.3.7). Indeed, an Outline Dust Management Plan is included in Appendix A of the CoCP in Annex 7 of the Environmental Statement (Document Reference 6.3.7), which sets out proposed measures for managing, monitoring, inspecting and auditing dust from the construction of the Project. The CoCP (Document Reference 6.3.7) also states that typical Project activities that will enquire environmental monitoring during construction includes earthworks and excavations, with monitoring for potential contamination to be present in excavated soils.

I would like to understand how you plan to mitigate operational and logistical impacts on my site, particularly during construction.	#S44.1316	N	A Code of Construction Practice (CoCP) is provided in Annex 7 of the Environmental Statement (Document Reference 6.3.7) and includes best practice measures for managing the construction process. It is intended that the Project will be a well-managed facility; management plans will be put in place at the detailed design phase in order to ensure this.
4.4 EIA – General			

I would like further information on how this will affect the surrounding area to our property, noise, pollution, opportunities for new jobs, careers etc	#S44.993	N	We have assessed noise in Chapter 7: Noise of the Environmental Statement (Document Reference 6.2.7); air quality in Chapter 5: Air Quality of the Environmental Statement (Document Reference 6.2.5); and the creation of new jobs in Chapter 14: Economy, Community and Land Use Impacts of the Environmental Statement (Document Reference 6.2.14). The Project could result in the creation of up to 3550 FTE jobs over the whole duration of the construction phase. The core Project is likely to directly provide around 290 FTE jobs once operational.

I think it's absolutely fantastic! My family and I looked it over and you've really created a fabulous design that will, hopefully, make the earth a much nicer and safer place. I'm very excited to see how this all comes to fruition! I think it's just great. We need to be doing things like this all over the world. Singapore is a really great example of this! If we could all achieve what they have, our world would be pure. Scunthorpe and the surrounding areas have been in need of extra jobs and attractions. Having more things for people to put energy in to, whilst also giving back to the planet, is a sound plan.	#S44.1078	N	This is welcomed.
4.5 Ecology			
I love nature, so this is a warm prospect for me. I'm of the opinion that we can always use more nature. It's healthier for the earth and it's healthier for us. Bring more greenery!	#S44.1078	N	This is welcomed.

The project envisages the re-opened of the long closed former rail branch line from Dragonby to Flixborough Wharf. The re-opened of the line, with its 24 hour a day / 365 day a year operation, would cause loss of wildlife habitat and result in unacceptable noise pollution from the diesel trains and the sounding of the trains horns. The nearest house is only a few 10's of meters from the line.	#S44.255	N	We have assessed noise in Chapter 7: Noise of the Environmental Statement (Document Reference 6.2.7). We do not expect there to be many significant effects from noise either during construction or operations once mitigation measures are in place. The Project will deliver a biodiversity net gain (BNG). Minimising biodiversity impacts as well as creating new ecological habitats/landscapes is an important part of our approach to enhancing biodiversity at the site and we are committed to providing a minimum of 10% net-gain for biodiversity and the environment. We intend to minimise the loss of valuable habitats as much as possible and are committed to fully offsetting habitat loss through the creation of valuable habitats and enhancement of lower quality habitats in the surrounding landscape.
4.6 Ground Conditions, Contamination and Hydrogeology			

The majority of the information provided in terms of ground conditions is desk based, and as such, we cannot ascertain if there are any transboundary issues and risks which may affect #S44.8's site. Part of #S44.8's land is included in the proposed DCO boundary and the immediate vicinity is being used for a number of potentially contaminative uses including warehouses and bulk storage tanks. We require clarity with a greater degree of ground investigation and necessary mitigation to control risks from impacted soils, groundwater and ground gas.	#S44.8	N	The environmental site investigation to determine baseline conditions and potential impacts from the development with respect to the environment was undertaken in August/September 2021. Weekly ground gas monitoring was also undertaken at five locations for a period of 8 weeks. Soil and groundwater results indicate that there is no significant risk to human health or controlled waters due to construction or operation of the Project. Eight rounds of ground gas monitoring have been undertaken across five locations. Two of the wells to the north of Stather Road (northern end of the Glandford House Complex and at the former Bellwin House) are categorised as CGS 1 (very low). Two of the wells to the north of Stather Road (northern end of the Glandford House Complex and at the former Bellwin House) are categorised as Characteristic Gas Situation (CGS) 1 (very low). Each characteristic situation relates to a typical scope of protective measures required for the identified level of risk (see CIRIA C665, NHBC March 2007 and BS 8485:2015 for scope of risk management measures likely to be required), ranging from1 (very low) to 6 (very high). The remaining three wells are on agricultural land, one of which is categorised as CGS 1, one CGG 2, and one as CGG 2 or 3 due to an elevated flow rate being recorded during one round.

			Due to access issues and underground obstructions, no gas monitoring wells could be installed in the wharf area.
4.7 Human Health and Wellbeing			
This seems a good idea but not at the cost of the community's health. Surely the local council could provide these without the incinerator. North Lincolnshire County Council are already providing and developing in these areas anyway. Overall, I do not agree with this proposal due to the health implications. I live and work in the area as does my family. Also, I have run a business on the Flixborough Industrial Estate for over 25 years and have a duty of care to my employees.	#S44.1102	N	The Project meets the R1 energy efficiency criteria set out in the Waste Framework Directive 2008/98/C (WFD) to qualify as an energy recovery operation and is therefore an Energy Recovery Facility rather than an incinerator. The assessment of effects on health and wellbeing in Chapter 17: Health of the Environmental Statement (Document Reference 6.2.17) seeks to understand if there could be potential effects on health. It is not envisaged that there will be a significant impact upon human health. The Project will also be subject to strict regulatory controls and the requirement for ongoing monitoring of various activities at the site.
4.8 Land			

We act on behalf of #S44.1311 and they have instructed us to object to the current consultation exercise for the Green Energy Park. #S44.1311 were formally consulted on the proposed 'scheme' as their existing store, on Glebe Road in Scunthorpe, lies within 3km of the proposed development. Following a review of the submission documents it was apparent that whilst the #S44.1311 store was located some distance to the south east of the main aspects of the proposed 'scheme', the store abutted the red line ('Order Limits') shown as encompassing the A 1077 and B 1431 (Glebe Road) running past the #S44.1311 site and then ending in a red lined 'square' to the south east of the store.	#S44.1311	Y	The section of the DHPWN route which runs to Glebe Road has now been removed from the Project, removing direct impacts on the store. This is due to transport and noise impacts of constructing the DHPWN along this section of road.

Whilst the B 1431, according to the PIER, may be impacted on by construction and operational traffic, it is unclear from the submission documents, specifically chapter 13 'Traffic & Transport' from the PIER, why the 'Order Limits' extend this far and what the red 'square' denotes. There does not appear to be any mitigation proposed on this part of the149ighwayy or any construction or similar compounds.			
Our clients do not object to the principle of the proposed green energy park and support the sustainability and environmental benefits that this would secure. However, they do object to the proposal insofar as it may have a material impact on the operation and trading performance of their Glebe Road store. The latter trades profitably and is in the company's top 100 stores, employing up to 35 local staff.	#S44.1311	Y	The area referred to has been removed, and the DHPWN scheme now takes a route further north, along the junction of Normanby Road and Warren Road.

Our clients would be prepared to withdraw their objection if it can be demonstrated that the highway implications of the proposed 'scheme', both during construction and when operational, would not impact materially on the operation or trading performance of their Glebe Road store. In order to reach that finding, the following questions would need to be addressed: 1. The reason why the red line ('Order Limits') extend over this part of Glebe Road (B 1431) and within the vicinity of the #S44.1311 store? 2. What increase in construction and/or operational traffic is envisaged for this part of Glebe Road and where are the references to this in the PIER or other submitted documentation? 3. What does the red square to the south on the periphery of the 'Order Limits', denote or what is it for?			
We write on behalf of our client #S44.596.	#S44.596	N	This is noted.

#S44.596 is grateful to have been notified of the above consultation prior to the anticipated submission of the NLGEP Development Consent Order application to the Secretary of State for Business Energy and Industrial Strategy (BEIS) later this year.  We understand that land within the Glebe Estate is required by NLGEP to deliver the proposed development. Without prejudice to #S44.596's position we acknowledge we are in early stages of discussion towards a voluntary agreement by which NLGEP acquires the rights it needs to #S44.596's land.			

We look forward to engaging further with NLGEP on this. Thank you for consulting #S44.596 and we look forward to hearing from NLGEP further as the project progresses.			
We are surprised and concerned that the proposed DCO boundary includes part of the #S44.8 site without any direct engagement on the matter with our client. As expressed above, the flood earth bund and changes to the access area broadly indicated in the DCO scheme have the potential to substantially impact on #S44.8's operation. The blocking off of the existing tertiary access/egress point is also unacceptable to #S44.8.	#S44.8	Y	#S44.8 has been consulted with under S42(1)(d) of the 2008 Act. A workshop has also since been held between the Applicant and #S44.8 on 3rd December 2021. During this workshop, it was explained that the modelling supporting the Flood Risk Assessment (FRA), set out in Annex 3 of the Environmental Statement (Document Reference 6.4.3.3), is appropriate to the current stage of the Project in terms of design. This has been confirmed by the Environment Agency, which has approved the FRA following a second third-party review. In addition, having reviewed #S44.8's response to the statutory consultation, the Order Limits now only include a small area for temporary construction purposes and no permanent land take from #S44.8. The legality and claim to the tertiary access to the port area has been refuted by RMS Ports and no legal title has been provided by #S44.8 to establish a legal right to this access. It is suggested that the Applicant sponsor a discussion with RMS Ports to resolve this between the parties.

Based on the information available, we strongly object to the proposed inclusion of the #S44.8 site and will not agree to the freehold or leasehold sale of this part nor the grant of any other legal rights. Furthermore, without the details/feasibility of the flood mitigation package and the proposed works to First Avenue/Second Avenue, the impact on #S44.8's existing and future operations cannot be assessed. We request that further information is provided, and that the applicant engages with us properly.			A flood wall is now proposed rather than a bund and construction of the flood wall will require temporary access, as explained above. However, the Applicant could construct the wall entirely from its own side so that there will be no permanent or temporary land take. The Applicant has shared details of the flood modelling and revised flood wall with #S44.8 and will continue to engage with them in relation to flood defence options.
Having reviewed the area identified on the plan, I do not believe we have an interest in this land. However, should you think this is incorrect, please let me know, whereby I will look into this again	#S44.173	N	This is noted.

Can you please advise the reasons that my client's land is included in the proposals, the proposed use of my client's land as part of this scheme and whether or not compulsory purchase of my client's interest are proposed.	#S44.460	N	Changes to the Project following statutory consultation mean this land is no longer within the Order Limits.
4.9 Landscape and Visual Impact			
The proposal is truly gigantic in scale, with vast monolithic buildings totally obliterating the visual landscape and view. The buildings would as be as high as the height of the escarpment. The emissions stack would be three times the height of the escarpment. The development, in terms of its visual presence and its 24 hour a day, 365 day a year operation, would be omnipresent and totally inappropriate.	#S44.255	N	Gases produced within the ERF will be treated within the facility to remove contaminants, before any exhaust gases are released into the atmosphere through the chimney stack. The height of the stack at a maximum of 120m (equivalent to 394 ft) has been carefully considered to disperse the treated gases safely. As set out in Chapter 11: Landscape and Visual Impact of the Environmental Statement (Document Reference 6.2.11), the stack will be seen in the context of pylons and wind turbines and will not be out of scale with the ERF and the rest of the development. With regards to visual impact on the local landscape, we have taken this into consideration as part of the guiding principles of our design code. In some locations, such as along the A1077, we will use

			planting to screen views of the ERF, and we are working with all stakeholders and regulatory bodies to mitigate the potential visual impact for all parts of NLGEP. The principles built into the illustrative design are set out in the Design Principles and Codes document (Document Reference 5.12), compliance with which will be secured by a requirement in the DCO. Chapter 11: Landscape and Visual Impact of the Environmental Statement (Document Reference 6.2.11) also sets out mitigation measures that will reduce impacts on landscape and visual amenity.
4.10 Major Accidents and Hazards			

Flixborough has suffered continually over the decades, as a result of industrial development. The Nypro Explosion of 1st June 1974, the largest peace-time explosion in UK history, was a testimony to the failure of appropriate planning, regulatory and operational control, which resulted in the deaths of 28 employees and injuries to many more, both on and off site. (By coincidence, today, 25th July, a memorial service is being held at All Saints Church in Flixborough. A new memorial stone has been erected to replace the bronze memorial sculpture that was stolen). The Nypro Explosion devastated the village of Flixborough and changed it forever.	#S44.255		We recognise the importance of industrial health and safety to the community in the context of the 1974 Flixborough disaster. The Project provides an Energy Recovery Facility (ERF), which involves a different process than that undertaken at the Nypro UK chemical plant. It is also our intention to provide hydrogen (H_2), heat and battery storage as part of the Project. H_2 as a fuel is recognised as being significantly safer than petrol or diesel to store and there are now a large number of H_2 refuelling stations deployed in city centres. Energy storage, whether in the form of a battery for electricity, steam accumulators for heat, or compressed gas cylinders for biogas or H_2, is highly regulated and additional safeguards are deployed in areas such as re-fuelling stations. Local planning and permitting requirements govern all installations, which include the fire regulations pertaining to each installation. The design has been informed and reinforced by an assessment of the potential for major accidents and hazards in Chapter 16: Major Accidents and Hazards of Environmental Statement (Document Reference 6.2.16) to assure the risk of major accidents or

			hazards (including environment) identified through the assessment is appropriately managed by the proposed mitigation embedded within the Project design. We have also consulted with relevant statutory consultees such as Humberside Fire and Rescue and The Health and Safety Executive as part of the process.
4.11 Noise			
The project envisages moving the existing road from along the side of the river bank nearer to the village. The road will carry all the existing road traffic to the industrial estate, along with all the traffic for the proposed development. This road will be raised, further exacerbating the noise pollution.	#S44.255	N	We have assessed noise in Chapter 7: Noise of the Environmental Statement (Document Reference 6.2.7). We do not expect there to be many significant effects from noise either during construction or operations once mitigation measures are in place.
4.12 Operations			

We note from a diagram provided in the consultation brochure that the unloading, storage and transportation of RDF to the boiler may be undertaken within a building. However, the consultation documents do not provide any scheme drawings or operational details on the handling of RDF from its delivery, storage and to processing.	#S44.8	N	An Indicative Site Layout for the ERF and Associated Development (Document Reference 4.11) is provided as part of the DCO application. A simplified diagram was provided to supplement to the consultation material. RDF will be delivered in sealed containers or wrapped bales by ship, train or road. If delivered by ship or rail, it will be transported to the fully enclosed fuel reception building by slave vehicles before being processed. The reception hall will be an enclosed building maintained at a negative pressure. The reception hall and fuel store are located on the southern face of the ERF, away from the #S44.8 plant. The Tipping Hall will be equipped with fast acting, automatically closing doors to prevent escape of dust and odour.

The consultation documents lack sufficient details to enable #S44.8 to assess the impact on the biosecurity of #S44.8's plant. As such, we express a strong objection to the proposal until such time that sufficient information is provided to demonstrate that the proposed operation will not give rise to any risk to the biosecurity of #S44.8's plant. In the absence of such details, we request that, as a minimum: • There should be no animal origin material to be included in RDF (i.e. animal origin material to be removed from RDF at the pre-treatment stage before the transportation of RDF to the site) and this should be enforced by a condition. • The transportation of RDF in sealed containers should be enforced by a condition.	#S44.8	N	Municipal Solid Waste (MSW) by nature may contain food waste, leather and fabric, all of which may contain material of animal origin. It is very difficult to ensure that there is no material of animal origin in the Refuse Derived Fuel (RDF) as the RDF is the result of cleaning and sorting MSW. RDF will be delivered to site in sealed containers or in wrapped bales. The RDF will then be stored in a sealed building, which is maintained at a negative pressure. Vehicles will enter the building via a single fast acting door, which will be closed at all times – except when RDF is being delivered to the Facility. RDF is stored in an enclosed bunker building, from where it is transported by automated cranes into hoppers, which feed the boilers. There will be no external storage of RDF. The design measures referred to are set out in Chapter 3: Project Description of the Environmental Statement (Document Reference 6.2.3) and the operational measures are set out in the OEMP in Annex 8 of the Environmental Statement (Document Reference 6.3.8).

• Unloading, storage and transportation of RDF to the boiler should be undertaken within an enclosed building with the door closed and necessary measures to prevent any contaminated air to be released externally, which should be enforced by a condition.			
4.13 Socio-economics			
This park is a positive move towards the future would bring jobs and protect the environment.	#S44.1114	N	This is welcomed.
The visitor centre is a good idea to teach the correct way to go.	#S44.1114	N	This is welcomed.
It is not likely to create jobs at the level as first proposed.	#S44.1102	N	We have assessed the creation of new jobs in Chapter 14: Economy, Community and Land Use Impacts of the Environmental Statement (Document Reference 6.2.14). The Project could result in the creation of up to 3550 FTE jobs over the whole duration of the construction phase. The core Project is likely to directly provide around 290 FTE jobs once operational.

#S44.8's principal concern is the proposed NLGEP's impact on the biosecurity of the animal feed mill. The consultation documents suggest that RDF (Refuse Derived Fuel) will be delivered in sealed containers, which addresses some of our concerns in the absence of specific components of waste to be delivered. However, the delivery routes and the ERF are proposed in such a proximity to the raw materials intake section of #S44.8's plant, which will place an unacceptable risk to the biosecurity of #S44.8's operation. In particular, the use and handling of any RDF containing animal origin material in such close proximity to #S44.8 places significant commercial risks to the business.	#S44.8	N	Material will be delivered to site in sealed containers or in bales. The material will then be stored in a sealed building, which is maintained at a negative pressure. The delivery routes to the ERF are on the southern face of the building, away from #S44.8's facility, with the Tipping Hall door more than 250m from #S44.8's facility.
I am not happy with the park going ahead at all because of the future impact on my property. This could lead to a devaluation of the property and not wanting to live near the park. Also, I do not want it imposing on my surroundings. I don't agree with the park going ahead.	#S44.804	N	There is no evidence that ERFs reduce the prices of nearby properties. According to research undertaken by Cranfield University in relation to three operational energy recovery facilities in the UK, 'Assessing the perception and reality of arguments against thermal waste treatment plants in terms of property prices' (Philips et al, 2014) "no significant negative effect was observed on property prices at any distance within 5 km." This indicated that the perceived negative effect

			of the thermal processing of waste on local property values is negligible. Furthermore, we have taken visual impact on the local landscape into consideration as part of the guiding principles of our design code. In some locations, such as along the A1077, we will use planting to screen views of the ERF, and we are working with all stakeholders and regulatory bodies to mitigate the potential visual impact for all parts of the Project. The principles built into the illustrative design are set out in the Design Principles and Codes document (Document Reference 5.12), compliance with which will be secured by a requirement in the DCO.
4.14 Transport			
New pedestrian connections are a great idea as me and the wife are walkers.	#S44.1114	N	This is welcomed.

We note that the proposed DCO boundary encompasses the grass verge/kerb line with several bollards within the #S44.8 site, immediately adjacent to the southern access point (on Second Avenue close to the junction of First Avenue) and maneuvering apron on the approach to the weighbridge and the staff/visitor car park. However, details of works proposed along First Avenue and Second Avenue are not included in the consultation document. In the absence of details of works at First Avenue and Second Avenue, we would expect that construction of any infrastructure (both during the construction and operational phases) would likely have a detrimental impact on the use of #S44.8's access including space for vehicles to egress and vehicle to vehicle visibility splays.	#S44.8	Y	The Order Limits are required to include any potential works, signage and utilities required during the construction period. The Applicant held a workshop with #S44.8 on 3 December 2021 and highway works plans were provided to them. It was also agreed that construction and mitigation plans will be shared with #S44.8 for discussion ahead of any works. However, it is worth noting that due to the changes made to the Order Limits since the statutory consultation period, #S44.8's site will not be impacted by the revised layout presented to them.

Any relocation of the southern access, as considered in the Transport section of the PEIR, would have an impact on the staff car park, which will change HGV access arrangements and maneuvering for #S44.8 – whether this can safely be undertaken cannot be assessed as no details of works proposed in and around #S44.8's access have been provided.			
The main access to the port is proposed to be relocated to First Avenue. In the absence of details and an assessment, it gives rise to an issue associated with an increase in traffic and the introduction of a controlled access could result in a level of congestion/queuing at busy times that impedes access/egress via First Avenue.	#S44.8	N	First Avenue is already used by the Port as a means of access – the level of traffic relocating from the Port's existing access on Stather Road to First Avenue is not expected to be significant – and it is proposed to improve the entrance to/from the Port via First Avenue to allow for two-way HGV movements and provide a new shared pedestrian and cycle footway connecting to Bellwin Drive. As set out in the CoCP in Annex 7 of the Environmental Statement (Document Reference 6.3.7), it is envisaged that a Construction Traffic Management Plan (CTMP) would be agreed with the highway authority prior to any construction works, which will seek to retain existing access requirements to adjacent properties, avoid road closures or provide temporary or partial lane closures wherever possible. This will be secured by requirement as part of the DCO.

#S44.8 operates on 24hour/7day basis throughout the year. As such, we are concerned about any potential impact/disruption to the operation during the construction phase. The continuity of #S44.8's operation needs to be ensured through careful design and construction management of the proposal, including measures to prevent construction vehicles laying over on the roads around the accesses to #S44.8. In addition, any construction work associated with the new access road, particularly tying in with Stather Road, or any other element of #S44.8's land should not result in any complete closure of any routes to/from #S44.8. Similarly, Stather Road should not be stopped up until the new access road is constructed and open for use. These would need to be secured by a Section 106 Agreement, should a DCO be granted.			

We trust that traffic generation and related matters have been considered by you in your proposed development of the Scheme and hope you can provide us with the necessary evidence for our assessment (i.e. reports including but not limited to a Traffic Management Plan and Associated Transport Assessment) that shows there will be minimal (if any) disruption to travel routes and transport into and around our [redacted] Site.	#S44.855	N	The Applicant confirms that a preliminary assessment of transport impacts was set out as part of the PEIR. The Applicant has included updated assessments and information regarding traffic generation and related matters in the Environmental Statement (Document Reference 6.0) submitted with our DCO application.

4.15 Water Resources and Flood Risk			
The consequences for the village and parish of Flixborough, along with the individuals and families who live there, will be immense and irreversible if the project receives planning permission from the Government. Sitting in an elevated position on the top of the escarpment hillside, Flixborough overlooks the River Trent and Trent Valley and the proposed development site. The area is in a floodplain which will become more prone to flooding as a result of rising sea levels	#S44.255	N	The area is currently protected by flood defences. In the future, the development – including access – has been designed to sit above the extreme tidal 1 in 200yr (plus allowance for climate change) flood level, including scenarios in which the flood levels are breached. Additional to this, the development has been designed to not increase flood risk elsewhere.

The PEIR indicates that the flood risk arising from the proposed scheme will require mitigation, including the construction of a new earth bund on the west and south section of the #S44.8 site. However, other than the estimated measurement of the required bund (which is extensive), the PEIR suggests that the bund design will only be developed further in the detailed design phase. Aside from the issue of the earth bund proposed being within the #S44.8 site, the lack of the bund details means that we cannot ascertain the impact on #S44.8 (including future maintenance of their existing building and ability for this to be extended). Based on Figure 2 of the PEIR Chapter 3 and information provided in the Draft Flood Risk Assessment (FRA), the proposed bund/flood mitigation will necessitate the blocking off of the existing tertiary access/egress point to the #S44.8 site, which is not acceptable to us. Furthermore, based on the estimated size of the bund, it will require a considerable land take and there is no information to assess feasibility. We	#S44.8	Y	The flood model has been revised since the PEIR submission and the defences proposed around the #S44.8 site have been reviewed given the specific constraints in this area. The defences themselves are intended to provide protection under a breach scenario and the main purpose is actually to provide protection to the #S44.8 site. They could be removed and replaced with a flood evacuation plan, however there is still a risk to the property. Therefore, it is proposed to retain the defences, albeit adjust the design to include walls instead of bunds along specific sections. Construction of the flood wall will only require temporary access and no permanent land take. Furthermore, the legality and claim to the tertiary access to the port area has been refuted by RMS Ports and no legal title has been provided by #S44.8 to establish a legal right to this access. It is suggested that the Applicant sponsor a discussion with RMS Ports to resolve this between the parties.

therefore request an alternative to the proposed earth bund within the #S44.8 site or further clarity relative to the extent of the bund and its design be shared with us for our review.			
The FRA assesses the impact of the development over a 40 year lifetime (565mm sea level rise allowance 2065).	#S44.8	N	Under this scenario, it is our assumption using data provided by the Environment Agency that the site will be inundated during both overtopping and under a river bank flood defence breach scenario, both with and without the proposed development. It would not therefore be beneficial to model and assess the impact in 2125 as the Environment Agency and North Lincolnshire Council are likely to undertake significant changes in flood risk management in this area over the next 40 years and therefore an assessment undertaken now will not be reflective of the impact in 2125. The flood modelling undertaken to date indicates that during significant increases in sea level rise, the #S44.8 site will likely be affected due to overtopping of the existing defences north of the port. With the development in place, no significant increase in the flood risk to the #S44.8 site is foreseen. It is intended that following the design life of the NLGEP development, the site will be returned to its existing use. Discussions on retaining secondary defences can be made with relevant parties closer to the decommissioning date once future proposals of the main flood defences in the area are better known.

To assess the residual risk a sensitivity test has also been carried out by Buro Happold with a higher climate change estimate (572.5mm 2065). To protect the development plots from the flooding, it is proposed to raise ground levels or provide secondary flood defences. At the end of the 40year lifetime it is likely that these measures would still be in place and influence flooding beyond 2065. Therefore, the proposed development should be tested in the design flood events with a 2125 climate change allowance (1150mm sea level rise allowance 2125) in order to understand the impact of the measures on the #S44.8 site.			Where possible, effects of decommissioning on environmental factors have been assessed as part of the application, but best practice, technology and methods to be used in the decommissioning process may have changed considerably by 2065. Therefore, the DCO will contain a requirement which acknowledges this and requires a site closure and restoration scheme or Decommissioning Plan, containing details of the phasing of demolition works and removal of materials to be submitted to and approved by the relevant planning authority. It is at this stage that the Applicant will consider in more detail the environmental impacts of decommissioning, including impacts on flood risk.
It is also considered that a sensitivity test should be undertaken in order to assess a potential worst-case scenario, with a breach of the River Trent defences located immediately south west of the #S44.8 site.	#S44.8	N	Breach testing south of the port has been carried out as agreed with the Environment Agency. This is directly next to the ERF plant and where the location of the plant will have greatest impact to surrounding areas. Ground levels are also lower in this location compared to north of the port and therefore allow the impact of displacement of a greater volume of water in the area to be assessed.

5. Statutory consultation under S47 of the Planning Act 2008 with the local community

Table 4: Statutory consultation under s47 of the Planning Act 2008 with the local community

Topic area and consultation responses:	Change (Y/N):	North Lincolnshire Green Energy Park Ltd.'s response (inc. the regard had to the consultation response):
5.1 Air Quality		
Ash and soot fallout on prevailing winds. Our village of Burton Stather already suffer from wind turbine noise and infrasound.	N	Burning RDF produces waste gases, as does any process involving burning whether it's an open fire at home, a car engine, or a natural wildfire. One of the advantages of the ERF process is that the combustion conditions can be carefully controlled and monitored continuously. This maximises the effectiveness of the process of destroying potentially harmful substances and maximises the efficiency of the energy recovery process, which is what will be used to produce electricity, and heat for the DHPWN. The waste gases are passed through a series of filtration steps that remove the vast majority of potentially harmful substances. The products of these filtration are collected using a sealed system and taken off-site for safe disposal. The remaining gases are then released through the main stack.

