

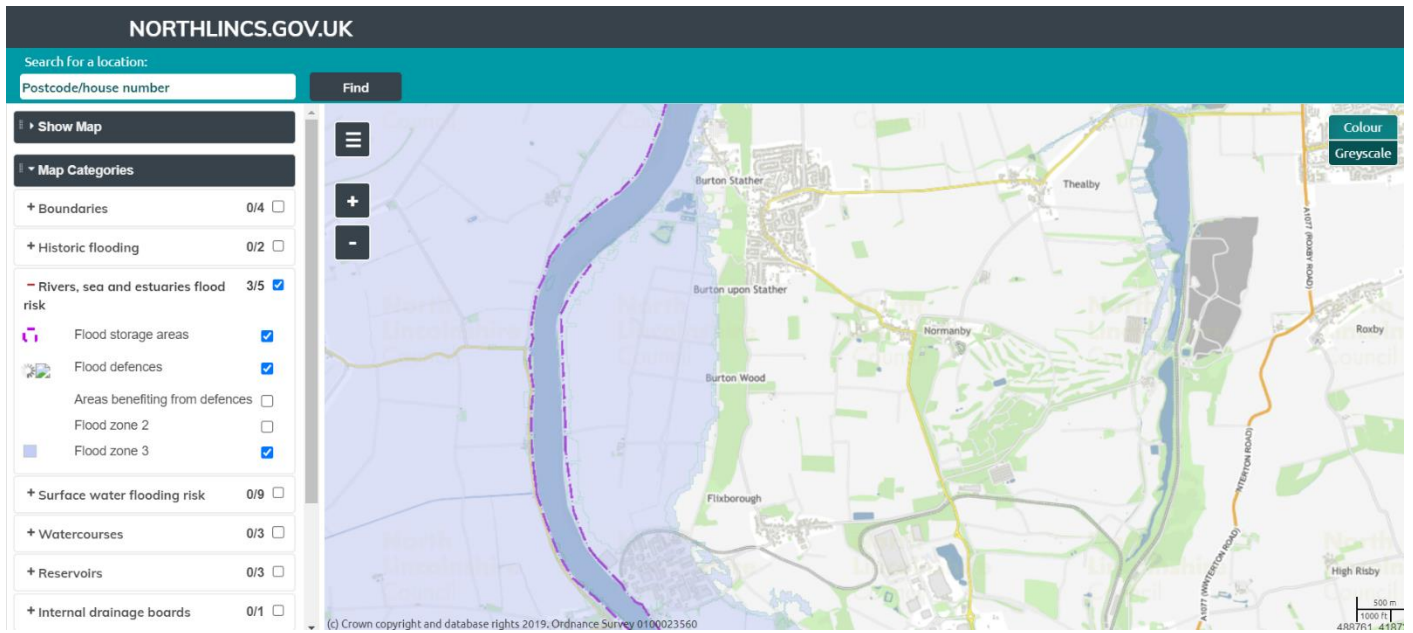
Burton upon Stather Parish Council would like to submit the following concerns it has over the proposed North Lincs Green Energy Park application:

1. There are concerns about future flooding at the proposed location. The North Lincolnshire Council Strategic Flood Risk Assessment 2022 12.29 notes that Flixborough Industrial Estate is in flood risk Zone 3, whilst some areas within or close to the proposed site are in flood Zone 3B. The North Lincolnshire Council Core Strategy 2011 Policy CS19 only allows development on a flood risk site if it demonstrates wider sustainability benefits to the community, whilst the National Planning Policy Framework 159 and National Policy Statements (NPS) for Energy EN-1 5.5.1 mention inappropriate development on a flood risk area should be avoided. How can the applicant guarantee that building an additional development on this flood zone will not have a detrimental effect on it and/or increase its size, which could affect other buildings already in the area. The flood risk assessment APP-070 appears to cover the area of the proposed application and does not show the effects to the areas north. Burton upon Stather has properties that lie close to the River Trent, so the development could have a detrimental effect to these properties on Stather Road, Burton upon Stather, by increasing the flood zone further north. With the current flood defences these properties are in a Zone 3 flood risk (see appendix A) and suffered flooding in the tidal surge of December 2013.
2. The website Coastal Climate Central predicts with its coastal risk screening tool that Flixborough Industrial Estate will potentially be below the annual flood level in 2030. With this information available, doesn't this make it an unsuitable site for further investment and development? (see Appendix B)
3. The proposed entrance road will stop quality agricultural land being used and the roads nearby are already busy. Berkeley Circle on the junction of A18/Doncaster Road/Scotter Road is often busy and has queues. Further traffic will simply make this junction worse. APP-061 consultee type S47 states only an additional 2% of traffic is expected through Flixborough village, but people living on the north side of Scunthorpe who may work at site will more likely approach it via the village. This is something that cannot be monitored or discouraged and will affect the human receptors significantly. Vans already access the industrial estate this way and nothing is done to stop it. The 30 minute walking distance only reaches one end of Ferry Road West, so for the majority of people working at the site will be outside this limit. APP-061 transport assessment 3.4.8 states that Althorpe train station is a 20 minute cycle ride away from the proposed site but trains only stop there every two hours so will make it difficult for employees to coordinate this with their working hours. It would be easier to travel by car which will increase the road traffic, so this argument of using the train to travel to work is irrelevant.
4. Burton upon Stather is situated above the industrial estate and will be affected by a reduction in air quality from the fumes from the chimney. APP-053 table 12 states that there will be a negligible difference in the air quality, but the applicant has not confirmed that PM2.5 to PM1 particulates which can be emitted have no detrimental effect on receptor's health. Can evidence be

provided to show this? APP-053 4.3.13.3 states that air pollution control residue contains potentially hazardous material but no detail report has been done since the risk of emission is negligible. What is in place should this risk occur? If the air quality is made worse this may also bring odours. Residents in Burton are affected by the odours submitted from the Roxby Landfill at certain times. Once again APP-053 states in 4.3.14.2 that no assessment has been done since the chance of odours being omitted is negligible. The air quality in parts of Scunthorpe is being managed due to the steel works affecting it. These negligible chances of increased air quality and odours being released could be enough to affect the air quality over the proposed site and affect human receptors health.

5. 13.11 of the proposed NLC Local Plan states 'National policy suggests that industrial or employment areas may be appropriate (for waste facilities), as they are often located distant from residential areas' and 'However, before any proposals are permitted, applicants should demonstrate that they have fully considered the likely impacts associated with the development and any measures which could satisfactorily mitigate those impacts'. Flixborough Industrial Estate is located near to villages that already suffer from noise and light pollution from the operations taking place. This proposed application will only make things worse.
6. The applicant mentioned in person at a consultation that no biomass will be burnt at the site and there would be no sorting of waste on site. Is this still the case?
7. If no sorting is done on site, then there is a risk that batteries in the waste could catch fire. The DCO states that any metals will be extracted so when will the batteries be removed to reduce the risk of fire?
8. The area north of the site between Burton Hills and the river has a topographical anomaly in that noise can be heard from numerous surrounding areas. The current noise levels from Flixborough Wharf can be heard as well as the racing at the Scunthorpe Raceway racetrack, Normanby Road which is over 3 miles away. The noise sensitive monitoring investigations mentioned in APP-55 Appendix A did not cover this area. Likewise, no noise sensitive investigations were done on the south edge of Burton upon Stather which is another area where human receptors are currently affected by the noise from Flixborough Wharf.
9. In the original environmental investigations, it was mentioned that wind turbines don't affect the air flow, so won't affect the emissions from the chimney. Table 17 in APP-53 shows the impact the turbines will have but it doesn't give an explanation to allow for the results of the modelling to be fully understood.
10. On 5/12/22 Biffa issued the report 'From Waste Hierarchy to Carbon Hierarchy: Biffa's Blueprint for Waste Net Zero' where it asks the government for a moratorium on future energy waste facilities. It mentions that there are more than enough consented facilities, so this should be investigated before this application is considered.

Appendix A:



Appendix B