		The ERF process is heavily regulated and must comply with a wide range of legal requirements. For air quality, these are principally that the plant must comply with legally binding emission limits, and before the plant is able to get consent and an Environmental Permit, a comprehensive study must be undertaken to demonstrate that the overall design of the plant does not have an unacceptable impact on air quality. This is the AQIA. The process is overseen by the local authority, central Government and the statutory regulator, the Environment Agency. In support of the DCO application and Environmental Permit, an AQIA is undertaken for the ERF plant. The AQIA considers emissions from several sources including the ERF plant itself, back-up generators used occasionally to provide emergency power, and boilers that are used to provide heat for the DHPWN when an ERF line is shut for maintenance, trains, ships and road traffic. There are several steps in the process: • The emissions from each of the sources is calculated based upon the design, size, hours of use etc. This is called the emissions inventory. • The emissions inventory data is put into the dispersion model. This model is designed to predict how substances are emitted and how they disperse once in the atmosphere.

		• The results of the dispersion model are combined with the baseline air quality data and compared to air quality standards. • The significance of impacts is determined using the guidance from the Institute of Air Quality Management and the Environment Agency. • If needed, the emissions inventory can be amended and the model re-run . The main dispersion model used is ADMS, which is specifically designed to model stack and point sources. This model was used for modelling all of the sources except road traffic, which used a similar model ADMS-Roads which is specifically designed to model traffic. The results of these models were combined in the AQIA assessment, which is presented in Chapter 5: Air Quality of the Environmental Statement (Document Reference 6.2.5). The model considers several factors in order to correctly model the dispersion and impacts: • The design of the ERF and the characteristics of the boilers, back-up generators, ship and rail locomotives. • The local topography is represented in the model, noting the presence of nearby ridgelines and river valley. • The local land use.

		• The local meteorology with multiple parameters obtained from nearby Doncaster Airport. • The potential effect of the wind turbines in close proximity to Flixborough. • The presence of the ERF plant buildings. Including all of these factors in the model maximises the representation of the local area and localised effects. This is important when considering the potential impacts on nearby villages, noting the relative height of the stack to the height of the land at these villages The model, ADMS, has been extensively validated against field studies and wind tunnel studies, and has been used for many years for this type of assessment.
As before all the local villages will effected with the air pollution and building close to all the windmills will just help to push it toward the houses. The pollution the lorries will bring not alone busy roads that already get congested at certain areas, and you want people to cycle around this and breath in the lovely clean air and look at a eyesore of rubbish piled high,don't think so	N	Burning RDF produces waste gases, as does any process involving burning whether it's an open fire at home, a car engine or a natural wildfire. One of the advantages of the ERF process is that the combustion conditions can be carefully controlled and monitored continuously. This maximises the effectiveness of the process of destroying potentially harmful substances and maximises the efficiency of the energy recovery process which is what will be used to produce electricity, and heat for the district heating scheme.

		The waste gases are passed through a series of filtration steps that remove the vast majority of potentially harmful substances. The products of these filtration are collected using a sealed system and taken off-site for safe disposal. The remaining gases are then released through the main stack. The ERF process is heavily regulated and must comply with a wide range of legal requirements. For air quality these are principally that the plant must comply with legally binding emission limits, and before the plant is able to get Planning Permission and an Environmental Permit a comprehensive study must be undertaken to demonstrate that the overall design of the plant does not have an unacceptable impact on air quality. This is the AQIA. This process is overseen by the local authority, central Government and the statutory regulator, the Environment Agency. In support of the DCO application and Environmental Permit, an AQIA is undertaken for the ERF plant. The AQIA considers emissions from several sources including the ERF plant itself, back-up generators used occasionally to provide emergency power, and boilers that are used to provide heat for the DHPWN when an ERF line is shut for maintenance, trains, ships and road traffic. There are several steps in the process:

		• The emissions from each of the sources is calculated based upon the design, size, hours of use etc. This is called the emissions inventory. • The emissions inventory data is put into the dispersion model. This model is designed to predict how substances are emitted and how they disperse once in the atmosphere. • The results of the dispersion model are combined with the baseline air quality data and compared to air quality standards. • The significance of impacts is determined using the guidance from the Institute of Air Quality Management and the Environment Agency. • If needed, the emissions inventory can be amended and the model re-run . The main dispersion model used is ADMS, which is specifically designed to model stack and point sources. This model was used for modelling all of the sources except road traffic, which used a similar model ADMS-Roads which is specifically designed to model traffic. The results of these models were combined in the AQIA assessment, which is presented in Chapter 5: Air Quality of the Environmental Statement (Document Reference 6.2.5). The model considers several factors in order to correctly model the dispersion and impacts:

		• The design of the ERF and the characteristics of the boilers, back-up generators, ship and rail locomotives. • The local topography is represented in the model, noting the presence of nearby ridgelines and river valley. • The local land use. • The local meteorology with multiple parameters obtained from nearby Doncaster Airport. • The potential effect of the wind turbines in close proximity to Flixborough. • The presence of the ERF plant buildings. Including all of these factors in the model maximises the representation of the local area and localised effects. This is important when considering the potential impacts on nearby villages, noting the relative height of the stack to the height of the land at these villages The model, ADMS, has been extensively validated against field studies and wind tunnel studies, and has been used for many years for this type of assessment.

		The impacts associated with both construction and operational traffic have also been assessed. The construction of the ERF plant will generate only small amounts of traffic on the local road network. These traffic movements are below the thresholds where significant impacts could arise as set out by the Institute of Air Quality Management and are not significant. When operational, there will be some traffic generated bringing RDF to the plant. The impacts of this traffic have been modelled for the new access road, and existing properties near the road. Impacts are not significant. This will be helped by the fact that RDF will also be brought to site by rail and ship reducing road traffic compared to a similar facility that is only road linked.
Previously on the exact same site there was a Council Composting Plant which processed compost and gave off a nasty odour in the surrounding area and after years of complaints about the odour omitted, it was finally relocated only to now have a proposed site that has the potential of omitting far worse odours than the small composting site.	N	The ERF uses RDF. Being derived from waste, RDF contains substances that can potentially produce odour. This process is the same as that which will result in the dustbins smelling and is due to the breakdown of organic material by bacteria and fungi. As the RDF has the potential to smell, the whole process is designed to eliminate the odour source and stop there being an odour problem off-site. Measures include: • RDF is baled, not loose waste.

		• RDF is shipped in sealed containers, not open wagons. • RDF is not stored outdoors. • Containers are taken directly into the Tipping Hall and only opened once inside the Tipping Hall. • The Tipping Hall is sealed and fitted with roller doors. • The air from the Tipping Hall is drawn through the plant where the combustion process destroys the substances that produce odour. The plant is also designed with three process lines. When undertaking routine maintenance one line will be shut at a time so that waste isn't sitting for a protracted period on site.
There is already a massive concern in nearby villages (Roxby/Winterton) who are suffering horrendous odours from the landfill site which is actually located further away from those villages than this Energy Park would be to Flixborough and surrounding villages.	N	The baled RDF is delivered in sealed containers. These containers are unloaded and taken directly into the Tipping Hall. Here the container is opened, and the baled RDF placed into the waste bunker ready for processing. The Tipping Hall is within a sealed building with shutter doors. Air from the Tipping Hall is drawn through the combustion process meaning that any odour from the RDF is taken through the process and destroyed.

		Burning RDF produces waste gases, as does any process involving burning whether it's an open fire at home, a car engine or a natural wildfire. One of the advantages of the ERF process is that the combustion conditions can be carefully controlled and monitored continuously. This maximises the effectiveness of the process of destroying potentially harmful substances and maximises the efficiency of the energy recovery process which is what will be used to produce electricity, and heat for the DHPWN. The waste gases are passed through a series of filtration steps that remove the vast majority of potentially harmful substances. The products of these filtration are collected using a sealed system and taken off-site for safe disposal. The remaining gases are then released through the main stack.

		The ERF process is heavily regulated and must comply with a wide range of legal requirements. For air quality, these are principally that the plant must comply with legally binding emission limits, and before the plant is able to get consent and an Environmental Permit, a comprehensive study must be undertaken to demonstrate that the overall design of the plant does not have an unacceptable impact on air quality. This is the AQIA, which is presented in Chapter 5: Air Quality of the Environmental Statement (Document Reference 6.2.5). This process is overseen by the local authority, central Government and the statutory regulator, the Environment Agency. The ERF uses RDF. Being derived from waste, RDF contains substances that can potentially produce odour. This process is the same as that which will result in the dustbins smelling and is due to the breakdown of organic material by bacteria and fungi. As the RDF has the potential to smell, the whole process is designed to eliminate the odour source and stop there being an odour problem off-site. Measures include: • RDF is baled, not loose waste; • RDF is shipped in sealed containers, not open wagons. • RDF is not stored outdoors.

		• Containers are taken directly into the Tipping Hall and only opened once inside the Tipping Hall. • The Tipping Hall is sealed and fitted with roller doors. • The air from the Tipping Hall is drawn through the plant where the combustion process destroys the substances that produce odour. The plant is also designed with three process lines. When undertaking routine maintenance one line will be shut at a time so that waste isn't sitting for a protracted period on site.
Winds – the village of Flixborough is 50m above sea level and has prevailing Westerly winds. The planned footprint for the Energy Park would mean that any odours from the waste from shipping, rail, road would impact Flixborough directly, with Easterly winds would impact Amcotts, and South Westerly winds would impact Burton Upon Stather and Normanby where the popular local country park is located and encouraging visitors from all around the UK to visit.	N	Burning RDF produces waste gases, as does any process involving burning whether it's an open fire at home, a car engine or a natural wildfire. One of the advantages of the ERF process is that the combustion conditions can be carefully controlled and monitored continuously. This maximises the effectiveness of the process of destroying potentially harmful substances and maximises the efficiency of the energy recovery process which is what will be used to produce electricity, and heat for the district heating scheme.

		The waste gases are passed through a series of filtration steps that remove the vast majority of potentially harmful substances. The products of these filtration are collected using a sealed system and taken off-site for safe disposal. The remaining gases are then released through the main stack. The ERF process is heavily regulated and must comply with a wide range of legal requirements. For air quality, these are principally that the plant must comply with legally binding emission limits, and before the plant is able to get consent and an Environmental Permit, a comprehensive study must be undertaken to demonstrate that the overall design of the plant does not have an unacceptable impact on air quality. This is the AQIA, which is presented in Chapter 5: Air Quality of the Environmental Statement (Document Reference 6.2.5). This process is overseen by the local authority, central Government and the statutory regulator, the Environment Agency. There are several steps in the process: • The emissions from each of the sources is calculated based upon the design, size, hours of use etc. This is called the emissions inventory. • The emissions inventory data is put into the dispersion model. This model is designed to predict how substances are emitted and how they disperse once in the atmosphere.

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		• The potential effect of the wind turbines in close proximity to Flixborough • The presence of the ERF plant buildings. Including all of these factors in the model maximises the representation of the local area and localised effects. This is important when considering the potential impacts on nearby villages, noting the relative height of the stack to the height of the land at these villages The model, ADMS, has been extensively validated against field studies and wind tunnel studies, and has been used for many years for this type of assessment.
With a chimney the size yet to be decided but suggested in the final webinar a guess of 85 metres this would have a dramatic impact on the village and also how would this work in conjunction with the village being elevated and also several wind turbines in the field opposite standing at 126 metres? Is this not going to cause issues with regards to emissions and pollutants?	N	Burning RDF produces waste gases, as does any process involving burning whether it's an open fire at home, a car engine or a natural wildfire. One of the advantages of the ERF process is that the combustion conditions can be carefully controlled and monitored continuously. This maximises the effectiveness of the process of destroying potentially harmful substances and maximises the efficiency of the energy recovery process which is what will be used to produce electricity, and heat for the DHPWN.

		The waste gases are passed through a series of filtration steps that remove the vast majority of potentially harmful substances. The products of these filtration are collected using a sealed system and taken off-site for safe disposal. The remaining gases are then released through the main stack. The ERF process is heavily regulated and must comply with a wide range of legal requirements. For air quality, these are principally that the plant must comply with legally binding emission limits, and before the plant is able to get consent and an Environmental Permit, a comprehensive study must be undertaken to demonstrate that the overall design of the plant does not have an unacceptable impact on air quality. This is the AQIA which is presented in Chapter 5: Air Quality of the Environmental Statement (Document Reference 6.2.5). This process is overseen by the local authority, central Government and the statutory regulator, the Environment Agency. There are several steps in the process: • The emissions from each of the sources is calculated based upon the design, size, hours of use etc. This is called the emissions inventory. • The emissions inventory data is put into the dispersion model. This model is designed to predict how substances are emitted and how they disperse once in the atmosphere.

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		• The potential effect of the wind turbines in close proximity to Flixborough. • The presence of the ERF plant buildings. Including all of these factors in the model maximises the representation of the local area and localised effects. This is important when considering the potential impacts on nearby villages, noting the relative height of the stack to the height of the land at these villages The model, ADMS, has been extensively validated against field studies and wind tunnel studies, and has been used for many years for this type of assessment.

Pollutants and Emissions – With the chimney proposed to be 85m high possibly, the village being elevated at 50m above sea level the villagers would need 100% guarantee that no harmful pollutants will enter the atmosphere and ultimately end up passing through our villages, analysis shows that fine particles from incinerators can spread over a distance of 10km. Incinerators can release tonnes of carbon dioxide gas (what will happen to the CO2 produced and captured if the greenhouses never get built?). Other pollutants released from Incinerators include mercury, hydrochloric acid, dioxins, oxides of nitrogen, cadmium and lead, what guarantees do you have for the residents of the village that we will be completely safe and that there is no health risk to us if the Energy Park is approved.	N	The Project meets the R1 energy efficiency criteria set out in the Waste Framework Directive 2008/98/C (WFD) to qualify as an energy recovery operation and is therefore an ERF rather than an incinerator. Burning RDF produces waste gases, as does any process involving burning whether it's an open fire at home, a car engine or a natural wildfire. One of the advantages of the ERF process is that the combustion conditions can be carefully controlled and monitored continuously. This maximises the effectiveness of the process of destroying potentially harmful substances and maximises the efficiency of the energy recovery process which is what will be used to produce electricity, and heat for the DHPWN. The waste gases are passed through a series of filtration steps that remove the vast majority of potentially harmful substances. The products of these filtration are collected using a sealed system and taken off-site for safe disposal. The remaining gases are then released through the main stack.

		The ERF process is heavily regulated and must comply with a wide range of legal requirements. For air quality, these are principally that the plant must comply with legally binding emission limits, and before the plant is able to get consent and an Environmental Permit, a comprehensive study must be undertaken to demonstrate that the overall design of the plant does not have an unacceptable impact on air quality. This is the AQIA, which is presented in Chapter 5: Air Quality of the Environmental Statement (Document Reference 6.2.5). This process is overseen by the local authority, central Government and the statutory regulator, the Environment Agency. There are several steps in the process: • The emissions from each of the sources is calculated based upon the design, size, hours of use etc. This is called the emissions inventory. • The emissions inventory data is put into the dispersion model. This model is designed to predict how substances are emitted and how they disperse once in the atmosphere. • The results of the dispersion model are combined with the baseline air quality data and compared to air quality standards. • The significance of impacts is determined using the guidance from the Institute of Air Quality Management and the Environment Agency.

		• If needed, the emissions inventory can be amended and the model re-run. The main dispersion model used is ADMS, which is specifically designed to model stack and point sources. This model was used for modelling all of the sources except road traffic, which used a similar model ADMS-Roads which is specifically designed to model traffic. The results of these models were combined in the assessment. The model considers several factors in order to correctly model the dispersion and impacts: • The design of the ERF and the characteristics of the boilers, back-up generators, ship and rail locomotives. • The local topography is represented in the model, noting the presence of nearby ridgelines and river valley • The local land use. • The local meteorology with multiple parameters obtained from nearby Doncaster Airport. • The potential effect of the wind turbines in close proximity to Flixborough. • The presence of the ERF plant buildings

		Including all of these factors in the model maximises the representation of the local area and localised effects. This is important when considering the potential impacts on nearby villages, noting the relative height of the stack to the height of the land at these villages The model, ADMS, has been extensively validated against field studies and wind tunnel studies, and has been used for many years for this type of assessment. Any combustion process produces waste gases. These waste gases contain substances that might be harmful to human health (and the natural environment) if they occur in sufficiently high concentrations. In the case of the ERF plant, the emissions must comply with emission limits, as well as through the AQIA demonstrate that the plant designed is such that there are no unacceptable impacts on air quality.

		What constitutes an 'unacceptable impact' is defined by the Institute of Air Quality Management (IAQM) for the Planning Context, and the Environment Agency for the Permitting Context. In practice, the Project needs to comply with both sets of criteria. The significance of impacts is judged on the basis of the predicted impacts of the plant using dispersion modelling, and the existing baseline air quality. The AQIA has to demonstrate that the plant impacts constitute a small proportion of the relevant air quality standard. The exact proportion allowed depends to some extent on the baseline, with a smaller proportion allowed where the baseline is close to or above the air quality standards.

		In terms of the substances that are assessed, 25 substances are considered in the Air Quality Impact Assessment. This suite of substances is derived from many decades of research into the emissions from this type of process to come to a pragmatic and practical list of those that need to be regulated. There are, of course, many substances that are not regulated. This is because many years of research has shown that they do not occur in the emissions from ERF plants in sufficient quantities to ever be of concern. Once such example is polychlorinated biphenyls (PCBs). PCBs were once a commonplace industrial chemical, but have not been used for many years. PCBs cannot be created in the plant, and are not present in the RDF in any significant amount and hence do not need to be considered. Public Health England (PHE) discuss the health risks of ERFs and similar plants and conclude: “PHE’s risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small.”

		The assessment presented assumes that a proportion of carbon dioxide (CO_2) emissions from the ERF will be captured for use in horticulture. As no greenhouses are confirmed in the current plans, the CO_2 is assumed to be sold and transported to other sites for use in horticulture. In the future it may also be possible that captured CO_2 could be sent to deep geological storage. The Applicant is a member of Zero Carbon Humber (ZCH), which represents the Humber region in the East Coast Cluster partnership. It is the intention that this facility will join up with the proposed ZCH pipeline, which will transport the CO_2 to the disused gas fields in the North Sea. This government-backed programme has just commenced its own DCO process and early options for the route of the pipeline pass very close to the NLGEP site.
I am against the placement of an incinerator. As am not in favour of burning waste, especially when the chimney stack is of a similar height to the ridge next to it and the prevailing wind heading east, blowing smoke over Flixborough and nearby areas.	N	The Project meets the R1 energy efficiency criteria set out in the Waste Framework Directive 2008/98/C (WFD) to qualify as an energy recovery operation and is therefore an ERF rather than an incinerator.

		Burning RDF produces waste gases, as does any process involving burning whether it's an open fire at home, a car engine or a natural wildfire. One of the advantages of the ERF process is that the combustion conditions can be carefully controlled and monitored continuously. This maximises the effectiveness of the process of destroying potentially harmful substances and maximises the efficiency of the energy recovery process which is what will be used to produce electricity, and heat for the DHPWN. The waste gases are passed through a series of filtration steps that remove the vast majority of potentially harmful substances. The products of these filtration are collected using a sealed system and taken off-site for safe disposal. The remaining gases are then released through the main stack.

		The ERF process is heavily regulated and must comply with a wide range of legal requirements. For air quality, these are principally that the plant must comply with legally binding emission limits, and before the plant is able to get consent and an Environmental Permit, a comprehensive study must be undertaken to demonstrate that the overall design of the plant does not have an unacceptable impact on air quality. This is the AQIA, which is presented in Chapter 5: Air Quality of the Environmental Statement (Document Reference 6.2.5). This process is overseen by the local authority, central Government and the statutory regulator, the Environment Agency. There are several steps in the process: • The emissions from each of the sources is calculated based upon the design, size, hours of use etc. This is called the emissions inventory. • The emissions inventory data is put into the dispersion model. This model is designed to predict how substances are emitted and how they disperse once in the atmosphere. • The results of the dispersion model are combined with the baseline air quality data and compared to air quality standards. • The significance of impacts is determined using the guidance from the Institute of Air Quality Management and the Environment Agency.

		• If needed, the emissions inventory can be amended and the model re-run The main dispersion model used is ADMS, which is specifically designed to model stack and point sources. This model was used for modelling all of the sources except road traffic, which used a similar model ADMS-Roads which is specifically designed to model traffic. The results of these models were combined in the assessment. The model considers several factors in order to correctly model the dispersion and impacts: • The design of the ERF and the characteristics of the boilers, back-up generators, ship and rail locomotives • The local topography is represented in the model, noting the presence of nearby ridgelines and river valley. • The local land use. • The local meteorology with multiple parameters obtained from nearby Doncaster Airport. • The potential effect of the wind turbines in close proximity to Flixborough. • The presence of the ERF plant buildings.

		Including all of these factors in the model maximises the representation of the local area and localised effects. This is important when considering the potential impacts on nearby villages, noting the relative height of the stack to the height of the land at these villages The model, ADMS, has been extensively validated against field studies and wind tunnel studies, and has been used for many years for this type of assessment.
How will you solve the problem of air pollution with the dust from the incinerator? What about the smell from the rubbish awaiting burning?	N	The Project meets the R1 energy efficiency criteria set out in the Waste Framework Directive 2008/98/C (WFD) to qualify as an energy recovery operation and is therefore an ERF rather than an incinerator. The baled RDF is delivered in sealed containers. These containers are unloaded and taken directly into the Tipping Hall. Here the container is opened, and the baled RDF placed into the waste bunker ready for processing. The Tipping Hall is within a sealed building with shutter doors. Air from the Tipping Hall is drawn through the combustion process meaning that any odour from the RDF is taken through the process and destroyed.

		Burning RDF produces waste gases, as does any process involving burning whether it's an open fire at home, a car engine or a natural wildfire. One of the advantages of the ERF process is that the combustion conditions can be carefully controlled and monitored continuously. This maximises the effectiveness of the process of destroying potentially harmful substances and maximises the efficiency of the energy recovery process which is what will be used to produce electricity, and heat for the DHPWN. The waste gases are passed through a series of filtration steps that remove the vast majority of potentially harmful substances. The products of these filtration are collected using a sealed system and taken off-site for safe disposal. The remaining gases are then released through the main stack.

		The ERF process is heavily regulated and must comply with a wide range of legal requirements. For air quality, these are principally that the plant must comply with legally binding emission limits, and before the plant is able to get consent and an Environmental Permit, a comprehensive study must be undertaken to demonstrate that the overall design of the plant does not have an unacceptable impact on air quality. This is the AQIA, which is presented in Chapter 5: Air Quality of the Environmental Statement (Document Reference 6.2.5). This process is overseen by the local authority, central Government and the statutory regulator, the Environment Agency. There are several steps in the process: • The emissions from each of the sources is calculated based upon the design, size, hours of use etc. This is called the emissions inventory. • The emissions inventory data is put into the dispersion model. This model is designed to predict how substances are emitted and how they disperse once in the atmosphere. • The results of the dispersion model are combined with the baseline air quality data and compared to air quality standards. • The significance of impacts is determined using the guidance from the Institute of Air Quality Management and the Environment Agency.

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		Including all of these factors in the model maximises the representation of the local area and localised effects. This is important when considering the potential impacts on nearby villages, noting the relative height of the stack to the height of the land at these villages The model, ADMS, has been extensively validated against field studies and wind tunnel studies, and has been used for many years for this type of assessment. The construction of the ERF can impact on air quality due to the emissions of dust from the construction process. Many years of practical experience have demonstrated that with the proper controls in place, dust from this process can be sufficiently controlled so as to not cause problems for nearby properties. The Air Quality Impact Assessment determines the level of controls needed and during the construction process a CEMP is used to make sure that the right measures are in place. The ERF uses RDF. Being derived from waste, RDF contains substances that can potentially produce odour. This process is the same as that which will result in the dustbins smelling and is due to the breakdown of organic material by bacteria and fungi.

		As the RDF has the potential to smell, the whole process is designed to eliminate odour and stop there being an odour problem off-site. Measures include: • RDF is baled, not loose waste. • RDF is shipped in sealed containers, not open wagons. • RDF is not stored outdoors. • Containers are taken directly into the Tipping Hall and only opened once inside the Tipping Hall. • The Tipping Hall is sealed and fitted with roller doors. • The air from the Tipping Hall is drawn through the plant where the combustion process destroys the substances that produce odour. The plant is also designed with three process lines. When undertaking routine maintenance one line will be shut at a time so that waste isn't sitting for a protracted period on site.
We have grave concerns that the proposed development will have smells ,noise and emissions from production emitting from the site. That will become a problem for air quality and health. This we know from the old SITA site which was on a much smaller scale which caused unnecessary short term and long term suffering for local residents, both mentally and physically.	N	The baled RDF is delivered in sealed containers. These containers are unloaded and taken directly into the Tipping Hall. Here the container is opened, and the baled RDF placed into the waste bunker ready for processing.

The SITA site was instructed to close for the above reasons. SO WHY AFTER THIS PRESEDENT HAS BEEN SET< SHOULD PLANNING PERMISSION BE GRANTED FOR SUCH A MUCH LARGER OPERATION?? AND YES SITA IN THEIR PRE PLANNING CONSULTAION REASSURED LOCAL RESIDENTS THERE WOULD BE NO SUCH ISSUES. BUT HISTORY STATES DIFFERENTLY.		The Tipping Hall is within a sealed building with shutter doors. Air from the Tipping Hall is drawn through the combustion process meaning that any odour from the RDF is taken through the process and destroyed. Burning RDF produces waste gases, as does any process involving burning whether it's an open fire at home, a car engine or a natural wildfire. One of the advantages of the ERF process is that the combustion conditions can be carefully controlled and monitored continuously. This maximises the effectiveness of the process of destroying potentially harmful substances and maximises the efficiency of the energy recovery process which is what will be used to produce electricity, and heat for the DHPWN. The waste gases are passed through a series of filtration steps that remove the vast majority of potentially harmful substances. The products of these filtration are collected using a sealed system and taken off-site for safe disposal. The remaining gases are then released through the main stack.

		The ERF process is heavily regulated and must comply with a wide range of legal requirements. For air quality, these are principally that the plant must comply with legally binding emission limits, and before the plant is able to get consent and an Environmental Permit, a comprehensive study must be undertaken to demonstrate that the overall design of the plant does not have an unacceptable impact on air quality. This is the AQIA, which is presented in Chapter 5: Air Quality of the Environmental Statement (Document Reference 6.2.5). This process is overseen by the local authority, central Government and the statutory regulator, the Environment Agency. There are several steps in the process: • The emissions from each of the sources is calculated based upon the design, size, hours of use etc. This is called the emissions inventory. • The emissions inventory data is put into the dispersion model. This model is designed to predict how substances are emitted and how they disperse once in the atmosphere. • The results of the dispersion model are combined with the baseline air quality data and compared to air quality standards. • The significance of impacts is determined using the guidance from the Institute of Air Quality Management and the Environment Agency.

		• If needed, the emissions inventory can be amended and the model re-run. • The main dispersion model used is ADMS, which is specifically designed to model stack and point sources. This model was used for modelling all of the sources except road traffic, which used a similar model ADMS-Roads which is specifically designed to model traffic. The results of these models were combined in the assessment. The model considers several factors in order to correctly model the dispersion and impacts: • The design of the ERF and the characteristics of the boilers, back-up generators, ship and rail locomotives. • The local topography is represented in the model, noting the presence of nearby ridgelines and river valley. • The local land use. • The local meteorology with multiple parameters obtained from nearby Doncaster Airport. • The potential effect of the wind turbines in close proximity to Flixborough. • The presence of the ERF plant buildings.

		Including all of these factors in the model maximises the representation of the local area and localised effects. This is important when considering the potential impacts on nearby villages, noting the relative height of the stack to the height of the land at these villages The model, ADMS, has been extensively validated against field studies and wind tunnel studies, and has been used for many years for this type of assessment. The construction of the ERF can impact on air quality due to the emissions of dust from the construction process. Many years of practical experience have demonstrated that with the proper controls in place, dust from this process can be sufficiently controlled so as to not cause problems for nearby properties. The AQIA determines the level of controls needed and during the construction process a CEMP is used to make sure that the right measures are in place, which is secured through a requirement of the DCO. The ERF uses RDF. Being derived from waste, RDF contains substances that can potentially produce odour. This process is the same as that which will result in the dustbins smelling and is due to the breakdown of organic material by bacteria and fungi.

		As the RDF has the potential to smell, the whole process is designed to eliminate odour and stop there being an odour problem off-site. Measures include: • RDF is baled, not loose waste. • RDF is shipped in sealed containers, not open wagons. • RDF is not stored outdoors. • Containers are taken directly into the Tipping Hall and only opened once inside the Tipping Hall. • The Tipping Hall is sealed and fitted with roller doors. • The air from the Tipping Hall is drawn through the plant where the combustion process destroys the substances that produce odour. The plant is also designed with three process lines. When undertaking routine maintenance one line will be shut at a time so that waste isn't sitting for a protracted period on site. Any combustion process produces waste gases. These waste gases contain substances that might be harmful to human health (and the natural environment) if they occur in sufficiently high concentrations. In the case of the ERF plant, the emissions must comply with emission limits and, through the AQIA, demonstrate that the plant design is such that there are no unacceptable impacts on air quality.

		What constitutes as an ‘unacceptable impact’ is defined by the Institute of Air Quality Management for the planning context, and the Environment Agency for the permitting context. In practice, the Project needs to comply with both sets of criteria. The significance of impacts is judged on the basis of the predicted impacts of the plant using dispersion modelling, and the existing baseline air quality. The AQIA has to demonstrate that the plant impacts constitute a small proportion of the relevant air quality standard. The exact proportion allowed depends to some extent on the baseline, with a smaller proportion allowed where the baseline is close to or above the air quality standards.

		In terms of the substances that are assessed, 25 substances are considered in the AQIA. This suite of substances is derived from many decades of research into the emissions from this type of process to come to a pragmatic and practical list of those that need to be regulated. There are, of course, many substances that are not regulated. This is because many years of research has shown that they do not occur in the emissions from ERF plants in sufficient quantities to be of concern. Once such example is polychlorinated biphenyls (PCBs). PCBs were once a commonplace industrial chemical but have not been used for many years. PCBs cannot be created in the plant and are not present in the RDF in any significant amount and hence do not need to be considered. PHE discuss the health risks of ERFs and similar plants and conclude: “PHE’s risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small.”

Planning consent should not be granted as there are more negatives than positives for short term and more important long term futures for this area. Smells can`t be monitored prior to building, which is far too late for residents. but has been proven it be a major issue AFTER the Planning was granted for the SITA site to be built.	N	The ERF uses RDF. Being derived from waste, RDF contains substances that can potentially produce odour. This process is the same as that which will result in the dustbins smelling and is due to the breakdown of organic material by bacteria and fungi. As the RDF has the potential to smell, the whole process is designed to eliminate odour and stop there being an odour problem off-site. Measures include: • RDF is baled, not loose waste. • RDF is shipped in sealed containers, not open wagons. • RDF is not stored outdoors. • Containers are taken directly into the Tipping Hall and only opened once inside the Tipping Hall. • The Tipping Hall is sealed and fitted with roller doors. • The air from the Tipping Hall is drawn through the plant where the combustion process destroys the substances that produce odour. The plant is also designed with three process lines. When undertaking routine maintenance one line will be shut at a time so that waste isn't sitting for a protracted period on site.

Over the years I have seen/read/heard of numerous examples of 'waste disposal facilities' that have been affected by very bad smells arising from the waste products and decomposing waste products 'blowing in the wind'. I have also heard of incinerator facilities which have been operated at temperatures that were too low resulting in the discharge into the atmosphere of harmful chemicals (e.g. PCB's). Landscaping etc. is all very well but I would have hoped to see more in your presentation about how you proposed to alleviate the environmental risks from your operation.	N	The Project meets the R1 energy efficiency criteria set out in the Waste Framework Directive 2008/98/C (WFD) to qualify as an energy recovery operation and is therefore an ERF rather than an incinerator. The baled RDF is delivered in sealed containers. These containers are unloaded and taken directly into the Tipping Hall. Here the container is opened, and the baled RDF placed into the waste bunker ready for processing. The Tipping Hall is within a sealed building with shutter doors. Air from the Tipping Hall is drawn through the combustion process meaning that any odour from the RDF is taken through the process and destroyed. Burning RDF produces waste gases, as does any process involving burning whether it's an open fire at home, a car engine or a natural wildfire. One of the advantages of the ERF process is that the combustion conditions can be carefully controlled and monitored continuously. This maximises the effectiveness of the process of destroying potentially harmful substances and maximises the efficiency of the energy recovery process which is what will be used to produce electricity, and heat for the DHPWN.

		The waste gases are passed through a series of filtration steps that remove the vast majority of potentially harmful substances. The products of these filtration are collected using a sealed system and taken off-site for safe disposal. The remaining gases are then released through the main stack. The ERF process is heavily regulated and must comply with a wide range of legal requirements. For air quality, these are principally that the plant must comply with legally binding emission limits, and before the plant is able to get consent and an Environmental Permit, a comprehensive study must be undertaken to demonstrate that the overall design of the plant does not have an unacceptable impact on air quality. This is the AQIA, which is presented in Chapter 5: Air Quality of the Environmental Statement (Document Reference 6.2.5). This process is overseen by the local authority, central Government and the statutory regulator, the Environment Agency. There are several steps in the process: • The emissions from each of the sources is calculated based upon the design, size, hours of use etc. This is called the emissions inventory. • The emissions inventory data is put into the dispersion model. This model is designed to predict how substances are emitted and how they disperse once in the atmosphere.

		• The results of the dispersion model are combined with the baseline air quality data and compared to air quality standards. • The significance of impacts is determined using the guidance from the Institute of Air Quality Management and the Environment Agency. • If needed, the emissions inventory can be amended and the model re-run. The main dispersion model used is ADMS, which is specifically designed to model stack and point sources. This model was used for modelling all of the sources except road traffic, which used a similar model ADMS-Roads which is specifically designed to model traffic. The results of these models were combined in the assessment. The model considers several factors in order to correctly model the dispersion and impacts: • The design of the ERF and the characteristics of the boilers, back-up generators, ship and rail locomotives. • The local topography is represented in the model, noting the presence of nearby ridgelines and river valley. • The local land use. • The local meteorology with multiple parameters obtained from nearby Doncaster Airport.

		• The potential effect of the wind turbines in close proximity to Flixborough. • The presence of the ERF plant buildings. Including all of these factors in the model maximises the representation of the local area and localised effects. This is important when considering the potential impacts on nearby villages, noting the relative height of the stack to the height of the land at these villages The model, ADMS, has been extensively validated against field studies and wind tunnel studies, and has been used for many years for this type of assessment. The ERF uses RDF. Being derived from waste, RDF contains substances that can potentially produce odour. This process is the same as that which will result in the dustbins smelling and is due to the breakdown of organic material by bacteria and fungi. As the RDF has the potential to smell, the whole process is designed to eliminate odour and stop there being an odour problem off-site. Measures include: • RDF is baled, not loose waste. • RDF is shipped in sealed containers, not open wagons. • RDF is not stored outdoors.

		• Containers are taken directly into the Tipping Hall and only opened once inside the Tipping Hall. • The Tipping Hall is sealed and fitted with roller doors. • The air from the Tipping Hall is drawn through the plant where the combustion process destroys the substances that produce odour. The plant is also designed with three process lines. When undertaking routine maintenance one line will be shut at a time so that waste isn't sitting for a protracted period on site.
We like in Burton, we already have to put up with the smell of refuse when the wind is blowing the wrong way and now you're planning to burn rubbish on our door step. We all know the quality is Scunthorpe's air is poor, that's why we moved to the village. Extremely concerned you will be putting our air quality at risk, reducing our quality of life with the smells and risking our health with unproven technology.	N	The baled RDF is delivered in sealed containers. These containers are unloaded and taken directly into the Tipping Hall. Here the container is opened, and the baled RDF placed into the waste bunker ready for processing. The Tipping Hall is within a sealed building with shutter doors. Air from the Tipping Hall is drawn through the combustion process meaning that any odour from the RDF is taken through the process and destroyed.

		Burning RDF produces waste gases, as does any process involving burning whether it's an open fire at home, a car engine or a natural wildfire. One of the advantages of the ERF process is that the combustion conditions can be carefully controlled and monitored continuously. This maximises the effectiveness of the process of destroying potentially harmful substances and maximises the efficiency of the energy recovery process which is what will be used to produce electricity, and heat for the DHPWN. The waste gases are passed through a series of filtration steps that remove the vast majority of potentially harmful substances. The products of these filtration are collected using a sealed system and taken off-site for safe disposal. The remaining gases are then released through the main stack. The ERF process is heavily regulated and must comply with a wide range of legal requirements. For air quality, these are principally that the plant must comply with legally binding emission limits, and before the plant is able to get consent and an Environmental Permit, a comprehensive study must be undertaken to demonstrate that the overall design of the plant does not have an unacceptable impact on air quality. This is the AQIA. This process is overseen by the local authority, central Government and the statutory regulator, the Environment Agency.

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		• The design of the ERF and the characteristics of the boilers, back-up generators, ship and rail locomotives. • The local topography is represented in the model, noting the presence of nearby ridgelines and river valley. • The local land use. • The local meteorology with multiple parameters obtained from nearby Doncaster Airport. • The potential effect of the wind turbines in close proximity to Flixborough. • The presence of the ERF plant buildings. Including all of these factors in the model maximises the representation of the local area and localised effects. This is important when considering the potential impacts on nearby villages, noting the relative height of the stack to the height of the land at these villages The model, ADMS, has been extensively validated against field studies and wind tunnel studies, and has been used for many years for this type of assessment. The ERF uses RDF. Being derived from waste, RDF contains substances that can potentially produce odour. This process is the same as that which will result in the dustbins smelling and is due to the breakdown of organic material by bacteria and fungi.

		As the RDF has the potential to smell, the whole process is designed to eliminate odour and stop there being an odour problem off-site. Measures include: • RDF is baled, not loose waste. • RDF is shipped in sealed containers, not open wagons. • RDF is not stored outdoors. • Containers are taken directly into the Tipping Hall and only opened once inside the Tipping Hall. • The Tipping Hall is sealed and fitted with roller doors. • The air from the Tipping Hall is drawn through the plant where the combustion process destroys the substances that produce odour. The plant is also designed with three process lines. When undertaking routine maintenance one line will be shut at a time so that waste isn't sitting for a protracted period on site. Any combustion process produces waste gases. These waste gases contain substances that might be harmful to human health (and the natural environment) if they occur in sufficiently high concentrations. In the case of the ERF plant, the emissions must comply with emission limits and, through the AQIA, demonstrate that the plant design is such that there are no unacceptable impacts on air quality.

		What constitutes an 'unacceptable impact' is defined by the Institute of Air Quality Management for the planning context, and the Environment Agency for the permitting context. In practice, the Project needs to comply with both sets of criteria. The significance of impacts is judged on the basis of the predicted impacts of the plant using dispersion modelling, and the existing baseline air quality. The AQIA has to demonstrate that the plant impacts constitute a small proportion of the relevant air quality standard. The exact proportion allowed depends to some extent on the baseline, with a smaller proportion allowed where the baseline is close to or above the air quality standards.

		In terms of the substances that are assessed, 25 substances are considered in the AQIA. This suite of substances is derived from many decades of research into the emissions from this type of process to come to a pragmatic and practical list of those that need to be regulated. There are, of course, many substances that are not regulated. This is because many years of research has shown that they do not occur in the emissions from ERF plants in sufficient quantities to ever be of concern. Once such example is polychlorinated biphenyls (PCBs). PCBs were once a commonplace industrial chemical but have not been used for many years. PCBs cannot be created in the plant, and are not present in the RDF in any significant amount and hence do not need to be considered. PHE discuss the health risks of ERFs and similar plants and conclude: “PHE’s risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small.” The local context is important in the AQIA. As noted above, there are many factors that are included in the dispersion modelling to account for the characteristics of the local area.

		In addition, the local baseline air quality is also considered. The baseline air quality around the plant and at nearby villages is good, and for all of the substances of interest the baseline is well below the air quality standards. This reflects the absence of local sources of emissions for the large majority of substances. In some cases, such as nitrogen dioxide and particulate matter, there are sources (principally road traffic) but again, these are not high enough in the local area to be close to air quality standards. Air quality standards are exceeded in some areas of Scunthorpe. However, the plant is far enough away, and the impacts small enough, that the emissions are far below the concentrations that might be deemed significant in Scunthorpe. Likewise, Scunthorpe is far enough away from the local villages that emissions from the town do not have a substantial effect on the baseline air quality.
I am concerned about the smell from burning waste. We are south west of the site on the river side of Ridgewood Drive in Burton upon Stather, about 2 miles away.	N	The baled RDF is delivered in sealed containers. These containers are unloaded and taken directly into the Tipping Hall. Here the container is opened, and the baled RDF placed into the waste bunker ready for processing.

		The Tipping Hall is within a sealed building with shutter doors. Air from the Tipping Hall is drawn through the combustion process meaning that any odour from the RDF is taken through the process and destroyed. Burning RDF produces waste gases, as does any process involving burning whether it's an open fire at home, a car engine or a natural wildfire. One of the advantages of the ERF process is that the combustion conditions can be carefully controlled and monitored continuously. This maximises the effectiveness of the process of destroying potentially harmful substances and maximises the efficiency of the energy recovery process which is what will be used to produce electricity, and heat for the DHPWN. The waste gases are passed through a series of filtration steps that remove the vast majority of potentially harmful substances. The products of these filtration are collected using a sealed system and taken off-site for safe disposal. The remaining gases are then released through the main stack.

		The ERF process is heavily regulated and must comply with a wide range of legal requirements. For air quality, these are principally that the plant must comply with legally binding emission limits, and before the plant is able to get consent and an Environmental Permit, a comprehensive study must be undertaken to demonstrate that the overall design of the plant does not have an unacceptable impact on air quality. This is the AQIA, which is presented in Chapter 5: Air Quality of the Environmental Statement (Document Reference 6.2.5). This process is overseen by the local authority, central Government and the statutory regulator, the Environment Agency. There are several steps in the process: • The emissions from each of the sources is calculated based upon the design, size, hours of use etc. This is called the emissions inventory. • The emissions inventory data is put into the dispersion model. This model is designed to predict how substances are emitted and how they disperse once in the atmosphere. • The results of the dispersion model are combined with the baseline air quality data and compared to air quality standards. • The significance of impacts is determined using the guidance from the Institute of Air Quality Management and the Environment Agency.

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		• The air from the Tipping Hall is drawn through the plant where the combustion process destroys the substances that produce odour. The plant is also designed with three process lines. When undertaking routine maintenance one line will be shut at a time so that waste isn't sitting for a protracted period on site.
We have just moved here and against any energy park that will spoil our village and the problem at roxby with the smell.	N	The baled RDF is delivered in sealed containers. These containers are unloaded and taken directly into the Tipping Hall. Here the container is opened, and the baled RDF placed into the waste bunker ready for processing. The Tipping Hall is within a sealed building with shutter doors. Air from the Tipping Hall is drawn through the combustion process meaning that any odour from the RDF is taken through the process and destroyed.

		Burning RDF produces waste gases, as does any process involving burning whether it's an open fire at home, a car engine or a natural wildfire. One of the advantages of the ERF process is that the combustion conditions can be carefully controlled and monitored continuously. This maximises the effectiveness of the process of destroying potentially harmful substances and maximises the efficiency of the energy recovery process which is what will be used to produce electricity, and heat for the DHPWN. The waste gases are passed through a series of filtration steps that remove the vast majority of potentially harmful substances. The products of these filtration are collected using a sealed system and taken off-site for safe disposal. The remaining gases are then released through the main stack.

		The ERF process is heavily regulated and must comply with a wide range of legal requirements. For air quality these are principally that the plant must comply with legally binding emission limits, and before the plant is able to get consent and an Environmental Permit, a comprehensive study must be undertaken to demonstrate that the overall design of the plant does not have an unacceptable impact on air quality. This is the AQIA, which is presented in Chapter 5: Air Quality of the Environmental Statement (Document Reference 6.2.5). This process is overseen by the Local Authority, Central Government and the statutory regulator, the Environment Agency. There are several steps in the process: • The emissions from each of the sources is calculated based upon the design, size, hours of use etc. This is called the emissions inventory. • The emissions inventory data is put into the dispersion model. This model is designed to predict how substances are emitted and how they disperse once in the atmosphere. • The results of the dispersion model are combined with the baseline air quality data and compared to air quality standards. • The significance of impacts is determined using the guidance from the Institute of Air Quality Management and the Environment Agency.

		• If needed, the emissions inventory can be amended and the model re-run. The main dispersion model used is ADMS, which is specifically designed to model stack and point sources. This model was used for modelling all of the sources except road traffic, which used a similar model ADMS-Roads which is specifically designed to model traffic. The results of these models were combined in the assessment. The model considers several factors in order to correctly model the dispersion and impacts: • The design of the ERF and the characteristics of the boilers, back-up generators, ship and rail locomotives. • The local topography is represented in the model, noting the presence of nearby ridgelines and river valley. • The local land use. • The local meteorology with multiple parameters obtained from nearby Doncaster Airport. • The potential effect of the wind turbines in close proximity to Flixborough. • The presence of the ERF plant buildings.

		Including all of these factors in the model maximises the representation of the local area and localised effects. This is important when considering the potential impacts on nearby villages, noting the relative height of the stack to the height of the land at these villages The model, ADMS, has been extensively validated against field studies and wind tunnel studies, and has been used for many years for this type of assessment. The ERF uses Refuse Derived Fuel (RDF). Being derived from waste, RDF contains substances that can potentially produce odour. This process is the same as that which will result in the dustbins smelling, and is due to the breakdown of organic material by bacteria and fungi. As the RDF has the potential to smell, the whole process is designed to eliminate odour and stop there being an odour problem off-site. Measures include: • RDF is baled, not loose waste. • RDF is shipped in sealed containers, not open wagons. • RDF is not stored outdoors. • Containers are taken directly into the Tipping Hall and only opened once inside the Tipping Hall. • The Tipping Hall is sealed and fitted with roller doors,

		• The air from the Tipping Hall is drawn through the plant where the combustion process destroys the substances that produce odour. The plant is also designed with three process lines. When undertaking routine maintenance one line will be shut at a time so that waste isn't sitting for a protracted period on site.
Whilst we understand that efforts are in place to clean up the emissions from this facility, it remains a FACT that the emissions are toxic and, given that the air quality in this area is already poor, the last thing we need is another facility adding to the existing pollution levels. The proposed Stack exhausts at low level relative to Flixborough and Burton upon Stather, therefore prevailing winds will bring the polluted air straight into surrounding villages.	N	Burning RDF produces waste gases, as does any process involving burning whether it's an open fire at home, a car engine or a natural wildfire. One of the advantages of the ERF process is that the combustion conditions can be carefully controlled and monitored continuously. This maximises the effectiveness of the process of destroying potentially harmful substances and maximises the efficiency of the energy recovery process which is what will be used to produce electricity, and heat for the DHPWN. The waste gases are passed through a series of filtration steps that remove the vast majority of potentially harmful substances. The products of these filtration are collected using a sealed system and taken off-site for safe disposal. The remaining gases are then released through the main stack.

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After having the webinar in June I still believe it to be wrong for this area. I don't think it can run and not smell - it incinerates rubbish.	N	The ERF uses RDF. Being derived from waste, RDF contains substances that can potentially produce odour. This process is the same as that which will result in the dustbins smelling and is due to the breakdown of organic material by bacteria and fungi. As the RDF has the potential to smell, the whole process is designed to eliminate odour and stop there being an odour problem off-site. Measures include: • RDF is baled, not loose waste. • RDF is shipped in sealed containers, not open wagons. • RDF is not stored outdoors. • Containers are taken directly into the Tipping Hall and only opened once inside the Tipping Hall. • The Tipping Hall is sealed and fitted with roller doors.

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Air pollution in Sculthorpe is already the worst in the country due to the steelworks and other industry.	N	Burning RDF produces waste gases, as does any process involving burning whether it's an open fire at home, a car engine or a natural wildfire. One of the advantages of the ERF process is that the combustion conditions can be carefully controlled and monitored continuously. This maximises the effectiveness of the process of destroying potentially harmful substances and maximises the efficiency of the energy recovery process which is what will be used to produce electricity, and heat for the district heating scheme. The waste gases are passed through a series of filtration steps that remove the vast majority of potentially harmful substances. The products of these filtration are collected using a sealed system and taken off-site for safe disposal. The remaining gases are then released through the main stack.

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Feel like it is not really green, its just a big incinerator and as I live in Burton the prevailing wind will come from that direction and will affect my air quality and it will smell.	N	The Project meets the R1 energy efficiency criteria set out in the Waste Framework Directive 2008/98/C (WFD) to qualify as an energy recovery operation and is therefore an ERF rather than an incinerator. The baled RDF is delivered in sealed containers. These containers are unloaded and taken directly into the Tipping Hall. Here the container is opened, and the baled RDF placed into the waste bunker ready for processing. The Tipping Hall is within a sealed building with shutter doors. Air from the Tipping Hall is drawn through the combustion process meaning that any odour from the RDF is taken through the process and destroyed.

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		• The air from the Tipping Hall is drawn through the plant where the combustion process destroys the substances that produce odour. The plant is also designed with three process lines. When undertaking routine maintenance one line will be shut at a time so that waste isn't sitting for a protracted period on site.
This has become something of a local joke, the consensus is that it would be better described as an Incineration Plant with a large chimney emitting dioxins/toxins into our atmosphere. Again, any assurances that emissions will be regulated and conform to legislation will not serve to assure the very many concerned residents.	N	Burning Refuse Derived Fuel (RDF) produces waste gases, as does any process involving burning whether it's an open fire at home, a car engine or a natural wildfire. One of the advantages of the ERF process is that the combustion conditions can be carefully controlled and monitored continuously. This maximises the effectiveness of the process of destroying potentially harmful substances and maximises the efficiency of the energy recovery process which is what will be used to produce electricity, and heat for the district heating scheme. The waste gases are passed through a series of filtration steps that remove the vast majority of potentially harmful substances. The products of these filtration are collected using a sealed system and taken off-site for safe disposal. The remaining gases are then released through the main stack.

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You also state that modelling has taken place to assess the effect of the nearby wind turbines on potentially spreading the stack emissions. Yet again this is another major aspect whereby any words will not suffice to alleviate concerns.	N	Burning RDF produces waste gases, as does any process involving burning whether it's an open fire at home, a car engine or a natural wildfire. One of the advantages of the ERF process is that the combustion conditions can be carefully controlled and monitored continuously. This maximises the effectiveness of the process of destroying potentially harmful substances and maximises the efficiency of the energy recovery process which is what will be used to produce electricity, and heat for the district heating scheme. The waste gases are passed through a series of filtration steps that remove the vast majority of potentially harmful substances. The products of these filtration are collected using a sealed system and taken off-site for safe disposal. The remaining gases are then released through the main stack.

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Your consultation booklet states that assessments have predicted negligible impacts on the majority of sensitive ecological receptors. Therefore, this begs the question that there is an impact on some of the receptors? We understand that there are approximately 600 plants of this type within the UK, and to quote residents “they all stink”. Assurances of odour control and emissions do not serve to convince residents that this plant will be any different.	N	The baled RDF is delivered in sealed containers. These containers are unloaded and taken directly into the Tipping Hall. Here the container is opened, and the baled RDF placed into the waste bunker ready for processing. The Tipping Hall is within a sealed building with shutter doors. Air from the Tipping Hall is drawn through the combustion process meaning that any odour from the RDF is taken through the process and destroyed.

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		As the RDF has the potential to smell, the whole process is designed to eliminate odour and stop there being an odour problem off-site. Measures include: • RDF is baled, not loose waste. • RDF is shipped in sealed containers, not open wagons. • RDF is not stored outdoors. • Containers are taken directly into the Tipping Hall and only opened once inside the Tipping Hall. • The Tipping Hall is sealed and fitted with roller doors. • The air from the Tipping Hall is drawn through the plant where the combustion process destroys the substances that produce odour. The plant is also designed with three process lines. When undertaking routine maintenance one line will be shut at a time so that waste isn't sitting for a protracted period on site.

I object to the proposed new green energy recycling plant in Flixborough. I object to them conning us into thinking because its called green that it is indeed green.!!! Theyre going to be polluting our air, sending obnoxious fumes into the air for us to breathe in, sending smelly pollutants over our lovely country side. And then theres the amount of heavy trucks on our country roads ferrying the waste to be burnt. Its NOT recycling its incineration!!!	N	The Project meets the R1 energy efficiency criteria set out in the Waste Framework Directive 2008/98/C (WFD) to qualify as an energy recovery operation and is therefore an ERF rather than an incinerator. The baled RDF is delivered in sealed containers. These containers are unloaded and taken directly into the Tipping Hall. Here the container is opened, and the baled RDF placed into the waste bunker ready for processing. The Tipping Hall is within a sealed building with shutter doors. Air from the Tipping Hall is drawn through the combustion process meaning that any odour from the RDF is taken through the process and destroyed. Burning RDF produces waste gases, as does any process involving burning whether it's an open fire at home, a car engine or a natural wildfire. One of the advantages of the ERF process is that the combustion conditions can be carefully controlled and monitored continuously. This maximises the effectiveness of the process of destroying potentially harmful substances and maximises the efficiency of the energy recovery process which is what will be used to produce electricity, and heat for the DHPWN.

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This is terrifying! We have. Prevailing South Westerly wind and I live down wind from this proposal. I can only imagine how far the soot, ash and general dust fall out wil travel, but I suspect that it will affect me and my fellow villagers. What harmful waste will be in it?	N	Burning Refuse Derived Fuel (RDF) produces waste gases, as does any process involving burning whether it's an open fire at home, a car engine or a natural wildfire. One of the advantages of the ERF process is that the combustion conditions can be carefully controlled and monitored continuously. This maximises the effectiveness of the process of destroying potentially harmful substances and maximises the efficiency of the energy recovery process which is what will be used to produce electricity, and heat for the district heating scheme.

		The waste gases are passed through a series of filtration steps that remove the vast majority of potentially harmful substances. The products of these filtration are collected using a sealed system and taken off-site for safe disposal. The remaining gases are then released through the main stack. The ERF process is heavily regulated and must comply with a wide range of legal requirements. For air quality, these are principally that the plant must comply with legally binding emission limits, and before the plant is able to get consent and an Environmental Permit, a comprehensive study must be undertaken to demonstrate that the overall design of the plant does not have an unacceptable impact on air quality. This is the AQIA. This process is overseen by the local authority, central Government and the statutory regulator, the Environment Agency. There are several steps in the process: • The emissions from each of the sources is calculated based upon the design, size, hours of use etc. This is called the emissions inventory. • The emissions inventory data is put into the dispersion model. This model is designed to predict how substances are emitted and how they disperse once in the atmosphere.

		• The results of the dispersion model are combined with the baseline air quality data and compared to air quality standards. • The significance of impacts is determined using the guidance from the Institute of Air Quality Management and the Environment Agency. • If needed, the emissions inventory can be amended and the model re-run. The main dispersion model used is ADMS, which is specifically designed to model stack and point sources. This model was used for modelling all of the sources except road traffic, which used a similar model ADMS-Roads which is specifically designed to model traffic. The results of these models were combined in the assessment. The model considers several factors in order to correctly model the dispersion and impacts: • The design of the ERF and the characteristics of the boilers, back-up generators, ship and rail locomotives. • The local topography is represented in the model, noting the presence of nearby ridgelines and river valley. • The local land use. • The local meteorology with multiple parameters obtained from nearby Doncaster Airport.

		• The potential effect of the wind turbines in close proximity to Flixborough. • The presence of the ERF plant buildings. Including all of these factors in the model maximises the representation of the local area and localised effects. This is important when considering the potential impacts on nearby villages, noting the relative height of the stack to the height of the land at these villages The model, ADMS, has been extensively validated against field studies and wind tunnel studies, and has been used for many years for this type of assessment.
Yes we're one of the most polluted towns already so why are you trying to add more pollution? It has been proven that these incinerators are not what they say they are and have been refused already to be built in other counties, so why should we have to put up with it?	N	The Project meets the R1 energy efficiency criteria set out in the Waste Framework Directive 2008/98/C (WFD) to qualify as an energy recovery operation and is therefore an ERF rather than an incinerator.

		Burning RDF produces waste gases, as does any process involving burning whether it's an open fire at home, a car engine or a natural wildfire. One of the advantages of the ERF process is that the combustion conditions can be carefully controlled and monitored continuously. This maximises the effectiveness of the process is destroying potentially harmful substances, and maximises the efficiency of the energy recovery process which is what is used to produce electricity, and heat for the district heating scheme. The waste gases are passed through a series of filtration steps that remove the vast majority of potentially harmful substances. The products of these filtration are collected using a sealed system and taken off-site for safe disposal. The remaining gases are then released through the main stack.

		The ERF process is heavily regulated and must comply with a wide range of legal requirements. For air quality, these are principally that the plant must comply with legally binding emission limits, and before the plant is able to get consent and an Environmental Permit, a comprehensive study must be undertaken to demonstrate that the overall design of the plant does not have an unacceptable impact on air quality. This is the AQIA, which is presented in Chapter 5: Air Quality of the Environmental Statement (Document Reference 6.2.5). This process is overseen by the local authority, central Government and the statutory regulator, the Environment Agency. There are several steps in the process: • The emissions from each of the sources is calculated based upon the design, size, hours of use etc. This is called the emissions inventory. • The emissions inventory data is put into the dispersion model. This model is designed to predict how substances are emitted and how they disperse once in the atmosphere. • The results of the dispersion model are combined with the baseline air quality data and compared to air quality standards. • The significance of impacts is determined using the guidance from the Institute of Air Quality Management and the Environment Agency.

		• If needed, the emissions inventory can be amended and the model re-run. The main dispersion model used is ADMS, which is specifically designed to model stack and point sources. This model was used for modelling all of the sources except road traffic, which used a similar model ADMS-Roads which is specifically designed to model traffic. The results of these models were combined in the assessment. The model considers several factors in order to correctly model the dispersion and impacts: • The design of the ERF and the characteristics of the boilers, back-up generators, ship and rail locomotives. • The local topography is represented in the model, noting the presence of nearby ridgelines and river valley. • The local land use. • The local meteorology with multiple parameters obtained from nearby Doncaster Airport. • The potential effect of the wind turbines in close proximity to Flixborough • The presence of the ERF plant buildings.

		Including all of these factors in the model maximises the representation of the local area and localised effects. This is important when considering the potential impacts on nearby villages, noting the relative height of the stack to the height of the land at these villages The model, ADMS, has been extensively validated against field studies and wind tunnel studies, and has been used for many years for this type of assessment. The local context is important in the Air Quality Impact Assessment. As noted above, there are many factors that are included in the dispersion modelling to account for the characteristics of the local area. In addition, the local baseline air quality is also considered. The baseline air quality around the plant and at nearby villages is good, and for all of the substances of interest the baseline is well below the air quality standards. This reflects the absence of local sources of emissions for the large majority of substances. In some cases, such as nitrogen dioxide and particulate matter, there are sources (principally road traffic) but again, these are not high enough in the local area to be close to air quality standards.

		Air quality standards are exceeded in some areas of Scunthorpe. However, the plant is far enough away, and the impacts small enough, that the emissions are far below the concentrations that might be deemed significant in Scunthorpe. Likewise, Scunthorpe is far enough away from the local villages that emissions from the town do not have a substantial effect on the baseline air quality.
Smell issues, Amcotts has suffered badly from this in the past use of this industrial site.	N	The ERF uses RDF. Being derived from waste, RDF contains substances that can potentially produce odour. This process is the same as that which will result in the dustbins smelling and is due to the breakdown of organic material by bacteria and fungi. As the RDF has the potential to smell, the whole process is designed to eliminate odour and stop there being an odour problem off-site. Measures include: • RDF is baled, not loose waste. • RDF is shipped in sealed containers, not open wagons. • RDF is not stored outdoors. • Containers are taken directly into the Tipping Hall and only opened once inside the Tipping Hall. • The Tipping Hall is sealed and fitted with roller doors.

		• The air from the Tipping Hall is drawn through the plant where the combustion process destroys the substances that produce odour. The plant is also designed with three process lines. When undertaking routine maintenance one line will be shut at a time so that waste isn't sitting for a protracted period on site.
Emissions from extra trains and HGV will be excessive and go totally against the local councils approach to improving air quality.	N	The use of trains and ships has benefits to air quality in the local area over purely truck-based operations at most similar facilities. This is because ships and trains have lower emissions per tonne of waste delivered and are also, in the main, further away from people who tend to live close to roads. The impacts associated with both construction and operational traffic have been assessed. The construction of the ERF plant will generate only small amounts of traffic on the local road network. These traffic movements are below the thresholds where significant impacts could arise as set out by the Institute of Air Quality Management and are not significant.

		When operational, there will be some traffic generated bringing RDF to the plant. The impacts of this traffic have been modelled for the new access road, and existing properties near the road. Impacts are not significant. This will be helped by the fact that RDF will also be brought to site by rail and ship, reducing road traffic compared to a similar facility that is only road linked.
I am not sure about the plastic recycling facility. How will you ensure hydrocarbons of CO2 are not released into the air?	N	The PRF will provide increased capacity in the UK to recycle plastics. This will help to increase the amount of plastic which is recycled, reducing the amount of new plastic produced from fossil fuels, such as oil. Without increased plastic recycling capacity in the UK, recyclable plastics will otherwise need to be exported to other countries for recycling (with the associated greenhouse gas emissions from transport) or disposed of by other means which do not realise the benefit of avoiding the need to produce new plastics oil or other fossil fuels.

		The PRF itself will utilise heat from the ERF, exploiting energy recovered from the RDF that might otherwise be wasted and avoiding the need to use fossil fuels, such as natural gas, to produce heat. The recyclable plastics will arrive in trucks, by rail and by ship. The use of trains and ships has benefits to air quality in the local area over purely truck-based operations at most similar facilities. This is because ships and trains have lower emissions per tonne of waste delivered and are also, in the main, further away from people who tend to live close to roads. Burning RDF produces waste gases, as does any process involving burning whether its an open fire at home, a car engine or a natural wildfire. One of the advantages of the ERF process is that the combustion conditions can be carefully controlled and monitored continuously. This maximises the effectiveness of the process is destroying potentially harmful substances and maximises the efficiency of the energy recovery process which is what is used to produce electricity, and heat for the DHPWN. The waste gases are passed through a series of filtration steps that remove the vast majority of potentially harmful substances. The products of these filtration are collected using a sealed system and taken off-site for safe disposal. The remaining gases are then released through the main stack.

		The ERF process is heavily regulated and must comply with a wide range of legal requirements. For air quality, these are principally that the plant must comply with legally binding emission limits, and before the plant is able to get consent and an Environmental Permit, a comprehensive study must be undertaken to demonstrate that the overall design of the plant does not have an unacceptable impact on air quality. This is the AQIA, which is presented in Chapter 5: Air Quality of the Environmental Statement (Document Reference 6.2.5). This process is overseen by the local authority, central Government and the statutory regulator, the Environment Agency. In support of the Planning Application and Environmental Permit, an AQIA is undertaken for the ERF plant. The AQIA considers emissions from several sources including the ERF plant itself, back-up generators used occasionally to provide emergency power, boilers that are used to provide heat for the district heating scheme when an ERF line is shut for maintenance, trains, ships and toad traffic. There are several steps in the process: • The emissions from each of the sources is calculated based upon the design, size, hours of use etc. This is called the emissions inventory.

		• The emissions inventory data is put into the dispersion model. This model is designed to predict how substances are emitted and how they disperse once in the atmosphere. • The results of the dispersion model are combined with the baseline air quality data and compared to air quality standards. • The significance of impacts is determined using the guidance from the Institute of Air Quality Management and the Environment Agency. • If needed, the emissions inventory can be amended and the model re-run. The main dispersion model used is ADMS, which is specifically designed to model stack and point sources. This model was used for modelling all of the sources except road traffic, which used a similar model ADMS-Roads which is specifically designed to model traffic. The results of these models were combined in the assessment. The model considers several factors in order to correctly model the dispersion and impacts: • The design of the ERF and the characteristics of the boilers, back-up generators, ship and rail locomotives. • The local topography is represented in the model, noting the presence of nearby ridgelines and river valley.

		• The local land use. • The local meteorology with multiple parameters obtained from nearby Doncaster Airport. • The potential effect of the wind turbines in close proximity to Flixborough. • The presence of the ERF plant buildings. Including all of these factors in the model maximises the representation of the local area and localised effects. This is important when considering the potential impacts on nearby villages, noting the relative height of the stack to the height of the land at these villages The model, ADMS, has been extensively validated against field studies and wind tunnel studies, and has been used for many years for this type of assessment.
5.2 Alternatives Assessment		
Scrap this proposal. Only 150m from village. Hydrogen production and storage 24hr process. Plenty of derelict industrial sites, why near village? Already have an incinerator burning animal waste across the river from us - we don't want anymore! The village is recorded in the doomsday book, this will be doomsday for the village!	N	The Project meets the R1 energy efficiency criteria set out in the Waste Framework Directive 2008/98/C (WFD) to qualify as an energy recovery operation and is therefore an Energy Recovery Facility rather than an incinerator.

		Flixborough Industrial Estate is an ideal site for a facility of this type. It was chosen based on the local availability of RDF feedstock supplies currently going either to landfill or export through the Humber ports, the availability of available grid export capacity and the availability of an operational port providing rail and sea links within an established industrial zone. Opportunities have also been identified to supply heat to new homes on the consented Lincolnshire Lakes Development, a new business park planned on the Lincolnshire Lakes site and a proposed new hospital site in Scunthorpe through a DHPWN. As set out in the Design Principles and Codes document (Document Reference 5.12), one of the Design Principles is to 'protect and where possible enhance the amenity of our neighbours'. The proposals include the provision of new woodlands, wetlands and publicly accessible cycle and footpaths, which are designed to make a positive contribution to the local area.

Basically, the feeling is that this is totally the “wrong development in the wrong place”	N	Flixborough Industrial Estate is considered an ideal site for a facility of this type. It was chosen based on the local availability of RDF feedstock supplies currently going either to landfill or export through the Humber ports, the availability of available grid export capacity and the availability of an operational port providing rail and sea links within an established industrial zone. Opportunities have also been identified to supply heat to new homes on the consented Lincolnshire Lakes Development, a new business park planned on the Lincolnshire Lakes site and a proposed new hospital site in Scunthorpe through a DHPWN.
The potential impacts completely change the surroundings of nearby villages – note the term Villages here – predominately a rural area - which is not exactly an ideal location for a mass incineration plant.	N	Flixborough Industrial Estate is considered an ideal site for a facility of this type. It was chosen based on the local availability of RDF feedstock supplies currently going either to landfill or export through the Humber ports, the availability of available grid export capacity and the availability of an operational port providing rail and sea links within an established industrial zone. Opportunities have also been identified to supply heat to new homes on the consented Lincolnshire Lakes Development, a new business park planned on the Lincolnshire Lakes site and a proposed new hospital site in Scunthorpe through a DHPWN.

Totally wrong place to put this monstrosity. You will be ruining something that has not changed in years and needs to stay that way.	N	Flixborough Industrial Estate is considered an ideal site for a facility of this type. It was selected based on the local availability of RDF feedstock supplies currently going either to landfill or export through the Humber ports, the availability of available grid export capacity and the availability of an operational port providing rail and sea links within an established industrial zone. Opportunities have also been identified to supply heat to new homes on the consented Lincolnshire Lakes Development, a new business park planned on the Lincolnshire Lakes site and a proposed new hospital site in Scunthorpe through a DHPWN. Furthermore, the UK has set legally binding targets to reach net-zero carbon emissions by 2050, which will require huge transformations in the way we heat our homes, power our industries and travel around the country. Carbon capture, storage and usage is an important element of the strategy to achieve net zero carbon within 30 years. As set out in the Design Principles and Codes document (Document Reference 5.12), the Project should 'protect and where possible enhance the amenity of our neighbours'.

An inappropriate place to site this incinerator. They will be vast in this area that wins so many environmental awards and has such recognition. A totally inappropriate sight close to residential on the other bank of the river.	N	The Project meets the R1 energy efficiency criteria set out in the Waste Framework Directive 2008/98/C (WFD) to qualify as an energy recovery operation and is therefore an Energy Recovery Facility rather than an incinerator. Flixborough Industrial Estate is an ideal site for a facility of this type. It was chosen based on the local availability of RDF feedstock supplies currently going either to landfill or export through the Humber ports, the availability of available grid export capacity and the availability of an operational port providing rail and sea links within an established industrial zone. Opportunities have also been identified to supply heat to new homes on the consented Lincolnshire Lakes Development, a new business park planned on the Lincolnshire Lakes site and a proposed new hospital site in Scunthorpe through a DHPWN.

Are we to become a forgotten dumping ground for waste - we don't matter because of where we are in the U.K. map ?	N	Flixborough Industrial Estate is an ideal site for a facility of this type. It was chosen based on the local availability of RDF feedstock supplies currently going either to landfill or export through the Humber ports, the availability of available grid export capacity and the availability of an operational port providing rail and sea links within an established industrial zone. Opportunities have also been identified to supply heat to new homes on the consented Lincolnshire Lakes Development, a new business park planned on the Lincolnshire Lakes site and a proposed new hospital site in Scunthorpe through a DHPWN. The need for a new approach is especially urgent in the Humber, where industry currently releases more carbon into the atmosphere than anywhere else in England, and where millions of tonnes of waste go to landfill every year. The Project will help meet these challenges while fulfilling a vital public service and furthering the country's green revolution.
By developing a new industrial area other existing unused area are left looking very neglected and not helpfull for the towns image.	N	We have gone through a site selection process and the other existing unused industrial areas within Scunthorpe are not suitable.

		It is expected that the construction and operation of the facility on the Flixborough Industrial Estate will bring local jobs and revenues back to the area and will be a catalyst for supporting businesses to develop within the region, including those attracted by competitively priced power. The alternative site locations are described in Chapter 3: Project Description and Alternatives of the Environmental Statement (Document Reference 6.2.3).
North Lincolnshire, East Yorkshire & Humber has had to embraced new energy with: On and off shore wind turbine manufacture and farms. Solar panel farms. Proposed Keady 3 site. All of which are great if they are not always in your back yard. As a region I think we have done our bit to contribute to green energy Please, ENOUGH IS ENOUGH.	N	We recognise that the region is already home to a growing cluster of low and zero carbon energy projects. The UK has set legally binding targets to reach net-zero carbon emissions by 2050, which will require huge transformations in the way we heat our homes, power our industries and travel around the country. Carbon capture, storage and usage will need to be part of the strategy to achieve net zero carbon within 30 years. The need for a new approach is especially urgent in the Humber, where industry currently releases more carbon into the atmosphere than anywhere else in England, and where millions of tonnes of waste go to landfill every year. The Project will help meet these challenges while fulfilling a vital public service and furthering the country's green revolution.

Flixborough is the wrong place for this site, it is on agricultural land, green field sites and on a flood plain. Currently a small, quiet, peaceful, rural community and the potential size of the proposed Energy Park would take away so much land that surrounds this village as well as causing visual/air/noise/light pollution. The grey proposed future development area is far too close to homes/Flixborough village.	N	Flixborough Industrial Estate is an ideal site for a facility of this type. It was selected based on the local availability of RDF feedstock supplies currently going either to landfill or export through the Humber ports, the availability of available grid export capacity, the availability of an operational port providing rail and sea links within an established industrial zone. Opportunities have also been identified to supply heat to new homes on the consented Lincolnshire Lakes Development, a new business park planned on the Lincolnshire Lakes site and a proposed new hospital site in Scunthorpe through a DHPWN. We also believe that the Project will make a positive contribution to people's enjoyment of the local environment. The new woodland and wetland landscapes will create new routes for walking and cycling, provide better access to the River Trent and the countryside and improve local biodiversity. We have assessed potential impacts on flood risk, noise, air quality and landscape and visual impact as set out in the Environmental Statement (Document Reference 6.0).

Industry is already encroaching on the village from all directions. If the Energy Park goes ahead the whole village would be surrounded. Alternate Industrial sites are currently available with good infrastructure e.g. Killingholme/Immingham so why Flixborough rather than other sites/development areas?	N	Flixborough Industrial Estate is an ideal site for a facility of this type. It was selected based on the local availability of RDF feedstock supplies currently going either to landfill or export through the Humber ports, the availability of available grid export capacity, the availability of an operational port providing rail and sea links within an established industrial zone. Opportunities have also been identified heat to new homes on the consented Lincolnshire Lakes Development, a new business park planned on the Lincolnshire Lakes site and a proposed new hospital site in Scunthorpe through a DHPWN. Our approach to site selection is detailed in Chapter 3: Project Description and Alternatives of the Environmental Statement (Document Reference 6.2.3).
I already have power stations & wind turbines on my doorstep, why should I have to put up with more industry. I strongly feel this is not the right place to build this project.	N	Flixborough Industrial Estate is considered an ideal site for a facility of this type. It was selected based on the local availability of RDF feedstock supplies currently going either to landfill or export through the Humber ports, the availability of available grid export capacity and the availability of an operational port providing rail and sea links within an established industrial zone. Opportunities have also been identified to supply heat to new homes on the consented Lincolnshire Lakes Development, a new business park planned on the Lincolnshire Lakes site and a proposed new hospital site in Scunthorpe through a DHPWN.

Have other unused/old industrial areas been considered for this park, for example unused land on and around the steel works.	N	A number of site options were identified following a desk-based exercise to generate a 'long-list' of potential sites within the UK. The sites on the long list were then reduced primarily according to the following criteria: • Commercial availability of the land to be acquired; • Limited electrical grid availability; • Proximity to similar types of development in the area; and • Transport accessibility. Based on the above assessment, the Applicant considered the Flixborough Wharf site the most preferable in terms of performance related to the above comparative criteria. A description of 'reasonable alternative' locations that were considered as part of the selection process is set out in Chapter 3: Project Description and Alternatives of the Environmental Statement (Document Reference 6.2.3).

Opposed to allof it. Dont want all the waste here. Theres an empty power station at eggborough stick it there!	N	Flixborough Industrial Estate is considered an ideal site for a facility of this type. It was selected based on the local availability of RDF feedstock supplies currently going either to landfill or export through the Humber ports, the availability of available grid export capacity and the availability of an operational port providing rail and sea links within an established industrial zone. A description of 'reasonable alternative' locations that were considered as part of the selection process is set out in Chapter 3: Project Description and Alternatives of the Environmental Statement (Document Reference 6.2.3).
5.3 Archaeology and Cultural Heritage		

As detailed in your consultation booklet, we have various sites of specific interest and areas of ecological importance including heritage assets of scheduled monuments and listed buildings as well as conservation areas. Your undertaking to reduce any potential effects on these is really not acceptable. Also, in addition to the 192 archaeological sites (5 high value) there is a very strong possibility of other undiscovered sites, therefore you must ensure further extensive surveys take place to identify these and ensure protection.	N	The potential presence of significant buried archaeology as well as potential impacts on listed buildings and scheduled monuments is recognised and is fully addressed in Chapter 12: Archaeology and Cultural Heritage of the Environmental Statement (Document Reference 6.2.12) and an extensive programme of archaeological surveys (geoarchaeological work, geophysical survey and trial trenching) has been agreed in principle in discussion with NLC. Reports of this work are included in Appendix A (Figures), Appendix B (Geoarchaeological Report) and Appendix C (Geophysical Survey Report) of Chapter 12: Archaeology and Cultural Heritage of the Environmental Statement (Document Reference 6.2.12).
5.4 Climate Change		

Incinerator for household waste is not really a green energy project as stated.	N	The Project meets the R1 energy efficiency criteria set out in the Waste Framework Directive 2008/98/C (WFD) to qualify as an energy recovery operation and is therefore an Energy Recovery Facility rather than an incinerator. NLGEP combines technologies to capture, store and use by-products from the energy recovery process. We have assessed impacts on climate change - how 'green' the project is - in Chapter 6: Climate of the Environmental Statement (Document Reference 6.2.6). Compared to the alternative of managing waste through landfill, we expect operation of the Project to result in an overall reduction in the release of the greenhouse gases which contribute to climate change.
Its not as green as its made to sound, calling it North Lincolnshire green energy park is crass, it makes it sound like a place to go and relax and one that has council backing.	N	The Project combines technologies to capture, store and use by-products from the energy recovery process. We have assessed impacts on climate change - how 'green' the project is - Chapter 6: Climate of the Environmental Statement (Document Reference 6.2.6). Compared to the alternative of managing waste through landfill, we expect operation of the Project to result in an overall reduction in the release of the greenhouse gases which contribute to climate change.

I am writing to voice my concerns about the plans for the proposed 'Energy Park.' In 2019 the UK Parliament was the first in the world to declare a climate emergency and signed into law a commitment to become net zero by 2050. To achieve this pledge, decisive action must be taken to reduce carbon emissions and protect people from the effects of climate change. I am concerned that by building an incinerator so close to residential and commercial properties, we are taking a step in the opposite direction. Incinerators have long lifespans of approximately 30-50 years, meaning that any new construction is locking us into a carbon intensive method of waste disposal for years to come.	N	The Project meets the R1 energy efficiency criteria set out in the Waste Framework Directive 2008/98/C (WFD) to qualify as an energy recovery operation, and is therefore an Energy Recovery Facility rather than an incinerator. The Project will make a positive contribution to the UK's commitment to reaching net zero carbon emissions by 2050. Compared to the alternative of managing waste through landfill, we expect that it will result in an overall reduction in the release of the greenhouse gases which contribute to climate change. We have also included Carbon Capture, Storage and Utilisation as part of the proposals for the Project. This helps to reduce the carbon dioxide emissions from the ERF by capturing carbon so it can be used in the manufacture of concrete blocks on site. Further information on our assessment of the Project's impact on climate change is set out in Chapter 6: Climate of the Environmental Statement (Document Reference 6.2.6).

There's nothing 'green' about transporting and burning thousands of tonnes of rubbish every year.	N	The Project combines technologies to capture, store and use by-products from the energy recovery process. We have assessed impacts on climate change - how 'green' the project is - in Chapter 6: Climate of the Environmental Statement (Document Reference 6.2.6). Compared to the alternative of managing waste through landfill, we expect operation of NLGEP to result in an overall reduction in the release of the greenhouse gases which contribute to climate change. In addition, with regards to transport, the Project seeks to "maximise sustainable methods and approaches" as set out in the Design Principles and Codes document (Document Reference 5.12). One of the reasons that the site was chosen was because it has the potential for transport by river and rail. We will reduce road movements as much as possible by providing a new rail link and using the existing port. Indeed, rail transport has a crucial role to play in delivering significant reductions in pollution and congestion. Tonne for tonne, rail freight produces 70% less CO_2 than road freight, up to fifteen times lower NOx emissions and nearly 90% lower PM10 emissions. It also has de-congestion benefits – depending on its load, each freight train can remove between 43 and 77 HGVs from the road.

Have you taken into account the co2 generated by incineration of waste in order to produce hydrogen by electrolysis and also the amount of co2 produced by waste.	N	The RDF will not be burned for the purpose of producing H_2 by electrolysis. The inclusion of H_2 production and storage in the Project increases energy storage capacity for the UK. This provides opportunities to maximise the benefits of renewable electricity generation as electricity can be stored at time of high renewable generation and low demand, when low carbon electricity might otherwise be wasted. We have considered carbon emissions from the Project in Chapter 6: Climate of the Environmental Statement (Document Reference 6.2.6). Compared to the alternative of managing waste through landfill, we expect the operation of the Project to result in an overall reduction in the release of the greenhouse gases which contribute to climate change.
I understand the UK Climate Change Committee are increasingly worried about emissions from waste incinerators. Because of unrecycled plastics the carbon dioxide emissions are only slightly less than coal driven Power Stations so this is not green energy at all. Landfill with methane capture is more green friendly. The operators of incinerators are also taking advantage of the exclusion from the emissions trading scheme. The prime objective of this seems to be profit rather than a green philosophy. There is significant growth in fossil emissions from energy waste plants. THIS IS NOT GOOD FOR THE ENVIRONMENT.		The Project meets the R1 energy efficiency criteria set out in the Waste Framework Directive 2008/98/C (WFD) to qualify as an energy recovery operation and is therefore an Energy Recovery Facility rather than an incinerator.

		NLGEP combines technologies to capture, store and use by-products from the energy recovery process. We have assessed impacts on climate change - how 'green' the project is - in Chapter 6: Climate of the Environmental Statement (Document Reference 6.2.6). Compared to the alternative of managing waste through landfill, we expect operation of NLGEP to result in an overall reduction in the release of the greenhouse gases which contribute to climate change.
5.5 Commercial		
A superb proposed development all round for our local area. It will be imperative to maintain costs and funding to ensure no delays to time frames or elements are omitted.	N	This is noted.
All you are trying to do is make money at our expense!	N	This is not the case. The Design Principles and Codes document (Document Reference 5.12) recognises that the Project should 'protect and where possible enhance the amenity of our neighbours'. This includes the provision of new woodlands, wetlands and publicly accessible cycle and foot paths.

		Furthermore, the UK has set legally binding targets to reach net-zero carbon emissions by 2050, which will require huge transformations in the way we heat our homes, power our industries and travel around the country. Carbon capture, storage and usage is an important element of the strategy to achieve net zero carbon within 30 years. The need for a new approach is especially urgent in the Humber, where industry currently releases more carbon into the atmosphere than anywhere else in England, and where millions of tonnes of waste go to landfill every year. The Project will help meet these challenges while fulfilling a vital public service and furthering the country's green revolution.
What will happen to this site when you realise it is not economical to run.	N	The ERF will help meet two urgent national and regional needs: to reduce the amount of waste going to landfill and to generate low carbon energy. Of the 26 million tonnes of waste left over after recycling in the UK, only 14 million tonnes are used in energy recovery. Of the remaining 12 million tonnes, 9 million tonnes go to landfill and 3 million tonnes is exported. There are not enough facilities in the UK to process all the non-recyclable waste produced.

		Indeed, one million tonnes of waste per year passes through the Humber Ports alone. There is therefore a regional need for the ERF to intercept the volumes of RDF passing through the Humber Ports, as well as to manage the impact of landfill closure and tariffs imposed on exported waste following the UK's departure from the European Union (EU). While we remain committed to managing waste in accordance with the Waste Hierarchy, we expect there to continue to be a need to sustainably manage waste which cannot be recycled for some time. On this basis, we expect the Project to remain commercially viable.
How is this viable against land fill both cost effective and environmental ,when you burn plastics its more harmful than landfill,the energy is not cost effective only subsided by government that should be looking at other resources to sorting the changes in recycling not burning it and putting harmful emotions back into global warming. Incinerator are not the way forward. Companys should hold themselves responsible to reduce plastic use.	N	Of the 26 million tonnes of waste left over after recycling in the UK, only 14 million tonnes are used in energy recovery. Of the remaining 12 million tonnes, 9 million tonnes go to landfill and 3 million tonnes is exported. There are not enough facilities in the UK to process all the non-recyclable waste produced.

		Indeed, one million tonnes of waste per year passes through the Humber Ports alone. There is therefore a regional need for the ERF to intercept the volumes of RDF passing through the Humber Ports, as well as to manage the impact of landfill closure and tariffs imposed on exported waste following the UK's departure from the EU. While we remain committed to managing waste in accordance with the Waste Hierarchy, we expect there to continue to be a need to sustainably manage waste which cannot be recycled for some time. On this basis, we expect the Project to remain commercially viable. Furthermore, we have also included Carbon Capture, Storage and Utilisation as part of the proposals for the Project. This helps to reduce the carbon dioxide emissions from the ERF by capturing carbon so it can be used in the manufacture of concrete blocks on site. Further information on our assessment of the Project's impact on air quality is set out in Chapter 5: Air Quality of the Environmental Statement (Document Reference 6.2.5) and on climate change in Chapter 6: Climate of the Environmental Statement (Document Reference 6.2.6).

		Finally, The Project meets the R1 energy efficiency criteria set out in the Waste Framework Directive 2008/98/C (WFD) to qualify as an energy recovery operation, and is therefore an Energy Recovery Facility rather than an incinerator.
Community benefits will only last until they are costed.	N	As set out in the Design Principles and Codes Document (Document Reference 5.12), one of the Design Principles is to “protect and where possible enhance the amenity of our neighbours”. The Project provides a number of community benefits including new woodland, wetlands and publicly accessible cycle and footpaths, in addition to the creation of employment and training opportunities in the local area. These are all fundamental to the success of the Project. Indeed, providing community benefits is at the centre of our approach and will be committed to as part of the DCO process.
Who is paying	N	The Applicant has a number of investment partners who have expressed interest in co-funding this development.

5.6 Construction		
The environmental impact for the residents of Amcotts and Flixborough over the length of time it will take to build this project.	N	A Code of Construction Practice (CoCP) is provided in Annex 7 of the Environmental Statement (Document Reference 6.3.7) and includes best practice measures for managing the construction process.
Residents have also raised concerns with me about the impact the site would have on local infrastructure, in particular during the construction phase.	N	A Code of Construction Practice (CoCP) is provided in Annex 7 of the Environmental Statement (Document Reference 6.3.7) and includes best practice measures for managing the construction process.
5.7 Consultation		
Yes, this is all fancy words, photographs and maps that are hard to understand to try and bamboozle us into thinking it is something wonderful.	N	Our Statement of Community Consultation (SoCC) (Document Reference 7.2.9) set out how we planned to consult with the local community. It was confirmed that North Lincolnshire Council (NLC) supported the approach to consultation set out. In delivering on the commitments made in the SoCC, we produced a range of materials to provide information on the proposals, in order to enable as wide a range of people as possible to take part in the consultation. This included materials which used images to help explain the Project.

If you were more open on the impact of the environment, instead of just producing a brochure that outlines and misleads the positives, which there are none.	N	As part of both the non-statutory and statutory consultation process, we have produced a range of materials to provide information on the proposed Project. Indeed, the NLGEP website includes a number of downloadable resources with analysis of potential environmental impact of the Project, such as the PEIR. We also produced a supplementary booklet with specific details on the Environmental Impact Assessment (EIA).
I would have liked to see more detailed information about site access & how that fits into the existing road network.	N	Chapter 13: Traffic and Transport of the Environmental Statement (Document Reference 6.2.13) provides detailed information about the new access road and how this fits into the existing road network.
I hope the local views of the actual people who have to and want to live in this area are actually taken in to consideration.	N	As part of the statutory consultation period, we identified a series of 'zones of consultation' for publicising the consultation directly to the local community for the purposes of section 47 of the 2008 Act. This recognised that levels of potential impact and interest are likely to vary with geography. We have considered all the views received during the statutory consultation period, which have helped to inform the ongoing design process for the proposed Project, ahead of submitting our DCO application.

		The application includes a Consultation Report (Document Reference 7.1) setting out how we have had regard to all responses received.
It has come to our attention that many residents in Burton, Alkborough, and our surrounding villages have NOT received your consultation pack and therefore remain somewhat oblivious to the extent of the proposals. It is all very well publicising this proposed development on the internet and advertising where the plans will be on public display, but if residents are not on the internet, or unable to travel, then this is of absolutely no use to them. It therefore begs the question as to exactly what criteria your company used to decide who should be informed and who should not?	N	As part of the statutory consultation period, we identified a series of 'zones of consultation' for publicising the consultation directly to the local community for the purposes of section 47 of the 2008 Act. This recognised that levels of potential impact and interest are likely to vary with geography. Zone 1 included people living and working in the immediate vicinity of the proposed Project, as well as their political representatives. This is defined as a radius of 3km from the site of the proposed Project, as well as a 0.5km buffer around the proposed district heating and power network and railway serving the site. Zone 2 included people who may be interested in the wider potential impacts of the proposed Project, such as transport, visual impact and creating new jobs. The zone is a based on a 10km radius around the site, which draws on the Zone of Theoretical Visibility for the project – a tool we use to assess potential visual impacts.

		Finally, Zone 3 comprised people living and working in the host local authority of North Lincolnshire Council outside of consultation zone 1. Those in Zone 1 were written to directly, with hard copies of the consultation booklet and questionnaire provided. Furthermore, a range of both online and offline methods were used to publicise the consultation to Zones 1, 2 and 3 and to gather feedback. Details of this are outlined in the SoCC, which can be found in Appendix C-4 of the Consultation Report (Document Reference 7.2.9).
Whatever you do must be good for the area and the planet. Keep up the good work. Can you put any discussion on YouTube?	N	Recordings of consultation webinars are available on the Project website: [redacted] This is evidenced in Appendix G-2 of the Consultation Report (Document Reference 7.2.16).
Amcotts village, the closest village to this project is being ignored, even greyed out on the videos, Consultation has been poor and factually inaccurate. Press notices are deliberately posted in the wrong areas in order to deceive on this incinerator, which was originally marketed as a power station.	N	The Project meets the R1 energy efficiency criteria set out in the Waste Framework Directive 2008/98/C (WFD) to qualify as an energy recovery operation and is therefore an Energy Recovery Facility rather than an incinerator.

		The village of Amcotts was included in Zone 1 of the consultation radius. Properties in Zone 1 were written to directly, with hard copies of the consultation booklet and questionnaire provided. Furthermore, a range of both online and offline methods were used to publicise the consultation to Zones 1, 2 and 3 and to gather feedback. Details of this are outlined in the SoCC (Document Reference 7.2.9). The consultation was publicised in the Lincolnshire Echo, Yorkshire Post, Hull Daily Mail. Again, this is outlined in the SoCC, which was agreed by North Lincolnshire Council.

Consideration should be taken on the underhand methods that this project has been launched and relaunched in a manner to deceive the local population.	N	We do not recognise the claim that the Project has been launched and relaunched. We have consulted iteratively to allow the community and other consultees to comment on the Project at different stages in development: this includes a non-statutory consultation from 26 May to 14 July 2020, when we launched the Project publicly, and a statutory consultation between 14 June and 25 July 2021. As set out in Chapter 2 of the Consultation Report (Document Reference 7.1), we had regard to responses to the non-statutory consultation in preparing the proposals that we presented as part of the statutory consultation, as well as continuing our EIA. It is therefore entirely natural that the Project presented at the statutory consultation was both more detailed and included some differences to that presented as part of the earlier non-statutory consultation.
This questionaire is very leading and biased and is not therefore collecting a full spectrum of opinions, further signs of misleading the local population.	N	The questionnaire was designed to invite comments on the different elements of the proposed Project. It provided opportunities for consultees to respond to the Project in their own words. The final question also invited consultees to let us know if they had any comments not covered by the other questions. The range of responses provided can be viewed within this Consultation Report (Document Reference 7.1).

The information booklets contain too many abbreviations e.g. EIA, RDF, AEP etc (15 at least) there should be a list of abbreviations showing what they stand for	N	This is noted. The use of abbreviations in this context is common. However, the first mention of the phrase or title should be set out in the first instance, to indicate what the abbreviation stands for.
5.8 Cumulative Impacts		
This will impact the environment more than enhance it due to all the industry being built around it therefore I object.	N	We have assessed cumulative effects in Chapter 18: Cumulative and Indirect Effects of the Environmental Statement (Document Reference 6.2.18). This considered developments in a 15km area around the site where the Project may have an effect, known as a 'zone of influence'. This includes three large, planned developments in this area – the new homes planned at Lincolnshire Lakes, Glanford Football Stadium and the proposed Keadby 3 combined cycle gas turbine power station.

This area already has more than its fair share of energy producing sites with three gas powered power stations, acres or wind farms, solar panels and a chicken manure fuelled power station at Flixborough! The local countryside is already blighted by multiple electricity pylons and no doubt more would be required to distribute power from the proposed facility.	N	No new overhead lines are proposed as part of NLGEP. We recognise that the region is already home to a growing cluster of low and zero carbon energy projects. The UK has set legally binding targets to reach net-zero carbon emissions by 2050, which will require huge transformations in the way we heat our homes, power our industries and travel around the country. Carbon capture, storage and usage is an important element of the strategy to achieve net zero carbon within 30 years. The need for a new approach is especially urgent in the Humber, where industry currently releases more carbon into the atmosphere than anywhere else in England, and where millions of tonnes of waste go to landfill every year. The Project will help meet these challenges while fulfilling a vital public service and furthering the country's green revolution.
5.9 Design		
How high will the stack be?	N	The maximum estimate is a stack height of 120m, which has been assessed for LVIA and AQIA purposes.

Please include bins.	N	The detailed design of the Project will include details such as the provision and location of bins within the operational and publicly accessible areas of the Project.
Will the route to site be well lit?	N	Lighting for the access road has been developed as part of the wider site lighting strategy and will result in a well-lit route, whilst avoiding excessive lighting and overspill. There is also pre-existing lighting on Westferry Road. Annex 4: Indicative Lighting Strategy of the Environmental Statement (Document Reference 6.3.4) provides further details on this matter.
Living wall on every building possible please	N	A set of Design Principles were established to guide the design of the Project to reduce visual impact and improve ecology and biodiversity - which includes the option of living walls. Whilst detailed designs will be progressed subsequent to the DCO process, as set out in the Design Principles and Codes document **(Document Reference 5.12)**, the inclusion of an elevated walkway on the site will allow for a living wall to be established beneath the walkway.

5.10 Design – Visitor Centre		
Will it contain a cafe for the community?	N	We are unable to include a café within the Visitor Centre, but it will be accessible by the community.
Yes, make it glass - looking out over the river and towards Scunthorpe, make the other side a video screen with information on the site and what you can see around it, its uses and details, so people can visit and not only take in the local area and information - but the site and its information. Make an outside sitting area/coffee shop (covid friendly) for people to meet and discuss. A conference room and wifi free for use to everyone.	N	A range of materials, textures and colours have been fully considered in the development of the indicative design and would be based upon a limited palette of high-quality materials to ensure that a family of buildings is established across the site. Not surprisingly for a development of this nature, metal cladding is suggested as the predominant cladding material to be used across the Project. The suggested cladding systems are robust and of low maintenance and their durability will ensure that the high-quality appearance of the energy park will be retained over time. The location of glazing and louvres on the buildings has been carefully considered to be in keeping with overall design approach. It is also proposed that the visitor centre will provide facilities for inductions, presentations and waiting areas. New footway and cycleway connections will provide a number of different landscape experiences, with seating areas to stop and relax as well as educational signage along the route.

		It is the Applicant's intention that the final design for the visitor centre will be the focus of a project for schools, colleges and universities in the local area. Whilst this level of detailed design will be progressed subsequent to the DCO process, a Design Principles and Codes document (Document Reference 5.12) has been submitted as part of the DCO application. This document will be used to guide the detailed design and considerations such as materials, colour, location of glazing and function of the wetlands.
5.11 District Heating and Private Wire Network (DHPWN)		
Will there be the opportunity for cheaper energy in the area?	N	Yes. Heating is one of the main ways that homes and businesses use energy. Around 31% of the UK's carbon dioxide emissions come from heating homes, which accounts for around 70% of household energy bills. We will capture and store heat produced by the energy recovery process as steam or hot water. This can then be supplied to new residential developments and businesses by way of a DHPWN. Supplying heat to homes and businesses in this way will help reduce their costs and reduce their impact on climate change.

5.12 Ecology		
I applaud the wetland, woodland landscapes but it would need to be substantial to have a positive environmental impact and be part of the mitigation plans and I can't see that it will be. cycle and walking routes are always a benefit to peoples wellbeing.	N	As set out in the Design Principles and Codes document (Document Reference 5.14), one of the Design Principles is to 'respect, restore and promote the rich biodiversity and ecology of local terrestrial ecosystems'. The creation of new wetland and woodland landscapes is an important part of our approach to delivering this principle and enhancing biodiversity at the site and we are really pleased that these proposals are being positively received. The exact size and nature of these habitats will be informed and guided by our ongoing ecological surveys which have been underway since 2018, as well a detailed Biodiversity Impact Assessment, using the latest Defra biodiversity net-gain (BNG) metric to deliver a minimum of 10% net-gain for biodiversity and the environment. The Biodiversity Net Gain Report can be found in Appendix I of Chapter 10: Ecology and Nature Conservation of the Environmental Statement (Document Reference 6.2.10). We are committed to providing this net gain to ensure habitat losses are offset and retained habitats are appropriately enhanced to improve their condition.

		We are in regular dialogue with the Lincolnshire Wildlife Trust, North Lincolnshire Council and the Royal Society for the Protection of Birds (RSPB) to ensure that all habitats are appropriate and sensitive to the local area. We have set out the full results of our assessment of potential effects on ecology and nature conservation, as well as updated mitigation proposals, in Chapter 10: Ecology and Nature Conservation of the Environmental Statement (Document Reference 6.2.10).
There is deer in the area and trees would be appreciated (good use of carbon dioxide recycling!).	N	Whilst deer are not identified in Chapter 10: Ecology and Nature Conservation of the Environmental Statement (Document Reference 6.2.10), we are grateful for the anecdotal evidence and accept such species are well established in the wild. Deer can have consequences for new planted woodland through constant browsing of young shoots, resulting in trees failing. However, tree guards and management of new woodland habitats can effectively prevent this. We are proposing to incorporate tree planting as part of our landscape and ecological mitigation proposals.

NOT suitable for the area. Too large a development and too big an impact on local wildlife. with little reward for local area and residents.	N	Flixborough Industrial Estate is considered an ideal site for a facility of this type. It was chosen based on the local availability of RDF feedstock supplies currently going either to landfill or export through the Humber ports, the availability of available grid export capacity and the availability of an operational port providing rail and sea links within an established industrial zone. Opportunities have also been identified to supply heat to new homes on the consented Lincolnshire Lakes Development, a new business park planned on the Lincolnshire Lakes site and a proposed new hospital site in Scunthorpe through a DHPWN. Importantly, the scale of the development is designed to meet these needs. In terms of impact on wildlife, we have assessed potential impacts on local wildlife in Chapter 10: Ecology and Nature Conservation of the Environmental Statement (Document Reference 6.2.10), as a result of surveys undertaken over the past two years. We do not expect the Project to have any significant negative impacts on wildlife as a result of our proposals. Indeed, as above, we expect to improve the biodiversity of the site for wildlife by creating wildlife corridors, linking new woodland and wetland areas to established habitats. The wetland will also be publicly accessible, providing benefit for the local community.

this looks very good as long as the artist's designs come to fruition and nothing is downgraded to save money	N	The ability for the Project to be resilient and retain the ability to respond to change was one of the Project Principles that has shaped the Project as a whole to date. Technology is changing all the time; therefore, it is important that a level of flexibility is retained within the design that ensures the Project has the flexibility to utilise the latest technology on the market. The Project Principles set out a number of guiding principles which have shaped the Project to date and will continue to shape the detailed designs. We have prepared and submitted a Design Principles and Codes (Document Reference 5.12) document that will be used to secure the principles of the indicative designs of the project. The Design Principles and Codes will be secured through the DCO and will guide the detailed design. We will therefore need to comply with these principles and codes.
If boats are coming in via the river, a wetland would be appreciated in case the birds/insects/reptiles are dislodged whilst the dockside is in use (a quiet area to replace their usual homes)	N	Flixborough Wharf is part of an operational port and we do not expect the effect described. However, the wetland area will offer habitats for a range of species including birds, insects and reptiles. Further details of species identified in the vicinity of the site and our assessment of potential impacts are included in Chapter 10: Ecology and Nature Conservation of the Environmental Statement (Document Reference 6.2.10).

The Environmental Impact - on the surrounding land what about the protection of the woodlands, green fields, wildlife, bridle ways, public footpaths and walkways. Not to mention all the valuable eco systems and habitats that will be destroyed should this go ahead. Also, the River Trent and the River Humber are sites of special interest and conservation areas, what happens when there are any waste spillages including plastics which has been highlighted on the news recently for how damaging this in both in water and on land for wildlife.	N	We have assessed potential impacts on ecology, landscape and visual impacts and the public rights of way as part of the Environmental Statement (Document Reference 6.0). This has included designated sites for ecology. We believe that the Project will make a positive contribution to people's enjoyment of the local environment. The new woodland and wetland landscapes will create new routes for walking and cycling, provide better access to the River Trent and the countryside and improve local biodiversity. The Project will also create a net gain in biodiversity, as set out in Chapter 10: Ecology and Nature Conservation of the Environmental Statement (Document Reference 6.2.10). The Project will be a well-managed facility and we do not expect to create spillages of the kind described.

We have plenty of nature reserves & wetlands already, How will this affect the protected species we have on this side of the river in Amcotts?	N	Ecological desk study information has identified the presence of the following protected species within the wider area, including land to the west of the river: bats; great crested newt; water vole; otter; badger; wintering birds; breeding birds; reptiles; terrestrial invertebrates. Chapter 10: Ecology and Nature Conservation in the Environmental Statement (Document Reference 6.2.10) concludes that there are to be no significant effects on all species, except for birds and badger. Badger impacts are localised only and do not pose wider effects on any populations west of the river. Bird impacts are associated with a loss of habitat; however, once proposed habitat creation and enhancement measures become established, the Project aims to create more valuable and diverse habitats for birds in the long-term.

I feel the wetland proposal is a token gesture, What harm will the new access road do - given the extra traffic and loss of habitat.	N	The creation of new wetland and woodland landscapes is an important part of our approach to enhancing biodiversity at the site and we are committed to providing a minimum of 10% net-gain for biodiversity and the environment. Whilst the proposed access road primarily crosses arable land which has a low habitat value, we intend to minimise the loss of valuable habitats much as possible and are committed to fully offsetting habitat loss through the creation of valuable habitats and enhancement of lower quality habitats in the surrounding landscape. Details of this are set out in Chapter 10: Ecology and Nature Conservation of the Environmental Statement (Document Reference 6.2.10).
The impact on nature is also a worry . We have Alkborough Flats nearby what impact will this have on this jewel in the area ?	N	Alkborough Flats is located to the north of the Project, and as for all surrounding sites of local and national value for the environment and biodiversity, necessary mitigation is incorporated into the project design and will be implemented during the working practices related to both construction and operational phases of the development. This extends to addressing potential impacts arising from pollution, dust, surface water management, noise emissions, vibration disturbance, light pollution and biosecurity, all of which will be detailed within the Construction Environmental Method Plan (CEMP), which is secured through a requirement of the DCO.

We have woodlands and wetlands already the green energy process is a risk to them.	N	The creation of new wetland and woodland landscapes is an important part of our approach to enhancing biodiversity at the site and we are committed to providing a minimum of 10% net-gain for biodiversity and the environment. We have assessed potential impacts on local wildlife in Chapter 10: Ecology and Nature Conservation of the Environmental Statement (Document Reference 6.2.10), as a result of surveys undertaken over the past two years. We do not expect NLGEP to have any significant negative impacts on wildlife as a result of our proposals. Indeed, as above, we expect to improve the biodiversity of the site for wildlife by creating wildlife corridors, linking new woodland and wetland areas to established habitats.
Will the proposed work have an impact on wildlife?	N	We have assessed potential impacts on local wildlife in Chapter 10: Ecology and Nature Conservation of the Environmental Statement (Document Reference 6.2.10), as a result of surveys undertaken over the past two years. We do not expect the Project to have any significant negative impacts on wildlife as a result of our proposals. Indeed, as above, we expect to improve the biodiversity of the site for wildlife by creating wildlife corridors, linking new woodland and wetland areas to established habitats.

I am concerned for the surrounding natural habit, such as Alkborough Flats.	N	Alkborough Flats is located to the north of the proposed scheme, and as for all surrounding sites of local and national value for the environment and biodiversity, necessary mitigation is incorporated into the project design and will be implemented during the working practices related to both construction and operational phases of the development. This extends to addressing potential impacts arising from pollution, dust, surface water management, noise emissions, vibration disturbance, light pollution and biosecurity, all of which will be detailed within the CEMP, which is secured through a requirement of the DCO.
You have a great opportunity to put in the surrounding area a public orchard using fruit trees that are fully sized and not dwarf varieties that take longer to mature but will stand the test of time ,people will attracted to visit especially if there if free produce for people when its fruiting time , types to grow are CHERRIES , PLUMS , APPLES ,MEDLARS , QUINCE , MULBERRY , just to name a few , also you could plant varieties that have become endangered .	N	Under the mitigation measures relating to loss of habitat for wintering birds, the Applicant proposes scrub/hedgerow planting with berry/fruit bearing native trees and shrubs such as hawthorn, blackthorn, crab apple (Malus sylvestris), holly, bird cherry (Prunus padus), wild cherry (Prunus avium), buckthorn (Rhamnus catharticus) and rowan to form part of the soft landscaping for the energy park, where large numbers of winter thrushes have been recorded. This is set out in Chapter 10: Ecology and Nature Conservation of the Environmental Statement (Document Reference 6.2.14).

		Importantly, community farming, re-establishing indigenous plants, sensory areas, voluntary participation through the Wildlife Trust, and public access are all topics under discussion. These options need to be properly managed to ensure long-term funding, development, and protection, which the Applicant is working to put in place.
5.13 EIA – General		
I hope the environment impact is taken seriously rather than just the potential profit !	N	Due to the nature and scale of the Project, we are carrying out an Environmental Impact Assessment (EIA). This is in line with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. These govern the way that potential environmental impacts from infrastructure projects are assessed and reported as part of the pre-application process. Indeed, an Environmental Statement (ES) (Document Reference 6.0) has been submitted as part of the DCO application. This clearly demonstrates how we have assessed the potential impact of the scheme on the environment and any mitigation measures that are required to reduce that impact.

What will the toxic legacy be (which can last up to 30 years)?	N	Whilst we are not clear what toxic legacy is referred to here, we can confirm that the Project will not result in contamination of the local environment. The potential for contamination is assessed in Chapter 8: Ground Conditions, Contamination and Hydrogeology of the Environmental Statement (Document Reference 6.2.9) and Chapter 9: Water Resources and Flood Risk of the Environmental Statement (Document Reference 6.2.9).
I fully object to the site as it is clearly not green and will have a detrimental effect on the residential communities less than 500m away from it.	N	The Project is intended to make a positive contribution to the UK's commitment to reaching net zero carbon emissions by 2050. Compared to the alternative of managing waste through landfill, we expect that it will result in an overall reduction in the release of the greenhouse gases which contribute to climate change. We have also included Carbon Capture, Storage and Utilisation as part of the proposals for the Project. This helps to reduce the carbon dioxide emissions from the ERF by capturing carbon so it can be used in the manufacture of concrete blocks on site. Further information on our assessment of the Scheme's impact on climate change is set out in Chapter 6: Climate of the Environmental Statement (Document Reference 6.2.6).

		With regards to impact on local communities, a Design Principles and Codes document (Document Reference 5.12) has been submitted with the application, which recognises that the Project should 'protect and where possible enhance the amenity of our neighbours'. Compliance with the Design Principles and Codes (Document Reference 5.12) will be secured by a requirement in the DCO. Indeed, we can also confirm that potential impacts on residential communities in proximity to the site have been considered as part of our assessments in the Environmental Statement (Document Reference 6.0).
Furthermore, concerns have been raised about potential pollutants and storage implications that may arise as a result of the proposed site.	N	The new Environment Bill will address the issue of pollutants, particularly with regards to particulates. All new energy recovery facilities will need to meet these new limits, including the Best Available Techniques requirements due in 2025. The fact that we propose the capture of carbon dioxide and the treatment of fly ash to make concrete products will deliver additional environmental benefits. On the topic of storage, the waste will be delivered in metal containers with limited storage on site.

I feel that the proposed plans will obviously have an impact on the surrounding area but the woodland and wetland ideas are a great idea to offset the construction. The use of the river and rail instead of just roads is also a good idea to help minimise traffic increases in the area. I believe the whole proposal would benefit the area greatly and the premise of green energy it is something we need to be doing more of to help mitigate climate issues in the future. As long as the project is well managed to minimise disruption to the surrounding areas I believe it will be great addition to our local area.	N	We welcome your comment and support for the woodland and wetland and transport methods proposed. The facility and construction process will be well-managed. A CEMP will address potential environmental impacts of the development during construction and operation and the CoCP in Annex 7 of the Environmental Statement (Document Reference 6.3.7) will be put in place, to include best practice measures for managing the construction process. A Construction Traffic Management Plan will also be implemented as part of the Construction Logistics Plan (CLP), in order to mitigate against traffic impact locally. An outline Construction Logistics Plan can be found in Appendix D of Chapter 13: Traffic and Transport of the Environmental Statement (Document Reference 6.2.13).

5.14 General		
Has hydrogen been approved by the government for injection into the present gas grid?	N	The Gas Safety (Management) Regulations 1996 cover limits for H_2 in the gas grid. The current limit is 0.1% on a volume basis. However, the UK Government is considering H_2 blending as a method for decarbonising heating. The UK's hydrogen roadmap suggests a target of 20% blending by 2023, subject to trials, testing and HSE approval.
The woodlands and wetlands area have been done anyway to make the existing wharf a more environmentally area and give something back to the communities around it	N	At part of the DCO application, we have submitted a Design Principles and Codes document (Document Reference 5.12), which recognises that the Project should 'protect and where possible enhance the amenity of our neighbours' and 'respect, restore and promote the rich biodiversity and ecology of local terrestrial ecosystems'. The woodlands and wetlands are a key component of the Project that delivers the ambition of these two principles while also providing a positive legacy beyond the supply of low carbon electricity, contributing positively to the character of the local landscape and sustainably managing surface water run-off.

I hope the wetlands actually happen, if not then the added incentive will be lost	N	As set out in the Design Principles and Codes document (Document Reference 5.12), one of the Design Principles is to 'respect, restore and promote the rich biodiversity and ecology of local terrestrial ecosystems'. The Applicant is committed to delivering a 10% BNG and the wetlands form a key part to delivering on this, as well as performing a functional part of the surface water drainage system that is required to manage and control the discharge of surface water into the existing drainage network. The wetlands and woodlands have been separated out as an individual works within the DCO and an Outline Landscape and Biodiversity Management and Monitoring Plan (OLBMMP) (Document Reference 5.7) has been submitted with the application which sets out the framework for their future management and commitment to deliver these features.

I am interested on how accessible the woodland and wetland landscapes will be to people with an interest in nature.	N	As set out in the Design Principles and Codes document (Document Reference 5.12), one of the Design Principles is to 'protect and where possible to enhance the amenity of our neighbours'. The implementation of the woodland and wetlands will provide such enhancement as they will include a network of paths that allow the public to access and walking routes through these new areas of landscape. A number of resting points will be provided where the public are able to stop and access nature. Interpretation boards will be positioned along the paths and at resting points, providing information on the project, habitats and species. The Design Principles and Codes (Document Reference 5.12) will be used to secure the principle of access to the woodland and wetlands and to guide the detailed design of the project, which will be submitted and approved by North Lincolnshire Council.
Assurance is needed that this will be limited to that which is being proposed and not added to or extended at some later date.	N	By providing low-carbon heat and power, the Project could become an attractive place for businesses to locate, providing an additional 1,000 jobs at the site. Whilst this is still an important part of our vision, we need to secure permission to build the ERF and the facilities that will let us treat and use the by-products first. They will help create the right conditions for further investment in jobs and skills.

		Separate planning consent for any development associated with the wider site would need to be sought from North Lincolnshire Council.
I also have extreme concerns over the 'done deal' aspect of the process indicated by the compulsory purchase orders on the current Flixborough industrial estate.	N	As the Project is classed as a Nationally Significant Infrastructure Project, consent must be granted by the Secretary of State for Business, Energy and Industrial Strategy by way of a DCO. DCO applications follow a fixed, statutory process which requires the applicant to consult with the local community and key stakeholders before the application is submitted. The outcome of this process depends entirely on the necessary requirements being met and, in turn, the decision from the Secretary of State.
5.12 Ground Conditions, Contamination and Hydrogeology		

Seems very good, just make sure nature and the waterways around are not contaminated/moved on	N	We have assessed impacts on ground conditions, contamination and hydrogeology in Chapter 8: Ground Conditions, Contamination and Hydrogeology of the Environmental Statement (Document Reference 6.2.8). Following mitigation, we do not expect any significant effects on ground conditions or contamination of hydrogeology during either the construction or the operation of Project.
5.16 Human Health and Wellbeing		
I don't see the point in a visitor centre, you wouldnt want children anywhere near with the toxin levels that will be leaked out in the environment and hazards. It's not a safe environment for children.	N	As set out in Chapter 17: Health of the Environmental Statement (Document Reference 6.2.17), our assessment acknowledges that there is evidence of public anxiety over perceived impacts of ERFs, particularly during operation. Our assessment concludes that the implementation of on-site health and safety procedures will reduce the chance of any such accident occurring, and the likelihood of accidents occurring is low. The Project will continue to liaise with the local community during construction and operation, to understand and mitigate concerns.

Build an education centre to educate future generations on renewable energy. But that education centre should begin with not building such sites near to rural residential housing that can impact on health and well being of it`s residents AND CHILDREN. Education about learning from the past mistakes. And past mistakes taught us this site is not suitable for such a vast plant and the hazards it will bring.	N	The Project is designed with the benefit of all of the proven safety measures deployed on similar sites globally that have demonstrated a good safety track record to minimise the risk of accidents. This design safety features and operational processes have been informed and reinforced by an assessment of historical data, which we report on in Chapter 17: Health of the Environmental Statement (Document Reference 6.2.17). Facilities of this type are strictly regulated, and we are consulting with relevant regulatory bodies, including the Health and Safety Executive and the Environment Agency, on our design and operational processes. It is not envisaged that there will be a significant impact upon human health. The Project will also be subject to strict regulatory controls and the requirement for ongoing monitoring of various activities at the site.
This seems a good idea but not at the cost of the communitys health. Surely the local council could provide these without the incinerator.	N	The Project meets the R1 energy efficiency criteria set out in the Waste Framework Directive 2008/98/C (WFD) to qualify as an energy recovery operation, and is therefore an Energy Recovery Facility rather than an incinerator.

		The assessment of effects on health and wellbeing in Chapter 17: Health of the Environmental Statement (Document Reference 6.2.17) seeks to understand if there could be potential effects on health. It is not envisaged that there will be a significant impact upon human health. The Project will also be subject to strict regulatory controls and the requirement for ongoing monitoring of various activities at the site.
Furthermore, there are too many unanswered questions about the emissions of ultra-fine particulate matter from incinerators and how these could potentially affect local residents. There is a growing body of evidence which suggests these emissions could pose a dangerous risk to people's health and I am concerned to learn that there is yet to be a cumulative health impact assessment for those residents who would be affected by the incinerator. This potential risk must be viewed within the context of what we already know i.e. that people living in areas with high levels of air pollution suffer from poorer health and wellbeing. The steelworks already present a problem with regard to air quality in the area and this can only be made worse by the proposed development. If there is the slightest risk the incinerator will add to the health problems caused by poor air quality there must be an urgent review of the health implications, their impact and how they will be controlled.	N	The Project meets the R1 energy efficiency criteria set out in the Waste Framework Directive 2008/98/C (WFD) to qualify as an energy recovery operation and is therefore an Energy Recovery Facility rather than an incinerator. Chapter 17: Health of the Environmental Statement (Document Reference 6.2.17) includes detailed consideration of the cumulative impact on the health and wellbeing of the local community. It is not envisaged that there will be a significant impact upon human health. The Project will also be subject to strict regulatory controls and the requirement for ongoing monitoring of various activities at the site. Our assessment also included consideration of the baseline conditions in the vicinity of the Project, which informed an understanding of how those communities may be susceptible to potential health and wellbeing impacts.

It's bad enough with the landfill site at roxby, I have a lung condition if the plans are given the go ahead people like myself are going to suffer with there breathing.	N	We take seriously the concerns of local residents with regards to their health. The assessment of effects on health and wellbeing in Chapter 17: Health of the Environmental Statement (Document Reference 6.2.17) seeks to understand if there could be potential effects on health and wellbeing from emissions to air, including emissions associated with construction traffic and the proposed carbon capture system aspect of the ERF plant (particularly amines, nitramines and nitrosamines) during operation. It is not envisaged that there will be a significant impact upon human health. The Project will also be subject to strict regulatory controls and the requirement for ongoing monitoring of various activities at the site.
Who knows what long term effects those chemicals used will have. We have farmland around here, will it affect the crops or get into them, and that alongside the affected air/dust levels could cause illness and possibly cancer clusters in this area. I suspect that I will need to keep my windows shut and hanging washing outside will become affected.		We take seriously the concerns of local residents with regards to their health. The Human Health Risk Assessment in Chapter 17: Health of the Environmental Statement (Document Reference 6.2.17) seeks to understand if there could be potential effects on health and wellbeing from emissions to air. It is not envisaged that there will be a significant impact upon human health. The Project will also be subject to strict regulatory controls and the requirement for ongoing monitoring of various activities at the site.

Do the people of this area so close to where the Flixborough disaster occurred deserve the ongoing stress and impact on their mental health of such a plant ?	N	We take seriously the concerns of local residents with regards to their health. We have assessed impacts on health as part of Chapter 17: Health of the Environmental Statement (Document Reference 6.2.17). Section 6.5 of our assessment acknowledges that the Flixborough chemical plant explosion of 1974 may have left a residual memory in the local population. Furthermore, we acknowledge that there is public concern regarding waste management facilities. Chapter 17: Health of the Environmental Statement (Document Reference 6.2.17) provides further assessment of potential impacts relating to the Energy Recovery Facility during both construction and operation, on mental health. This assessment includes a review of current literature and baseline conditions with regard to mental health in the vicinity of the Project. It is not envisaged that there will be a significant impact upon human health. The Project will also be subject to strict regulatory controls and the requirement for ongoing monitoring of various activities at the site.

I have concerns for the health of my grandchildren who live in Flixborough , one of whom has to use an inhaler	N	We take seriously the concerns of local residents with regards to their health. The Human Health Risk Assessment in Chapter 17: Health of the Environmental Statement (Document Reference 6.2.17) seeks to understand if there could be potential effects on health and wellbeing from emissions to air, including emissions associated with construction traffic and the proposed carbon capture system aspect of the ERF plant (particularly amines, nitramines and nitrosamines) during operation. It is not envisaged that there will be a significant impact upon human health. The Project will also be subject to strict regulatory controls and the requirement for ongoing monitoring of various activities at the site.
The environmental impact on air quality is also of concern , having family members with lung problems . COPD caused by working in industry in the past when things were different and concern was not voiced .	N	We take seriously the concerns of local residents with regards to their health. The Human Health Risk Assessment in Chapter 17: Health of the Environmental Statement (Document Reference 6.2.17) seeks to understand if there could be potential effects on health and wellbeing from emissions to air, including emissions associated with construction traffic and the proposed carbon capture system aspect of the ERF plant (particularly amines, nitramines and nitrosamines) during operation.

		It is not envisaged that there will be a significant impact upon human health. The Project will also be subject to strict regulatory controls and the requirement for ongoing monitoring of various activities at the site.
In the assessment on health the report says the impact on health is minimal - it should be zero!	N	The National Planning Policy Framework (2021) specifies the requirement to "ensure that permitted and proposed operations do not have unacceptable adverse impacts on the natural and historic environment or human health, taking into account the cumulative effects of multiple impacts from individual sites and/or a number of sites in a locality". The World Health Organisation states that a Health Impact Assessment is a practical approach used to judge the potential health effects of a project, on a population. Recommendations are produced, with the aim of maximising the proposal's positive health effects and minimising its negative health effects. The intention of a such an assessment is therefore not to prove a proposal has zero impact on health.

		We have assessed impacts on health in Chapter 17: Health of the Environmental Statement (Document Reference 6.2.17). The purpose of the assessment of effects on health and wellbeing is to provide all interested parties with a comprehensive evaluation of the Project's implications for health and wellbeing. Specifically, the assessment determines the potential health and wellbeing impacts of the Project on local receptors, and ways to minimise negative health and wellbeing impacts. It also aims to identify ways to maximise positive health and wellbeing impacts. It is not envisaged that there will be a significant impact upon human health, as a result of the Project. The Project will also be subject to strict regulatory controls and the requirement for ongoing monitoring of various activities at the site.
Oh I cannot wait to breathe in polluted air when the wind is in the direction of Burton upon Stather. What about our health? Has anyone considered what it will do to our lungs. Please think about the effects on health in many years to come. Scunthorpe is already listed as a polluted area. Why would you add to that? Why can this not be built so close to villages? But I suppose my comments will go unnoticed as will countless others...	N	We take seriously the concerns of local residents with regards to their health. The Human Health Risk Assessment in Chapter 17: Health of the Environmental Statement (Document Reference 6.2.17) seeks to understand if there could be potential effects on health and wellbeing from emissions to air. It is not envisaged that there will be a significant impact upon human health. The project will continue to communicate with stakeholders to address any issues or concerns which may arise.

		It is not envisaged that there will be a significant impact upon human health, as a result of the Project. The Project will also be subject to strict regulatory controls and the requirement for ongoing monitoring of various activities at the site.
5.17 Landscape and Visual Impact		
Your promotion video was very slick and I'm a big believer in recycling etc but why are you putting this site in the beautiful north Lincs countryside?	N	Flixborough Industrial Estate is considered an ideal site for a facility of this type. It was selected based on the local availability of RDF feedstock supplies currently going either to landfill or export through the Humber ports, the availability of available grid export capacity and the availability of an operational port providing rail and sea links within an established industrial zone. Opportunities have also been identified heat to new homes on the consented Lincolnshire Lakes Development, a new business park planned on the Lincolnshire Lakes site and a proposed new hospital site in Scunthorpe through a DHPWN. Furthermore, the Project seeks to 'protect and where possible enhance the amenity of our neighbours', as per the Design Principles and Codes (Document Reference 5.12). It will therefore provide improved access to the countryside through creation of new Public Rights of Way and woodland and wetland areas.

The development is intended for construction in a valley with the village of Burton upon Stather and Flixborough situated approximately 150 feet above, it follows that any chimney stack output would arguably have to be much higher in order to mitigate any emission issues. Therefore a 390-foot-tall chimney stack will have enormous visual impact on the surrounding rural area.	N	Gases produced within the ERF will be treated within the facility to remove contaminants, before any exhaust gases are released into the atmosphere through the chimney stack. The height of the stack at a maximum of 120m (equivalent to 394 ft) has been carefully considered to disperse the treated gases safely. As set out in Chapter 11: Landscape and Visual Impact of the Environmental Statement (Document Reference 6.2.11), the stack will be seen in the context of pylons and wind turbines and will not be out of scale with the ERF and the rest of the development.
Yes, please do not use up all the farmland next to it to build more houses.... or businesses .... or units. Leave it as green farmland and only take what you need space/land you need to build the plant.	N	The Design Principles and Codes (Document 5.12) recognise the need for the Project to be efficient, which has been applied to the approach to agricultural land take. The ERF and its associated infrastructure are proposed to be located on brownfield land to minimise loss of agricultural land where possible.

You can offer all the 'incentives' to try and sway public opinions but it does not change the fact it will devalue land and house prices, be a blot on the landscape and increase pollution	N	There is no evidence that ERFs reduce the prices of nearby properties. According to research undertaken by Cranfield University in relation to three operational ERFs in the UK, 'Assessing the perception and reality of arguments against thermal waste treatment plants in terms of property prices' (Philips et al, 2014) "no significant negative effect was observed on property prices at any distance within 5 km." This indicated that the perceived negative effect of the thermal processing of waste on local property values is negligible. With regards to visual impact on the local landscape, we have taken this into consideration as part of the guiding principles of our design code. In some locations, such as along the A1077, we will use planting to screen views of the ERF and we are working with all stakeholders and regulatory bodies to mitigate the potential visual impact for all parts of the Project. The principles built into the illustrative design will be secured through the Design Principles and Codes document (Document Reference 5.12), compliance with which will be secured by a requirement in the DCO. Indeed, Chapter 11: Landscape and Visual Impact of the Environmental Statement (Document Reference 6.2.11) sets out mitigation measures that will reduce impacts on landscape and visual amenity.

		The Project will also be designed to prevent and manage potential impacts on pollution and air quality. The inclusion of carbon dioxide capture, cleaning, storage and utilisation from the exhaust gases will provide additional cleaning processes not normally associated with ERF units.
As above in 1st question there is enough industrial places in scunthorpe which are an eyesore and not want our village spoiling it's took us a long time to find a tranquil place	N	Whilst the respondent has not provided details of the village being referred to, we have taken visual impact on the local landscape into full consideration as part of the guiding principles of our design code. In some locations, such as along the A1077, we will use planting to screen views of the ERF and we are working with all stakeholders and regulatory bodies to mitigate the potential visual impact for all parts of the NLGEP. The principles built into the illustrative design are set out in the Design Principles and Codes document (Document Reference 5.12), compliance with which will be secured by a requirement in the DCO.

The enhancements proposed do not make up for the impact the visual blot on the landscape this park will make .	N	We have taken visual impact on the local landscape into consideration as part of the guiding principles of our design code. In some locations, such as along the A1077, we will use planting to screen views of the ERF and we are working with all stakeholders and regulatory bodies to mitigate the potential visual impact for all parts of NLGEP. The principles built into the illustrative design are set out in the Design Principles and Codes document (Document Reference 5.12), compliance with which will be secured by a requirement in the DCO.

My constituents have raised specific concerns about the scale and appearance of what would be the chimney stack. This structure and other parts of the site are out of context with the North Lincolnshire landscape.	N	The Flixborough Industrial Estate was chosen partly because of the transport links but also because it is already an industrial setting. We have designed the Project to avoid impacts on views from local properties and published photomontages showing how it could look from different locations as part of the statutory consultation. Photomontages have been produced to show the visual impact and we have further considered potential impacts on views as part of Chapter 11: Landscape and Visual Impact of the Environmental Statement (Document Reference 6.2.11). The stack will be seen in the context of pylons and wind turbines and will not be out of scale with the ERF and the rest of the development. Chapter 11: Landscape and Visual Impact of the Environmental Statement (Document Reference 6.2.11) also sets out mitigation measures that will reduce impacts on landscape and visual amenity.
No screening or consideration to the rural area east of the River is being given.	N	New woodland and tree planting is proposed along the eastern edge of the proposed buildings, which will help to screen the development in views from the rural area to the east, as set out in Chapter 11: Landscape and Visual Impact of the Environmental Statement (Document Reference 6.2.11).

Its a very good idea in principle, but please be mindful of destroying the green landscape in that area, its been like it for years - and once built on the green land will never return and be lost forever.	N	We have located the ERF and its associated infrastructure on brownfield land to minimise loss of agricultural land. We have assessed impacts on agricultural land in Chapter 11: Landscape and Visual Impact of the Environmental Assessment (Document Reference 6.2.11). We have identified no significant adverse effects on agricultural land.
5.18 Major Accidents and Hazards		
Don`t you think the people of Amcotts have suffered enough in the past with the biggest peace time explosion ever experienced, surely storing Hydrogen on site will raise major concerns, considering every house in Amcotts hasn`t got a roof older than 1974 when the Flixborough disaster blew them all off, you`re probably too young to remember this, but I`m not and this news is very concerning to say the least.	N	We recognise the importance of industrial health and safety to the community in the context of the 1974 Flixborough disaster. The Project provides an Energy Recovery Facility (ERF), which involves a different process than that undertaken at the Nypro UK chemical plant. It is also our intention to provide H_2, heat and battery storage as part of the Project. H_2 as a fuel is recognised as being significantly safer than petrol or diesel to store and there are now a large number of H_2 refuelling stations deployed in city centres.

		Energy storage, whether in the form of a battery for electricity, steam accumulators for heat, or compressed gas cylinders for biogas or H_2, is highly regulated and additional safeguards are deployed in areas such as re-fuelling stations. Local planning and permitting requirements govern all installations, which include the fire regulations pertaining to each installation. The design has been informed and reinforced by an assessment of the potential for major accidents and hazards in Chapter 16: Major Accidents and Hazards of Environmental Statement (Document Reference 6.2.16) to assure the risk of major accidents or hazards (including environment) identified through the assessment is appropriately managed by the proposed mitigation embedded within the Project design. We have also consulted with relevant statutory consultees such as Humberside Fire and Rescue and The Health and Safety Executive as part of the process
Whilst it is appreciated that the development will be on an industrial site, since the Flixborough (Nypro) disaster the units and businesses which have been located on this site are small scale or medium concerns with little or no impact upon the surrounding area.	N	We recognise the importance of industrial health and safety to the community in the context of the 1974 Flixborough disaster.

Residents are conscious that any breach of regulations (be it discharge of harmful chemicals into the atmosphere, noise or accidents associated with transportation of waste) will take an unacceptable amount of time to solve with regard to breach of regulations.		The Project provides an ERF, which involves a different process than that undertaken at the Nypro UK chemical plant. It is also our intention to provide H_2, heat and battery storage as part of the Project. H_2 as a fuel is recognised as being significantly safer than petrol or diesel to store and there are now a large number of H_2 refuelling stations deployed in city centres. Energy storage, whether in the form of a battery for electricity, steam accumulators for heat, or compressed gas cylinders for biogas or H_2, is highly regulated and additional safeguards are deployed in areas such as re-fuelling stations. Local planning and permitting requirements govern all installations, which include the fire regulations pertaining to each installation. The design has been informed and reinforced by an assessment of the potential for major accidents and hazards in Chapter 16: Major Accidents and Hazards of Environmental Statement (Document Reference 6.2.16) to assure the risk of major accidents or hazards including environmental incidents) identified through the assessment is appropriately managed by the proposed mitigation embedded within the Project design.

		The detailed design will implement specific measures in line with recognised and recommended practices to prevent, reduce and mitigate risk of hazardous conditions such as uncontrolled discharge of substances which have a potential for health, safety or environmental impact. The monitoring of these risks and aspects will be implemented in line with competent authority requirements (emissions monitoring for example), recommended practices (e.g. waste management and transportation) and in collaboration with the relevant competent authorities. Please refer to the next section with regards to noise control related measures. We have also consulted with relevant statutory consultees such as Humberside Fire and Rescue and The Health and Safety Executive as part of the process The Project's emissions will comply with the requirements of the Environment Agency, under the Environmental Permitting (England and Wales) Regulations 2016 (as amended). This will require an application for a new Environmental Permit and compliance with established and emerging Best Available Techniques conclusions and guidance. Once operational, emissions from the Project will be regulated by the Environment Agency accordingly.

We were promised after the Nypto disaster that certain chemicals would never be stored and used in that vicinity again. Im assuming there will be many different chemicals involved in this. This incinerator is not a good idea.	N	We recognise the importance of industrial health and safety to the community in the context of the 1974 Flixborough disaster. The Scheme provides an ERF, which involves a different process than that undertaken at the Nypro UK chemical plant. It is also our intention to provide H_2, heat and battery storage as part of the Scheme. H_2 as a fuel is recognised as being significantly safer than petrol or diesel to store and there are now a large number of H_2 refuelling stations deployed in city centres. Energy storage, whether in the form of a battery for electricity, steam accumulators for heat, or compressed gas cylinders for biogas or H_2, is highly regulated and additional safeguards are deployed in areas such as re-fuelling stations. Local planning and permitting requirements govern all installations, which include the fire regulations pertaining to each installation.

		The design has been informed and reinforced by an assessment of the potential for major accidents and hazards in Chapter 16: Major Accidents and Hazards of the Environmental Statement (Document Reference 6.2.16) to assure the risk of major accidents or hazards (including environment) identified through the assessment is appropriately managed by the proposed mitigation embedded within the Project design. We have also consulted with relevant statutory consultees such as Humberside Fire and Rescue and The Health and Safety Executive as part of the process Please note that the Project meets the R1 energy efficiency criteria set out in the Waste Framework Directive 2008/98/C (WFD) to qualify as an energy recovery operation and is therefore an Energy Recovery Facility rather than an incinerator.
I would like to know if precautions have been included for the worst case scenario of the effects of fire or explosions.	N	The design has been informed and reinforced by an assessment of the potential for major accidents and hazards in Chapter 16: Major Accidents and Hazards of the Environmental Statement (Document Reference 6.2.16) to assure the risk of major accidents or hazards (including environment) identified through the assessment is appropriately managed by the proposed mitigation embedded within the Project design.

I don't know what connections you have between the various facilities but as you are dealing with power I believe there should be means of containing any problem to the area it starts. For instance, are the areas connected by conveyor systems or cable tunnels? These are ways that any problems can migrate quickly. It would be good to have cut off systems built in. It looks as though areas 13, 14, 15 are fairly close together and obviously all are dealing with aspects of power.		The detailed design will implement specific measures to ensure that in case of developing fire or explosion capable scenarios the necessary measures (which may include appropriately engineered cut-off/safe shutdown systems) and actions are taken to achieve a safe state. In the case of the risks identified, the mitigation measures include the installation of fire suppression systems and fire walls, and the siting of critical equipment beyond the 'separation distances' mandated by design codes and regulatory standards. Whilst some equipment is connected by cables, pipework or conveyors where required for operation, the equipment will be designed such that each component can be isolated if required, both for maintenance and safety. The ERF contains both active and passive fire protection, including sprinkler and water cannons within the fuel storage area, gaseous suppression systems to electrical rooms, and fire walls to prevent the spread of fires. H_2 production and storage has been located outdoors to minimise the risk of build-up of explosive atmosphere. The indicative design shows a blast wall which surrounds the H_2 storage, providing passive fire protection.

		The battery storage facility will also be designed with passive fire protection. Containers will be located a safe distance from each other to prevent the spread of fires. Where this is not possible, fire walls will be used to ensure separation between containers.
The general feeling is that this is a totally inappropriate proposal, and you could not have picked a worst location for this development given that the people of Flixborough and the surrounding area were victims of the major Nypro disaster which was located on this industrial estate. Whilst acknowledging that it was 45 years ago, it is still within living memory, lives were sadly lost, homes damaged, people displaced, and we were witness to something that resembled a war zone.	N	We recognise the importance of industrial health and safety to the community in the context of the 1974 Flixborough disaster. The Project provides an Energy Recovery Facility (ERF), which involves a different process than that undertaken at the Nypro UK chemical plant. It is also our intention to provide H_2, heat and battery storage as part of the Project. H_2 as a fuel is recognised as being significantly safer than petrol or diesel to store and there are now a large number of H_2 refuelling stations deployed in city centres.

		Energy storage, whether in the form of a battery for electricity, steam accumulators for heat, or compressed gas cylinders for biogas or hydrogen, is highly regulated and additional safeguards are deployed in areas such as re-fuelling stations. Local planning and permitting requirements govern all installations, which include the fire regulations pertaining to each installation. The design has been informed and reinforced by an assessment of the potential for major accidents and hazards in Chapter 16: Major Accidents and Hazards of the Environmental Statement (Document Reference 6.2.16) to assure the risk of major accidents or hazards (including environment) identified through the assessment is appropriately managed by the proposed mitigation embedded within the Project design. We have also consulted with relevant statutory consultees such as Humberside Fire and Rescue and The Health and Safety Executive.

Residents were of the belief that promises were made for steps to be taken which would prevent any such disaster (or similar) happening again by industrial processes such as these NOT being permitted next to the village of Flixborough. We firmly believe that no amount of promises or legal assurances from yourselves that this particular processing plant is different – safe – compliant with COMAH will serve to completely re-assure them on the absolute safety of this proposed development. This proposal is insensitive at best, and at worst another disaster/accident waiting to happen. For instance, residents are duly concerned regarding the storage of liquid hydrogen having to be kept at minus 250 degrees – what if any of the intended fail safes FAIL. The term 'Major Accident Plan' in itself is enough to cause enormous fear and concern to residents. We therefore have to assume that the mental health and wellbeing of residents is already being negatively impacted by these proposals.	N	We recognise the importance of industrial health and safety to the community in the context of the 1974 Flixborough disaster. The Project provides an Energy Recovery Facility (ERF), which involves a different process than that undertaken at the Nypro UK chemical plant. It is our intention to provide H_2, heat and battery storage as part of the Scheme. H_2 as a fuel is recognised as being significantly safer than petrol or diesel to store and there are now a large number of H_2 refuelling stations deployed in city centres. Energy storage, whether in the form of a battery for electricity, steam accumulators for heat, or compressed gas cylinders for biogas or H_2, is highly regulated and additional safeguards are deployed in areas such as re-fuelling stations. Local planning and permitting requirements govern all installations, which include the fire regulations pertaining to each installation.

		The detailed design will implement specific measures to ensure that in case of developing fire or explosion capable scenarios the necessary measures (which may include appropriately engineered cut-off/safe shutdown systems) and actions are taken to achieve a safe state. In the case of the risks identified, mitigation measures include the installation of fire suppression systems and fire walls, and the siting of critical equipment beyond the 'separation distances' mandated by design codes and regulatory standards. The ERF contains both active and passive fire protection, including sprinkler and water cannons within the fuel storage area, gaseous suppression systems to electrical rooms, and fire walls to prevent the spread of fires. H_2 production and storage has been located outdoors to minimise the risk of build-up of explosive atmosphere. The indicative design shows a blast wall which surrounds the H_2 storage, providing passive fire protection. The battery storage facility will also be designed with passive fire protection. Containers will be located a safe distance from each other to prevent the spread of fires. Where this is not possible, fire walls will be used to ensure separation between containers.

		The Major Accident Plan referred to is in fact a mechanism to ensure that the level of risk of the facility is assured to the levels claimed by design and that the safety element of the design is formally and adequately managed through design and operation of the facility. The design has been informed and reinforced by an assessment of major accidents and disasters in Chapter 16: Major Accidents and Hazards of the Environmental Statement (Document Reference 6.2.16). We have also consulted with relevant statutory consultees such as Humberside Fire and Rescue and The Health and Safety Executive.
Has the fact that the storage of thousands of litres of highly inflammable solvents at JOTUN paints (which is located next to the proposed development) been taken into account when assessing risks. Can any mitigation measures completely negate any potential combustion event? We are well aware that the Nypro explosion was a result of a flammable mixture coming into contact with a source of ignition.	N	We recognise the importance of industrial health and safety to the community in the context of the 1974 Flixborough disaster.

		The risk presented from the proximity to JOTUN paints (and any other relevant neighbouring installations) was considered during the assessment of the potential for major accidents and hazards in Chapter 16: Major Accidents and Hazards of the Environmental Statement (Document Reference 6.2.16). The risk of major accidents or hazards including any interaction with neighbouring facilities has been identified through the assessment. The design has been informed and reinforced by an assessment of the potential for major accidents and hazards in Chapter 16: Major Accidents and Hazards of the Environmental Statement (Document Reference 6.2.16) to assure the risk of major accidents or hazards (including environment) identified through the assessment is appropriately managed by the proposed mitigation embedded within the Project design. The Project provides an Energy Recovery Facility (ERF), which involves a different process than that undertaken at the Nypro UK chemical plant, is designed to be safe and minimise the risk of accidents. We have also consulted with relevant statutory consultees such as Humberside Fire and Rescue and The Health and Safety Executive. We have also consulted with relevant statutory consultees such as Humberside Fire and Rescue and The Health and Safety Executive.

Back in the 1970s, in fact the date was 1st june 1974, the production plant for CAPROLACTUM was also at the Flixborough site , on the date mentioned the plant exploded and the blast range was felt over thirty miles away , at this plant was also a Hydrogen production plant .Now what iam asking is the proposed North Lincolnshire green energy park is it as dangerous because there is Hydrogen production and storage facility on your site and everybody knows that Hydrogen is very explosive and dangerous .	N	We recognise the importance of industrial health and safety to the community in the context of the 1974 Flixborough disaster. H_2 as a fuel is recognised as being significantly safer than petrol or diesel to store. It is our intention to provide H_2, heat and battery storage as part of the Project. Energy storage, whether in the form of a battery for electricity, steam accumulators for heat, or compressed gas cylinders for biogas or H_2, is highly regulated and additional safeguards are deployed in areas such as re-fuelling stations. Local planning and permitting requirements govern all installations, which include the fire regulations pertaining to each installation. There are now a large number of H_2 refuelling stations deployed in city centres.

		The Project provides an ERF, which involves a different process than that undertaken at the Nypro UK chemical plant and is designed to be safe and minimise the risk of accidents. The design has been informed and reinforced by an assessment of the potential for major accidents and hazards in Chapter 16: Major Accidents and Hazards of the Environmental Statement (Document Reference 6.2.17) to assure the risk of major accidents or hazards (including environment) identified through the assessment is appropriately managed by the proposed mitigation embedded within the Project design. We have also consulted with relevant statutory consultees such as Humberside Fire and Rescue and The Health and Safety Executive.
5.19 Noise		

A positive development for the area assuming safety and noise/smell not a problem	N	We have assessed noise in Chapter 7: Noise of the Environmental Statement (Document Reference 6.2.7). The predicted residual noise effects of construction noise are predicted to be of moderate significance at most. In general, most impacts are on a small number of receptors, or over very short periods of time such as is likely for the night works to connect the reopened railway with the existing mainline railway or the transitory works associated with the DHPWN. Significant effects are also likely if the work on the main construction areas needs to be undertaken during the evening at the same intensity as during the day. However, the current information suggests that work outside of core daytime hours would be discussed with NLC to establish which works could be performed with a low likelihood of significant effects. No significant effect is predicted on any road link which is used by construction traffic, or as a result of the use of the railway during the construction period.

		During operation, the Project has the potential to result in daytime noise impacts at the closest residential receptors to the site. At worst, these include moderate noise impacts during the day at receptors close to Ingelnook in Amcotts, during a loading or unloading event at the railhead. At all other receptors, the predicted effects are considered minor or not significant when the context of the noise is taken into account. Noise from the Project will not be the only form of industrial noise heard at the nearest properties, and this should lessen its perceived impact, as the new noise will sit within an industrial noise soundscape. The predicted noise levels are also either below or not noticeably above the target level for daytime external amenity space.

		At night there will be no loading or unloading activities and the fixed plant will not result in more than minor noise impacts at any receptor. At worst, the predicted noise levels are a range of external noise levels 40–45 dB, LAeq at night that provides a good standard for sleep within the building. We will continue to develop the design and operational procedures and, where there is the opportunity to do so, we will examine practicable means of further reducing noise levels from operating plant and equipment. A noise monitoring programme will also be developed as part of the commitments to develop and agree an operational noise management plan with NLC. This is a requirement under Schedule 2 of the DCO. Odour will be managed through the design of the ERF and the baled RDF is delivered in sealed containers. These containers are unloaded and taken directly into the Tipping Hall. Here the container is opened, and the baled RDF placed into the waste bunker ready for processing. The Tipping Hall is within a sealed building with shutter doors. Air from the Tipping Hall is drawn through the combustion process meaning that any odour from the RDF is taken through the process and destroyed.

It will be noisy and dusty and no doubt will cause even more light pollution as the existing part of this company is already affecting the light pollution.	N	We have assessed noise in Chapter 7: Noise of the Environmental Statement (Document Reference 6.2.7). We do not expect there to be many significant effects from noise either during construction or operations once mitigation measures are in place. Dust will also be managed through the design, wish ash and flue gas residue only being handled in enclosed buildings. Finally, the CEMP will outline how potential impacts arising from pollution, dust, noise emissions, vibration disturbance and light pollution will be mitigated in line with best practice and will be secured through a requirement of the DCO.
Noise? What about the increased noise from rail, road and river traffic. Amcotts already suffers from excessive noise from existing facilities on the flixborough site from road and river traffic, so how are you going to be able to mitigate this increase when it can not be achieved consistently as it is.	N	We have assessed noise in Chapter 7: Noise of the Environmental Statement (Document Reference 6.2.7). This includes noise from rail, road and river transport and potential impacts at Amcotts. We will mitigate noise during operations primarily through the design of NLGEP. Plant machinery will be enclosed within buildings designed to contain noise. We will design the site to avoid vehicle reversing wherever practical and minimise the use of reversing alarms across the site. The wharfside crane and machinery will be fitted with noise mitigation such as insulation and silencers to further reduce noise levels.

		An operational noise management plan will be formulated and agreed with NLC, as a requirement under Schedule 2 of the DCO, which seeks to minimise noise levels at the nearest sensitive receptors and pursues continuous improvement in reducing noise levels from the periodic unloading operations at the wharf and the railhead. The plan will include reviewing available technology coming onto the market in terms of procuring intrinsically low noise equipment. We will monitor compliance with the predicted noise levels from the selected equipment and report the results to environmental health officers at North Lincolnshire Council.
Concerned about noise and smell from the site due Close proximity of residential areas.	N	We have assessed noise in Chapter 7: Noise of the Environmental Statement (Document Reference 6.2.7). The predicted residual noise effects of construction noise are predicted to be of moderate significance at most. In general most impacts are on a small number of receptors, or over very short periods of time such as is likely for the night works to connect the reopened railway with the existing mainline railway or the transitory works associated with the DHPWN.

		Significant effects are also likely if the work on the main construction areas needs to be undertaken during the evening at the same intensity as during the day. However, the current information suggests that work outside of core daytime hours would be discussed with NLC to establish which works could be performed with a low likelihood of significant effects. No significant effect is predicted on any road link which is used by construction traffic, or as a result of the use of the railway during the construction period. During operation, the Project has the potential to result in daytime noise impacts at the closest residential receptors to the site. At worst, these include moderate noise impacts during the day at receptors close to Ingelnook in Amcotts during a loading or unloading event at the railhead. At all other the predicted effects are considered minor or not significant when the context of the noise is taken into account. Noise from the Project will not be the only form of industrial noise heard at the nearest properties, and this should lessen its perceived impact, as the new noise will sit within an industrial noise soundscape. The predicted noise levels are also either below or not noticeably above the target level for daytime external amenity space.

		At night there will be no loading or unloading activities and the fixed plant will not result in more than minor noise impacts at any receptor. At worst, the predicted noise levels are a range of external noise levels 40 – 45 dB, LAeq at night that provides a good standard for sleep within the building. We will continue to develop the design and operational procedures and where there is the opportunity to do so we will examine practicable means of further reducing noise levels from operating plant and equipment. A noise monitoring programme will also be developed as part of the commitments to develop and agree an operational noise management plan with NLC. This is a requirement under Schedule 2 of the DCO. Odour will be managed through the design of the ERF and the baled Refuse Derived Fuel (RDF) is delivered in sealed containers. These containers are unloaded and taken directly into the Tipping Hall. Here the container is opened, and the baled RDF placed into the waste bunker ready for processing. The Tipping Hall is within a sealed building with shutter doors. Air from the Tipping Hall is drawn through the combustion process meaning that any odour from the RDF is taken through the process and destroyed.

There is already significant noise from ships loading and off loading at Flixborough and adjacent wharves. This will increase with the arrival of containers.	N	We have assessed noise in Chapter 7: Noise of the Environmental Statement (Document Reference 6.2.7). This includes noise from rail, road and river transport and potential impacts at Amcotts. We will mitigate noise during operations primarily through the design of the Project. Plant machinery will be enclosed within buildings designed to contain noise. We will design the site to avoid vehicle reversing wherever practical and minimise the use of reversing alarms across the site. The wharfside crane and machinery will be fitted with noise mitigation such as insulation and silencers to further reduce noise levels. An operational noise management plan will be formulated and agreed with the Local Planning Authority, as a requirement under Schedule 2 of the DCO, which seeks to minimise noise levels at the nearest sensitive receptors and pursues continuous improvement in reducing noise levels from the periodic unloading operations at the wharf and the railhead. The plan will include reviewing available technology coming onto the market in terms of procuring intrinsically low noise equipment.

		We will monitor compliance with these limits and the predicted noise levels from the selected equipment and report the results to environmental health officers at North Lincolnshire Council. Further detail is set out in Chapter 7: Noise of the Environmental Statement (Document Reference 6.2.7).
Concerns over where the waste is coming from and indeed what type of waste, also you confirmed this would be a 24 hr operation this means extra noise day and night especially as the ships follow the tide, noise from the railway which passes extremely close to the village and increased road traffic noise.	N	We will mitigate noise during operations primarily through the design of the Project. Plant machinery will be enclosed within buildings designed to contain noise. We will design the site to avoid vehicle reversing wherever practical and minimise the use of reversing alarms across the site. The wharfside crane and machinery will be fitted with noise mitigation such as insulation and silencers to further reduce noise levels. An operational noise management plan will be formulated and agreed with the Local Planning Authority, as a requirement under Schedule 2 of the DCO, which seeks to minimise noise levels at the nearest sensitive receptors and pursues continuous improvement in reducing noise levels from the periodic unloading operations at the wharf and the railhead. The plan will include reviewing available technology coming onto the market in terms of procuring intrinsically low noise equipment.

		We will monitor compliance with these limits and the predicted noise levels from the selected equipment and report the results to environmental health officers at North Lincolnshire Council. Further detail is set out in Chapter 7: Noise of the Environmental Statement (Document Reference 6.2.7).
I strongly disagree with the proposal to build a so called energy park. I live directly across from the proposed site & we already suffer from noise & smell pollution	N	The design of the plant will be such that odours cannot escape the negative pressure environment of the ERF building, and none of the containers used to transport RDF will be opened before they enter the plant. We will mitigate noise during operations primarily through the design of the Project. Plant machinery will be enclosed within buildings designed to contain noise. We will design the site to avoid vehicle reversing wherever practical and minimise the use of reversing alarms across the site. The wharfside crane and machinery will be fitted with noise mitigation such as insulation and silencers to further reduce noise levels.

		An operational noise management plan will be formulated and agreed with the Local Planning Authority, as a requirement under Schedule 2 of the DCO, which seeks to minimise noise levels at the nearest sensitive receptors and pursues continuous improvement in reducing noise levels from the periodic unloading operations at the wharf and the railhead. The plan will include reviewing available technology coming onto the market in terms of procuring intrinsically low noise equipment. We will monitor compliance with these limits and the predicted noise levels from the selected equipment and report the results to environmental health officers at North Lincolnshire Council. Further detail is set out in Chapter 7: Noise of the Environmental Statement (Document Reference 6.2.7).
I live opposite the proposed site on Northfield Lane and strongly object to the new plans, there is already too much noise pollution and disruption all hours of the week especially early mornings (before 7am) and weekends	N	We will mitigate noise during operations primarily through the design of the Project. Plant machinery will be enclosed within buildings designed to contain noise. We will design the site to avoid vehicle reversing wherever practical and minimise the use of reversing alarms across the site. The wharfside crane and machinery will be fitted with noise mitigation such as insulation and silencers to further reduce noise levels.

		An operational noise management plan will be formulated and agreed with the Local Planning Authority, as a requirement under Schedule 2 of the DCO, which seeks to minimise noise levels at the nearest sensitive receptors and pursues continuous improvement in reducing noise levels from the periodic unloading operations at the wharf and the railhead. The plan will include reviewing available technology coming onto the market in terms of procuring intrinsically low noise equipment. We will monitor compliance with these limits and the predicted noise levels from the selected equipment and report the results to environmental health officers at North Lincolnshire Council. Further detail is set out in Chapter 7: Noise of the Environmental Statement (Document Reference 6.2.7).
Little mention of noise and dust levels from the block manufacture.	N	We have assessed noise in Chapter 7: Noise of the Environmental Statement (Document Reference 6.2.7). We do not expect there to be many significant effects from noise either during construction or operations once mitigation measures are in place.

		In addition, the CEMP will outline how potential impacts arising from pollution, dust, surface water management, noise emissions, vibration disturbance, light pollution and biosecurity will be mitigated for in line with best practice, during construction and operation and will be secured through a requirement of the DCO
The updated proposal still does not address adequately the potential noise, smell or potential increase of vermin and insects.	N	We have assessed noise in Chapter 7 of the Environmental Statement (Document Reference 6.2.7). This includes noise from rail, road and river transport and potential impacts at Amcotts. We will mitigate noise during operations primarily through the design of the Project. Plant machinery will be enclosed within buildings designed to contain noise. We will design the site to avoid vehicle reversing wherever practical and minimise the use of reversing alarms across the site. The wharfside crane and machinery will be fitted with noise mitigation such as insulation and silencers to further reduce noise levels.

		An operational noise management plan will be formulated and agreed with the Local Planning Authority, as a requirement under Schedule 2 of the DCO, which seeks to minimise noise levels at the nearest sensitive receptors and pursues continuous improvement in reducing noise levels from the periodic unloading operations at the wharf and the railhead. The plan will include reviewing available technology coming onto the market in terms of procuring intrinsically low noise equipment. We will monitor compliance with these limits and the predicted noise levels from the selected equipment and report the results to environmental health officers at North Lincolnshire Council.
How much noise is expected from the new railhead/loading?	N	We have assessed noise in Chapter 7: Noise of the Environmental Statement (Document Reference 6.2.7). This includes noise from rail, road and river transport. We will mitigate noise during operations primarily through the design of the Project. Plant machinery will be enclosed within buildings designed to contain noise. We will design the site to avoid vehicle reversing wherever practical and minimise the use of reversing alarms across the site. The wharfside crane and machinery will be fitted with noise mitigation such as insulation and silencers to further reduce noise levels.

		An operational noise management plan will be formulated and agreed with the Local Planning Authority, as a requirement under Schedule 2 of the DCO, which seeks to minimise noise levels at the nearest sensitive receptors and pursues continuous improvement in reducing noise levels from the periodic unloading operations at the wharf and the railhead. The plan will include reviewing available technology coming onto the market in terms of procuring intrinsically low noise equipment. We will monitor compliance with these limits and the predicted noise levels from the selected equipment and report the results to environmental health officers at North Lincolnshire Council.
5.20 Operations		

Will the wetlands area be well maintained/monitored so not to become an area for fly tipping etc?	N	There will be a maintenance arrangement in place for the wetlands and footpaths, as part of the wider day-to-day management of the Project. The Applicant is in discussions with the Lincolnshire Wildlife Trust, who have experience of managing the Far Ings Nature Reserve, about potentially taking on the management of the wetland areas at the Project.
Walks are already available . Will these you propose be maintained regularly ?	N	There will be a maintenance arrangement in place for the footpaths, as part of the wider day-to-day management of the Project.
Another huge concern is about the waste firstly the storage of this, being stored correctly otherwise this would introduce smells, vermin, risks as mentioned above to animals and children, fire risk and also when the spillages occur who is responsible for this and how often will this be cleared away.	N	Odour, dust and vermin will be managed through the design of the Project. The part of the ERF where waste is unloaded will be kept under negative pressure – meaning air will be drawn in through the process, preventing any odours escaping to the atmosphere. Similarly, ash and flue gas residue will only be handled in enclosed buildings. We will manage RDF carefully to reduce risks of odour. This includes storing RDF under cover and minimising the amount stored on site. These practices will also help stop flies and vermin.

		RDF will be delivered in sealed metal containers, which further reduces the risk of odour, flies or vermin, as well as of spillages. The site will be kept clean and maintained as part of its day-to-day operations.
Initial laid out plans appear to show good due course consideration to the overall impact which will be placed on the environment. Reassurance of ongoing maintenance and upkeep of this once the Green Energy Park is developed would also be required.	N	It is intended that the Project will be a well-managed facility; management plans will be put in place at the detailed design phase in order to ensure this.
5.21 Socioeconomics		
Unskilled and unqualified individuals will be brought in as cheap as possible. Jobs wont go to locals, theyll go to cheap labour. The investment is not worth the impact to the environment and local communities.	N	We are working with North Lincolnshire Council, the Greater Lincolnshire Local Enterprise Partnership and education providers to ensure as many local people as possible are aware of the training and employment opportunities offered by the Project. The Applicant will prepare an Employment and Skills Policy to maximise the uptake of local employment opportunities and in addition is committed to supporting training and apprenticeship schemes.

Will all the power (energy) created be used locally or will we only be allowed a small part with the majority being fed into the National Grid to generate money? If this is the case, will the money generated be fed back to Scunthorpe and North Lincs?	N	There is potential for the project to supply energy to the National Grid. However, opportunities have also been identified to supply heat to third party commercial offtakers such as new homes on the consented Lincolnshire Lakes Development, a new business park planned on the Lincolnshire Lakes site, and a proposed new hospital site in Scunthorpe, through a DHPWN. The Applicant is in discussions with the relevant stakeholders regarding the potential supply of energy to these sites.
Your communication documents refer to 'the planned hospital'. I will be pleased for more information on this: who is planning it (NHS/other), where will it be and when will it be started and completed? Will it replace or supplement Scunthorpe General Hospital?	N	In March 2021, the Government announced 45 Town Deals across England to give towns the tools to design and implement a growth strategy for their area and aid recovery from the impact of COVID-19. North Lincolnshire Council was successful in securing £20.9m of funding for Scunthorpe, which could go towards a number of proposed initiatives, including a new Health and Emergency Services Hub. At the time of writing, it is understood from reports on the matter that this would be designed to help alleviate pressure on Scunthorpe General Hospital, rather than to replace it.

For the size of the development, the long term jobs created is minimal.	N	As set out in Chapter 14: Economy, Community and Land Use Impacts of the Environmental Statement (Document Reference 6.2.14), construction of the Project could result in the creation of up to 3550 FTE jobs over the whole duration of the construction phase. The core Project is likely to directly provide around 290 FTE jobs once operational.
Most of the jobs will not be for local people especially during the building process	N	We are working with North Lincolnshire Council to ensure as many local people as possible are aware of employment opportunities during construction and operation and that they are equipped with the right skills to take advantage of them.
Take on local buisinesses, not major companies that will build/contstruct and then leave the area. Make sure all the plans/designs are kept and backed up for the next generation when it is being built.	N	We are working with North Lincolnshire Council, stakeholders and education providers to ensure as many local people and businesses as possible are aware of the opportunities presented by the Project and have the right skills to take advantage of them. This includes seeking to open up our supply chain to local businesses where possible.

Does not appear that it.will create large numbers of jobs	N	As set out in Chapter 14: Economy, Community and Land Use Impacts of the Environmental Statement (Document Reference 6.2.14), construction of the Project could result in the creation of up to 3550 FTE jobs over the whole duration of the construction phase. The core Project is likely to directly provide around 290 FTE jobs once operational.
Proposed employment is a selling point to try and justify the site.	N	The Government has set out its plans for a green industrial revolution, which could see billions of pounds invested and create 250,000 highly-skilled green jobs. The creation of new employment and training opportunities at projects such as this is an important part of realising this vision.
I'm not convinced that so many jobs are possible when the Solar 21 project in East Yorks only employs 28 local people. This appears to be wishful thinking.	N	As set out in Chapter 14: Economy, Community and Land Use Impacts of the Environmental Statement (Document Reference 6.2.14), construction of the Project could result in the creation of up to 3550 FTE jobs over the whole duration of the construction phase. The core Project is likely to directly provide around 290 FTE jobs once operational. We are working with North Lincolnshire Council, stakeholders and education providers to ensure as many local people and businesses as possible are aware of the opportunities presented by NLGEP and have the right skills to take advantage of them.

I am very interested in how will you educate pupils and the community to reduce their waste at home on a daily basis? E.g. choosing fruit and vegetables that have not been packaged unnecessarily in plastic. This would mean that there will be significantly less waste to get recycled, put into landfill or shipped off to other countries? Alongside energy for waste for the waste that is harder to reduce.	N	The Visitor Centre will include a classroom, which will allow visits for educational purposes by schools and other community groups. We will work with local education providers to develop the programme and content of visits but expect sustainability to be a primary focus. Indeed, we have set up a Working Group with local economic and education stakeholders to consider plans for school visits, 'meet NLGEPL' events and attendance at jobs fairs.
I would like to see majority of jobs being kept local, if people want them, however I hope in years to come this doesn't become another unkept and unused promise by the local authority.	N	We are working with North Lincolnshire Council to ensure as many local people as possible are aware of employment opportunities during construction and operation and that they are equipped with the right skills to take advantage of them. The Applicant will prepare an Employment and Skills Policy to maximise the uptake of local employment opportunities and in addition is committed to supporting training and apprenticeship schemes.
Visitor centre should be free to attend and enjoy by all the public and local schools etc. No restrictions and at no cost.	N	The Applicant is engaging with local educational and training organisations to ensure that the Project is incorporated into their future plans and to determine matters such as cost and accessibility.

Further investment must be made in the towns and local areas instead of open ended promises.	N	The Project represents a significant investment into the local area, which will deliver a number of benefits for those living in the local area. This includes: • Supporting the creation of up to 3550 FTE jobs over the whole duration of the construction phase. and around 290 jobs once operational. • Creating apprenticeships, post-graduate programmes and funded research placements. • Increasing revenues from business rates from the Projects and associated developments. • Providing low carbon heat and power to new residential development and businesses through the local district network. • Creating new routes for walking and cycling. • Providing better access to the River Trent and the countryside. • Improving local biodiversity. • Creating educational opportunities for local schools through a Visitor Centre.

Excellent opportunities clearly emerging for all within the local community to integrate and develop within the area. It would also be hoped that as part of this local partnerships with other local industries can be combined as well as local educational facilities to provide training as well as early age education.	N	As part of our commitment to developing local skills, we will support apprenticeship schemes, incorporating the re-training of mature participants, post-graduate training programmes, and funded research placements. Training opportunities will be made available at the Project and in collaboration with local partners. The Visitor Centre proposed will also create educational opportunities for local educational institutions.
It will not support our local community as jobs are not require therefore I object.	N	Whilst local unemployment levels are close to the national average, many of the jobs in the area are currently in carbon heavy industries. Importantly, it is anticipated that the specific training and job opportunities provided by the Project will equip local people for employment as part of the Government's pledged transition towards a net-zero-carbon economy, as well as the vision for a zero-carbon Humber by 2040, led by a consortium of energy and industrial companies and academic institutions in the region.

very few, if any local firms will be invlolved in the construction. New job numbers seem very optimistic.	N	Construction of the Project could result in the creation of up to 3550 FTE jobs over the whole duration of the construction phase. The Applicant will prepare an Employment and Skills Policy to maximise the uptake of local employment opportunities and in addition is committed to supporting training and apprenticeship schemes. Indeed, as set out in Chapter 14: Economy, Community and Land Use Impacts of the Environmental Statement (Document Reference 6.2.14), direct construction employment could also lead to opportunities for local businesses to supply the project or to benefit from expenditure of construction workers.
its a visitor centre about a waste plant not Disneyland	N	The Visitor Centre is anticipated to provide community uses and to educate children and adults about living sustainably. It will look out onto the attenuation pond and wetland landscape, which will also be available for community use.

The opportunity for employment and training in green energy further down the East Coast is a far better prospect , with less negative impact on the local communities being positioned as they are .	N	Flixborough Industrial Estate is considered an ideal site for a facility of this type. It was selected based on the local availability of RDF feedstock supplies currently going either to landfill or export through the Humber ports, the availability of available grid export capacity and the availability of an operational port providing rail and sea links within an established industrial zone. A description of 'reasonable alternative' locations that were considered as part of the selection process is set out in Chapter 3: Project Description and Alternatives of the Environmental Statement (Document Reference 6.2.3). Furthermore, the Index of Multiple Deprivation places the Local Impact Area in the top 10-25% of most deprived areas in terms of Education Skills and Training. This suggests that the local community will benefit from the training and employment opportunities offered by the Project.
I was a local Headteacher and have seen how promises and proposals made by companies about educational opportunities sound exciting and look persuasive but in reality come to nothing after a very short period of time . There are other opportunities to find out more and balance the arguments so I am not persuaded of the positive impact of the educational argument put forward .	N	We are working with North Lincolnshire Council, the Greater Lincolnshire Local Enterprise Partnership and education providers to ensure as many local people as possible are aware of the employment and educational opportunities offered by the Project. This has included establishing an Economic Development Working Group with local stakeholders, such as North Lindsey College.

I would like to see young people from school/college given opportunities to break cycle of unemployment in scunthorpe.	N	We expect to create up to 290 FTE new jobs at the Project once it is operational. These will be a mix of full and part-time jobs including operatives, shift team leaders, mechanical engineers and thermal energy specialists. As part of our commitment to developing local skills, we plan to create new apprenticeships incorporating the re-training of mature participants, post-graduate programmes, and funded research placements. We are working with North Lincolnshire Council, the Greater Lincolnshire Local Enterprise Partnership and education providers to ensure as many local people as possible are aware of these opportunities and have the right skills to take advantage of them.
I dont think many visitors will come. Not exactly an exciting day out!	N	The Visitor Centre is anticipated to provide educational opportunities for schoolchildren and adults to learn more about living sustainably. It will look out onto the attenuation pond and wetland landscape, which will also be available for community use.
Will you create apprentice posts for young adults/school leavers?	N	We are working with education providers to ensure local people are aware of the apprenticeship opportunities to be provided by the Project.

Can you inform us which businesses will be affected, are they being reimbursed for the cost of moving including any potential loss of income and jobs as a result of the re-location? Have GLEP representatives met with these business owners and reached agreements on the aforementioned?	N	The two main operators at Flixborough Wharf whose premises will be affected by the Project are RMS Ports and Rainham Steel. At the time of writing, RMS Ports' preferred option is to continue their operation at the Port using other facilities and to provide the services for the new requirements of the operational ERF. However, should RMS Ports decide not to remain on the site after construction, they would be able to relocate their current operations at Flixborough Wharf to their existing facilities at Gunness and Althorpe. It is proposed that the steel stockyard currently operated by Rainham Steel will be re-located to a location to be agreed with Rainham Steel. We are in the process of agreeing commercial arrangements for the relocation of Rainham Steel operations within the Scunthorpe area to allow for their current level of steel-stocking operations to continue.

		There are also two buildings at Wharfside Court which will require demolition as part of the Project. We have been in contact with each of these businesses through the consultation and there are currently a number of relocation opportunities within the local area which are being explored. The details of discussions with each business are commercially sensitive and we are therefore unable to provide more detail on them at this time. Further details are included in Chapter 14: Economy, Community and Land Use Impacts of the Environmental Statement (Document Reference 6.2.14).
The area now has a promise of 257 full time jobs, this number has reduced since the first inception of the proposal, how can residents be certain that this paltry figure will not decrease even further. Your documentation refers to the fact that there is a potential for more than 1000 further jobs at the site due to it being a more attractive place for other businesses to relocate to. The consensus of opinion is that Flixborough Industrial Site is not suited for further expansion given the fact that this is a predominantly rural farming area in close proximity to small village settlements.	N	As set out in Chapter 14: Economy, Community and Land Use Impacts of the Environmental Statement (Document Reference 6.2.14), construction of the Project could result in the creation of up to 3550 FTE jobs over the whole duration of the construction phase. The core Project is likely to directly provide around 290 FTE jobs once operational. However, by providing low-carbon heat and power, the Project could become an attractive place for businesses to locate, providing an additional 1000 jobs at the site.

		Whilst this is still an important part of our vision, we need to get permission to build the Energy Recovery Facility and the facilities that will let us treat and use the by-products first. They will help create the right conditions for further investment in jobs and skills. Separate planning permission for any development associated with the wider site would need to be sought from North Lincolnshire Council.
Residents also have major concerns regarding the fact that this incineration plant will devalue their properties. We already have at least one instance whereby a sale fell through due to the buyers discovering this proposed development could be on the doorstep.	N	There is no evidence that ERFs reduce the prices of nearby properties. According to research undertaken by Cranfield University in relation to three operational ERFs in the UK, 'Assessing the perception and reality of arguments against thermal waste treatment plants in terms of property prices' (Philips et al, 2014) "no significant negative effect was observed on property prices at any distance within 5 km." This indicated that the perceived negative effect of the thermal processing of waste on local property values is negligible.
Needs a dedicated training centre, to offer courses for schools and colleges. Very good to educate in energy and the environment.	N	The Visitor Centre will provide training facilities, delivered in consultation with education providers.

Always good news, jobs for youths. Good idea to educate the children about energy. Anything that enhances the environment and health of the plant is welcome.	N	This is noted.
As me of the towns leading recruitment companies supplying local and national personnel. I welcome this development and would very much like to be a part of the future.	N	This is noted.
The creation of new jobs in an area is always a good thing and with the way things need to change in the future this sounds like it will be good opportunity for people to learn new roles and skills to help in this area. The visitor centre sounds like a great idea. As a parent of 2 young boys more needs to be done to educate people on the changes we need to make and this will be brilliant step towards this. The ideas put forward seem really positive, it would be a place I would like to visit once completed.	N	This is noted.
New jobs do not equate to the devaluation of our health and our homes!	N	The assessment in Chapter 17: Health of the Environmental Statement (Document Reference 6.2.17) concludes that the Project is not expected to lead to significant negative impacts on health and wellbeing.

		Furthermore, there is no evidence that ERFs reduce the prices of nearby properties. According to research undertaken by Cranfield University in relation to three operational ERFs in the UK, 'Assessing the perception and reality of arguments against thermal waste treatment plants in terms of property prices' (Philips et al, 2014) "no significant negative effect was observed on property prices at any distance within 5 km." This indicated that the perceived negative effect of the thermal processing of waste on local property values is negligible.
Hopefully use local workers and offer apprentice positions to our young folk.	N	We are working with North Lincolnshire Council, the Greater Lincolnshire Local Enterprise Partnership and education providers to ensure as many local people as possible are aware of the training and employment opportunities offered by the Project. This has included establishing an Economic Development Working Group with local stakeholders, in order to understand how this can best be achieved.
Good idea as long as the incinerator isnt built and the education is used to actually create pollution free energy and not try to cover over money making company who wants to pollute our towns with no consideration to our health.	N	The Project meets the R1 energy efficiency criteria set out in the Waste Framework Directive 2008/98/C (WFD) to qualify as an energy recovery operation and is therefore an Energy Recovery Facility rather than an incinerator.

		The Project combines technologies to capture, store and use by-products from the energy recovery process. We have assessed impacts on climate change - how 'green' the project is - in Chapter 6: Climate of the Environmental Statement (Document Reference 6.2.6). Compared to the alternative of managing waste through landfill, we expect operation of NLGEP to result in an overall reduction in the release of the greenhouse gases which contribute to climate change. The Visitor Centre is anticipated to provide educational opportunities for children and adults to learn more about living sustainably. With regards to health, the assessment in Chapter 17: Health of the Environmental Statement (Document Reference 6.2.17) concludes that the Project is not expected to lead to significant negative impacts on health and wellbeing.
Amcotts works very hard to improve our rural setting and has gained several awards for environmental habitats. There is no need to take good quality warp farmland and turn into industrial usage, it should remain as arable land and be the successful part of this nations food chain that it already is.	N	The ERF and its associated infrastructure are proposed to be located on brownfield land to minimise loss of agricultural land.

		Arable land does, however, provide limited value for biodiversity and the Project will deliver appropriate mitigation for wintering birds and other species. The creation of extensive habitats will off-set any loss of arable farmland, resulting in a net-gain for biodiversity. Indeed, any impact on food production will be considered as part of the planning balance, assessing this against other impacts and benefits provided by the Project.
Will the jobs created be involved in receiving part of the profits created in their wages also the more skilled a production worker you are the greater the pay you will receive, because the living wage is not enough to live on, it's no good working and living in poverty.	N	We expect to create up to 290 new FTE jobs at the Project once operational. These will be a mix of full and part-time jobs including operatives, shift team leaders, mechanical engineers and thermal energy specialists. As part of our commitment to developing local skills, we plan to create new apprenticeships incorporating the re-training of mature participants, post-graduate programmes, and funded research placements. These will be skills for life. People who train at the Project will be equipped with the skills to work in other projects helping the region transition to a net-zero-carbon economy.
5.22 Transport		

Rail developments: what will be brought in by rail, where from and how much? What will leave by rail, where to and how much? What will power the traction used, both on the mail line and on site?	N	We envisage traction to be diesel-electric freight locomotives. RDF will be brought in by train in sealed containers. Aggregate will also be brought in by train for use in concrete block manufacture. RDF will be imported daily, while aggregate will be transported to the site using 1 train approximately every 5 days. The outputs designed to be able to leave the site by train include manufactured concrete blocks and captured/compressed CO_2 from the carbon capture utilisation and storage facility (CCUS). The frequency of CO_2 movements will be less than for manufactured concrete blocks. The total number of train movements per day will be consistent with the findings of the rail capacity study, which is based on 3 trains per day each way on the branch line. This could therefore comprise 2 trains per day of RDF and 1 train per day of either CO_2 or concrete blocks, dependant on throughput of the concrete block plant and CCP.
Rail route will be covered in litter	N	RDF will be transported by train baled and wrapped and in purpose-built RDF containers. This ensures that it can be transported safely along the rail route.

parking on-site only plastic grids/grass parking reinforcement mesh (except disabled parking)	N	We have not detailed the parking surfaces at this stage. Plastic grid/grass parking surface will be considered, but ultimately the surface will be chosen which best supports the proposed traffic loads.
waste of money - most cant get there because of poor public transport	N	A new 3m wide shared pedestrian / cycle footway along the eastern side of the carriageway of the link road is proposed to provide opportunities for alternative travel to cars. In addition, we are looking at ways in which H_2 produced on the site could be used as a clean fuel for vehicles, including potentially a hydrogen bus pilot scheme in Scunthorpe.
You talk of storage somewhere along the M181 what you storing? This could end up being a dumping ground.	N	The M181 will be a key route for deliveries to site and can provide for a new district heating connection, subject to agreement with external stakeholders. Storage facilities associated with the Project will be located on site.
Increased pollution, traffic, heavy vehicles on unsuitable roads the list goes on… the impact will be huge in a negative way	N	The Transport Assessment, set out in Appendix B of Chapter 13: Traffic and Transport of the Environmental Statement (Document Reference 6.2.13) shows that the increase in traffic is not expected to have a significant impact on the local highway network.

		It is noted that this assessment was undertaken based on the assumption that 100% freight will arrive / depart by road (HGV), however, it is proposed to also make use of rail and river modes. In terms of air quality, the potential impacts of the HGVs traffic accessing the site was undertaken. The impact at sensitive receptors was identified to be negligible, and it should be noted that there is a new road planned to access the facility which will bypass the current bottleneck at Neap House.
Why would the public want to walk around somewhere that disposes of waste? Would it be safe to walk or cycle around?	N	All new public rights of way will be safe by design and set amongst a pleasant environment provided by the new woodland and wetland landscapes.
New cycle routes and footpaths need to be connected to others in the area and not just lead to nowhere, for example make them part of a larger family friendly park/fun area.	N	The new pedestrian footways and cycle paths connect the site and the surrounding industrial areas with Neap House and the residential areas to the south of the A1077 to encourage walking and cycling to and from the site.

The environmental impacts are clear and will be negative right across the local area and beyond. The mitigation's are limited and the excessive traffic that will come through the local village will have a detrimental impact on this small community	N	There will be no HGV traffic through Flixborough village, due to the existing weight restriction, with all HGVs arriving / departing to and from the south via the A1077. Similarly, employees using cars are expected to access the Project mainly to and from the south, with only a small number (2%) via Flixborough village - equating to around 2 car trips during the peak hour. As set out in Chapter 13: Traffic and Transport of the Environmental Statement (Document Reference 6.2.13), the environmental and transport impact associated with this increase is shown to be negligible.
There is no plan put forward to invest in pedestrianisation of the local village, create safe walking routes or manage the environmental impact. This element feels like a box ticking exercise and offers no detail on where there will be a real investment in education	N	One of the Design Principles set out in the Design Principles and Codes document (Document Reference 5.12) is to "protect and where possible enhance the amenity of our neighbours". The new access will mean that there will be no HGV traffic through Flixborough village - restricted due to the existing weight restriction - with all HGVs arriving / departing to and from the south via the A1077. Similarly, employees using cars are expected to access mainly to and from the south, with only a small number (2%) via Flixborough village - equating to around 2 car trips during the peak hour. The environmental and transport impact associated with this increase is shown to be negligible.

		The Project will also enhance the existing public rights of way network immediately south of Flixborough and will reinstate a disused footpath crossing and provide a new footpath link south of the railway line connecting FP176 and FP178, subject to discussions with North Lincolnshire Council. Any proposals for pedestrianisation of the village would be outside the limits of this DCO.
This will not be easily accessible due to proximity and transport links so will be a white elephant.	N	The Project is less than 5km from the M181. There is also a port and a rail line which are within the Project site and connects to national and international networks. These are proposed to be utilised for deliveries and outgoing material.
NLC haven't repaired the road for a lifetime and are really in a dangerous state.	N	Whilst we are not proposing to undertake repairs to existing roads (which is out of the scope of the Project), where we impact existing roads, they will be reinstated to adopted road standards. Where we are proposing a new road, the road will also be constructed to adopted road standards. Indeed, Stather Road will be closed (stopped up) and a new public highway will be provided for vehicular traffic between Ferry Road West with Flixborough Industrial Estate.

		The closed (stopped up) section of Stather Road will continue to be accessible to pedestrians and cyclists and suitable paved surfaces provided accordingly.
The rail connection is a must given the possible geographical range	N	The rail connection is considered an integral part of this Project.
Also the plans on a ferry roadwest. There is already quote heavy traffic.	N	The traffic levels have been assessed in Chapter 13: Traffic and Transport of the Environmental Statement (Document Reference 6.2.13) and deemed not to be excessive.
Shared cycle lane with pedestrians dont work very well or some of us. Please consider some seperation for safety for all	N	Provision of a shared pedestrian and cycle path facility, with a segregated verge between the carriageway, was agreed in principle with North Lincolnshire Council, as local highway authority, during the pre-application consultation process.

Can we establish exactly what this will be used for? Will this be for inward and outward freight movements and if so, what will be the cargo and approximately how many trains per day will there be? This railway line traverses a public right of way – what steps will be taken to protect this walkway? The intended rail link will have a negative impact on the nearby homes in the village of Flixborough which are less than 20 metres away, and yet your plans are to maximise the number of deliveries by rail. Your documentation also refers to the fact that proposed rail sidings at Dragonby and a rail head to the south of Stather Road will reduce as far as possible the need for rail movements at night. Yet clearly any rail movements at night are totally unacceptable.	N	Rail transport has a crucial role to play in delivering significant reductions in pollution and congestion. Tonne for tonne, rail freight produces 70% less CO_2 than road freight, up to fifteen times lower NOx emissions and nearly 90% lower PM10 emissions. It also has de-congestion benefits – depending on its load, each freight train can remove between 43 and 77 HGVs from the road. In the scenario where rail freight is used to its maximum potential during construction, based on the assumption that a train bringing fill material to Flixborough Wharf would handle an average of 2,000mt, this would represent between 3 and 20 additional train movements at Flixborough Wharf per month during the construction phase and a maximum total of 50 train movements per year between 2022 and 2026.

		The assessment for permanent use assumes a 100% provision of freight delivery by rail. However, it may be mixed with delivery from both river and road. In this 100% scenario, assuming 758,376 tonnes per annum of fuel, and a train payload of 1,053 tonnes, this will equate to 720 train arrivals per annum, or 2 trains per day on 360 days per annum or 3 trains per day on 240 days per annum. The timing of trains to and from site will be determined by the Applicant, train operator, Network Rail and the fuel supplier, in order to optimise the transit times between origin(s) and destination, taking advantage of quieter periods on the surrounding national rail network. A public rights of way crossing strategy has been developed and public rights of way will be protected as part of the works.
We are a business trading and operating on Flixborough Industrial Estate, an estate that already struggles with the volume of traffic both inbound and outbound. The disruption that this project would cause to this estate and the impact on the businesses trading from here would be huge and potentially damaging	N	The Transport Assessment in Appendix B of Chapter 13: Traffic and Transport of the Environmental Statement (Document Reference 6.2.13) shows that the increase in traffic is not expected to have a significant impact on the local highway network. It is noted that this assessment was undertaken based on the assumption that 100% freight will arrive / depart by road (HGV). However, in practice, we plan to use the river and reinstated railway line for freight movements once the Project is operational, wherever possible.

		Where there is some impact, we will provide mitigation, such as the proposed new access road serving the existing Flixborough Industrial Estate and port area, closing the section of highway on Stather Road between Flixborough Industrial Estate and the existing surface water pumping station north of Neap House, and providing a new pedestrian / cycle footway along the eastern side of the carriageway of the link road.
According to your calculation, the facility will require 15000 tonnes of fuel a week. Thus this will require a minimum of 341 44t lorries a week, this does not include the traffic for outgoing materials produced at the facility. Will this traffic limited to working hours, and will it be prohibited at week end and bank holidays?	N	The Transport Assessment in Appendix B of Chapter 13: Traffic and Transport of the Environmental Statement (Document Reference 6.2.13) was based on the assumption that 100% freight will arrive/depart by road. However, in practice, RDF is planned to be transported to the site via road, rail and river. A Construction Traffic Management Plan will be implemented as part of the Construction Logistics Plan (CLP) - to be agreed with North Lincolnshire Council prior to the construction phase. These documents will include details of working hours, including timings for when vehicles can access the site.

Despite the plans for a new road, residents remain very concerned about the impact of approximately 250 vehicle movements each day.	N	The Transport Assessment in Appendix B of Chapter 13: Traffic and Transport of the Environmental Statement (Document Reference 6.2.13) shows that the increase in traffic is not expected to have a significant impact on the local highway network. It is noted that this assessment was undertaken based on the assumption that 100% freight will arrive / depart by road (HGV), however, it is proposed to also make use of rail and river modes.
Shared cycle lane with pedestrians don't work very well for some of us. Please consider some seperation for safety for all.	N	This design has been agreed in principle with North Lincolnshire Council as local highway authority.
I think it is a great idea - can't wait to see it in action. We need jobs for young people. Glad the rail link will be used, another bonus. Have long said rubbish should be burned. Using the ash is a great idea. More rail traffic is the way to do it.	N	This is noted. The rail connection is considered an integral part of this Project.
Regarding cycle and walking networks will this include restoration and further developing existing road and cycle ways to make them more pedestrian and cycle friendy. There is a landslide blocking the current cycle path through the woods and a temporary path in place that gets water logged. The traffic light junction on the orbital road does not recognise a bike so you can waiting in the middle of road very vulnerable on a bike. A pelican would work well to link to the new cycle and walk ways	N	A shared pedestrian and cycle footway will be created along B1216 Ferry Road West, which will be segregated from the carriageway. The new access road will have a pedestrian and cycle route segregated from traffic. The proposed toucan crossing on the A1077 will include a crossing point for both cycles and pedestrians.

How will the new cycle and walkways link. Will existing cycle and walk ways be renewed and the traffic light junction further developed with a pelican crossing for pedestrians and bikes	N	A shared pedestrian and cycle footway will be created along B1216 Ferry Road West, which will be segregated from the carriageway. This will link Neap House to the development access road. The new access road will have a pedestrian and cycle route segregated from traffic. The proposed toucan crossing on the A1077 will include a crossing point for both cycles and pedestrians. This will connect the development access road to existing routes in and around Scunthorpe.
The woodland and wetland landscapes should be a very integral and important part of the scheme. The cycle and pedestrian routes should be totally traffic free, or if they run alongside new roads a physical barrier or kerb to separate cyclist from traffic.	N	Shared pedestrian and cycle routes are segregated from the carriageway by a verge. A shared pedestrian and cycle footway will also be created along B1216 Ferry Road West, which will be segregated from the carriageway. This has been agreed in principle with North Lincolnshire Council.
Woodland and wetland landscapes sound good in theory but in practice I am not convinced local bio diversity will be enhanced. Cycle routes in the area are under utilised and how will pedestrians get to these new routes? By car?	N	The Applicant is committed to delivery of the woodlands and wetland, which is reflected in the Design Principles and Codes (Document Reference 5.12) that set out the ambition to “respect, restore and promote the rich biodiversity and ecology of local terrestrial ecosystems”. The application of this principle has influenced the Project and our approach to design.

		The creation and enhancement of habitats has been informed and guided by a detailed Biodiversity Impact Assessment, using the Defra biodiversity net-gain metric to deliver a minimum of 10% net-gain for biodiversity and the environment. The Biodiversity Net Gain Report can be found in Appendix I of Chapter 10: Ecology and Nature Conservation of the Environmental Statement (Document Reference 6.2.10). We are committed to providing this net gain to ensure habitat losses are offset and retained habitats are appropriately enhanced to improve their condition. We are in regular contact with the Lincolnshire Wildlife Trust, North Lincolnshire Council and the RSPB to ensure that all habitats are appropriate and sensitive to the local area. With regards to transport, the Project seeks to "maximise sustainable methods and approaches" as set out in the project principles. As a result, new shared pedestrian and cycle lane will be created along the New Access Road between Stather Road and the B1216 Ferry Road West as well as along B1216 Ferry Road West, from Neap House Farm to the signal junction with A1077 Phoenix Parkway.

		A new toucan crossing will also be created at this signal junction to enable pedestrians and cyclists to cross the A1077 and connect with the existing pedestrian infrastructure south along Ferry West Road heading into Scunthorpe. These new shared pedestrian and cycle routes will enhance pedestrian / cycle connections in this area, providing links between Flixborough Industrial Estate. Discussion with interested parties is ongoing to link established footpaths and cycleways with new ones and to provide better access and parking areas to serve a wider community benefit. This includes working with the management team of the Ings Wildlife Park for managing access and amenities.
The woodland and wetland landscapes are one of the best bits for me. I hope it is prioritised early on in the process. Many people value the walking and cycling already around the Flixborough to Burton area and I'm worried that they will be denied access while you are constructing the new facility.	N	A Construction Traffic Management Plan will be implemented as part of the CLP - to be agreed with North Lincolnshire Council prior to the construction phase. This will include details of any footway diversions during construction where appropriate. Any public rights of way that may be affected will be considered as the design develops. Full closure will be avoided wherever possible, with temporary local diversions being the preferred choice.

I am concerned that you will interfere with the much used minor road between Burton upon Stather and Gunness. Your plans are not clear about the future of the stretch that runs close to the river Trent. This route is very popular with local cyclists and those heading from Yorkshire towards the Humber Bridge. Cycle paths are all well and good but quiet roads are needed for longer distance rides. I would hate to loose the road access we currently enjoy.	N	The section of Stather Road between Flixborough Industrial Estate and the pumphouse (just north of Neap House) will be closed (stopped up), with no access for vehicular traffic. However, it will still be possible for local walkers and cyclists to use this route.
There is a train ride around the steelworks, could a train ride to/from the centre be incorporated, to run from Scunthorpe station to the centre? Assuming there is the capacity to do so, dependant on how busy the line is with trains running to/from the centre.	N	There are no plans to link Scunthorpe Station with the Flixborough Industrial Estate due to daytime constraints on Network Rail. Provision of a train from Scunthorpe to the Visitor Centre would also be outside of the scope of the DCO. We are, however, opening up new pedestrian and cycle routes to allow for sustainable travel around and to and from the site.
Not a scheduled service, a leisure service? Even if just during the summer. Would cut down on traffic to the centre and provide a leisure facility in keeping the the need to cut down on traffic.	N	Provision of a leisure service would require a major review of the branch line specification and operation, and significantly increase the complexity and cost of its delivery to make it fit for regular passenger use. It is therefore unfeasible to include this as part of the Project.

New access road will not mitigate traffic increase. Traffic will provide no increased benefit to people living in the area.	N	As set out in Chapter 13: Traffic and Transport of the Environmental Statement (Document Reference 6.2.13), the new access road linking the Flixborough Industrial Estate with the A1077 and M181 is expected to alleviate current road constraints and mitigate traffic impacts from the development.
5.23 Water Resources and Flood Risk		
The flood risk is high within the lifetime of the project and I ask how 'building on a flood plain' is a good investment when it has been said it will flood within the next 30 years and the low lying land unsalvageable within 50 years.	N	The area is currently protected by flood defences. In the future, the development - including access - has been designed to sit above the extreme tidal 1 in 200yr (plus allowance for climate change) flood level, including scenarios in which the flood levels are breached. Additional to this, the development has been designed to not increase flood risk elsewhere.
Possible flooding should be monitored.	N	A Flood Warning and Evacuation Plan will be developed for the site to monitor the risk from flooding.
My concerns is the potential flooding at flixborough north of ferry road every effort must be made to stop this.	N	Flood mitigation has been implemented to ensure flooding is not increased outside of the Order Limits. The development itself will also be designed such that it is not impacted by flooding up to the tidal 1 in 200yr (plus allowance for climate change) flood event from the river.

You acknowledge that being in a designated Flood Zone 3 area, parts of the development are at a high risk of flooding. Residents need to be assured that any mitigation measures will literally 'hold water'. Concerns about your project displacing floodwater north of Ferry Road West and increasing surface water runoff area at the forefront of people's minds and are causing great concern.	N	The Flood Risk Assessment (FRA), set out in Annex 3 of the Environmental Statement (Document Reference 6.3.3), takes into account potential increases in flood risk to areas outside of the proposed development and incorporates flood mitigation measures to ensure the risk is not increased to others.
5.24 Waste		
Will local landfill rubbish be recycled at this site or as usual will the council impose restrictions which in turn encourages fly tipping.	N	There is a regional need for a waste treatment facility to intercept the volume of RDF currently being exported and the volume of household waste currently being landfilled in the East Midlands region. The 'proximity principle' will be applied, whereby waste will be sourced as close to the point of generation as reasonably practicable. However, it is not within the scope of the DCO for us to comment on restrictions that the Council may or may not impose.
I hope the council use and develop this energy park instead of returning to old habits in a few years. They really need to invest a lot more in recycling instead of landfill or refusing rubbish which leads to fly tipping.	N	The Applicant and proposed operator of the Project is Solar 21 – a company which sources, develops, and manages green energy projects. The Project combines technologies to capture, store and use by-products from the energy recovery process and is considered a greener alternative to landfill.

As part of the North Lincolnshire green initiative will more rubbish bins be provided in and around the towns/villages to help prevent littering.	N	The Project will provide an ERF for the wider region, as well as combined technologies to capture, store and use by-products from the energy recovery process. The local authority is responsible for the provision of waste receptacles.
Roxby have been complaining about manchester waste forever and NLC have failed the local area.	N	The 'proximity principle' will be applied on this Project, whereby waste will be sourced as close to the point of generation as reasonably practicable.
Will NLGEP replace the Roxby facility? is there any waste water facility?	N	The Project is not intended as a replacement for the Roxby facility. Its key purpose is to divert waste away from landfill.
will local council waste be a feed? The crosby warren site looks dodgy.	N	Refuse Derived Fuel (RDF) will be sourced from UK only and there is a regional need for a waste treatment facility to intercept the volume of RDF currently being exported and the volume of household waste currently being landfilled in the East Midlands region. Therefore, the 'proximity principle' will be applied, whereby waste will be sourced as close to the point of generation as reasonably practicable. We have assessed waste in Chapter 15: Waste of the Environmental Statement (Document Reference 6.2.15).

Is the refuse coming from abroad.	N	The 'proximity principle' will be applied, whereby waste will be sourced as close to the point of generation as reasonably practicable. Refuse Derived Fuel will be sourced from UK only. We have assessed waste in Chapter 15: Waste of the Environmental Statement (Document Reference 6.2.15).
Firstly, residents have raised concerns that the proposals are seemingly for the construction of an incinerator that would bring waste from other parts of the country.	N	We have assessed waste in Chapter 15: Waste of the Environmental Statement (Document Reference 6.2.15). There is a regional need for a waste treatment facility to intercept the volume of RDF currently being exported and the volume of household waste currently being landfilled in the East Midlands region. The 'proximity principle' will be applied, whereby waste will be sourced as close to the point of generation as reasonably practicable.
This is an incinerator for household waste and not the green energy project we were initially led to believe it was. With that in mind, and given the weight of residents' concerns, I would not support the proposals.	N	We have assessed waste in Chapter 15: Waste of the Environmental Statement (Document Reference 6.2.15). There is a regional need for a waste treatment facility to intercept the volume of refuse derived fuel (RDF) currently being exported and the volume of household waste currently being landfilled in the East Midlands region.

The importation of waste, whether it be from within the UK or from further afield is not something that residents in this area should have to accept, given that for many years local residents have suffered the impacts of odour, flies, and transport of waste into two major landfill sites. The belief is that North Lincolnshire, in particular this area, has already done enough with regard to accepting waste from other areas. This goes against the waste proximity principal whereby the Waste Regulations highlight that transportation of waste can incur significant environmental and nuisance impacts as well as unwanted additional costs. Therefore, such waste processing facilities should be as near to the point of production as possible. This is not the case here where waste will be taken in from far and wide.	N	The 'proximity principle' will be applied, whereby waste will be sourced as close to the point of generation as reasonably practicable. We have assessed waste in Chapter 15: Waste of the Environmental Statement (Document Reference 6.2.15).
The proposed incineration site is very unacceptable and should be removed. Wheelie bin waste has about 12% Plastics which should never be burnt. We should encourage more recycling since the true reduction in CO2 is minimal from incineration but the long-term health and environmental issues are considerable. plants emit almost as much carbon dioxide per kilowatt hour of electricity they export to the grid, as a coal-fired power plant. Hows we get better at recycling the balance will tip towards landfill. We must protect our environment and and the health of our local residents and stop the incineration proposal the companies fiddle the figures to make it look Green when the reality is is there is little difference. Other projects are good but stop the incinerator.	N	The Project combines technologies to capture, store and use by-products from the energy recovery process; for example, the plan incorporates a polymer production facility (PPF) that will take source-segregated waste plastics (PET, HDPE, and PP) from RDF and treat it to produce pellets or flakes of 'raw' plastics, free of contaminants that can be used to manufacture new plastic products without the use of fossil fuels.

		Given that there is a regional need for a waste treatment facility to intercept the volume of RDF currently being exported, as well as considering the volume of household waste currently being landfilled in the East Midlands region, the effects on local capacity can be considered to be positive.
Do not want waste incinerator. Goes against the plans. Goes against the environment.	N	Given that there is a regional need for a waste treatment facility to intercept the volume of RDF currently being exported, as well as considering the volume of household waste currently being landfilled in the East Midlands region, the effects on local capacity can be considered to be positive.
Government policy regarding these incinerator sites needs close scrutiny as to whether they should be built at all never mind on this scale.	N	There is a regional need for a waste treatment facility to intercept the volume of RDF currently being exported and the volume of household waste currently being landfilled in the East Midlands region. The effects of the Project on local capacity can therefore be considered to be positive.

I would be interested to hear how Solar 21 can use its reputation as a leader in greener energy to shape government policy on waste. Wouldn't it be wonderful to have less waste to dispose of in the first place? Also, there is a lot of environmental destruction linked to the production of plastics and other waste products in the first place. Please help with this in any way you can.	N	In accordance with the waste hierarchy, we will always seek to reduce, re-use or recycle waste first - that is why our proposals include a Plastic Recycling Facility. We will also educate people about living sustainably at the Visitor Centre.
How is this a green energy park when you are disposing of waste? Where is all of the waste coming from? You have stated that it will save from going to landfill, you are going to incinerate material on the plant. It is not a green plant, a refuse collection plant and disposal more like.	N	The Project combines technologies to capture, store and use by-products from the energy recovery process. In accordance with the waste hierarchy, we will always seek to reduce, re-use or recycle waste first - that is why our proposals include a Plastic Recycling Facility. We have assessed impacts on climate change - how 'green' the project is - in Chapter 6: Climate of the Environmental Statement (Document Reference 6.2.6). Compared to the alternative of managing waste through landfill, we expect operation of the Project to result in an overall reduction in the release of the greenhouse gases which contribute to climate change.

		Indeed, there is a regional need for a waste treatment facility to intercept the volume of RDF currently being exported and the volume of household waste currently being landfilled in the East Midlands region. The 'proximity principle' will be applied, whereby waste will be sourced as close to the point of generation as reasonably practical.