Cambridge Waste Water Treatment Plant Relocation Project
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Margaret Starkie
Chair, Save Honey Hill Group
Email: margaretstarkie@yahoo.co.uk

16th March 2023

Dear Margaret

RE: Save Honey Hill Phase Three Consultation Response & Next Steps for the Development Consent Order Application

We would like to thank Save Honey Hill for taking the time to respond to our Phase Three Consultation and engagement in subsequent meetings on the proposals to relocate the existing Cambridge Waste Water Treatment Plant from Cowley Road and build a new, modern, low carbon waste water treatment plant (WWTP) for Greater Cambridge. Since the close of the final phase of consultation we have been considering all of the responses received and as you will have seen, published our Phase Three Consultation Summary Report. We also wanted to provide an individual response to you on some of the points you have raised during this last phase and for ease of reference have used the numbering in your response.

2. Design Impact – Page 1

Gateway Building and Discovery Centre – Following consideration of stakeholder responses to Phase Three Consultation, and as we have explained when we have met, we have modified the design of the Gateway Building to further reduce visual impact. This has included changing the orientation of the building. We have provided details of this in the Phase Three consultation summary report and in the Development Consent Order (DCO) application.

The scheduled visits to the Discovery Centre, part of the gateway building are an important part of the design and will enable Anglian Water to invite interested parties, such as schools, to visit the facility and help them learn about waste water recycling, the circular economy and nature.

Following consultation feedback, the overall size and composition of the gateway building has reduced and become more naturally finished. A palette of colours and materials are provided as part of the DCO Application. The building is to be used by the teams currently based at Cambridge WWTP as well as visitors to the WWTP.

The car park design has been amended with additional planting and the inclusion of a smaller earth bank to shield the carpark. Security measures will be in place at the site to mitigate against issues such as anti-social behaviour

4. Future planning – Page 2

Capacity

The CWWTP DCO design capacity will have a waste water treatment population equivalent of 300,000. This capacity will be sufficient to serve all identified and committed residential and commercial development within the Cambridge catchment as a minimum to 2041 (being the end of the next Local Plan period) based on emerging needs and allocations identified in the First Proposals for the new local plan.

The infrastructure provided as part of the main works will have a design life to at least 2080, and the supporting infrastructure (i.e. the transfer tunnel, pipelines and outfall) will have a design capacity sufficient to meet population growth projections plus an allowance for climate change to at least 2080. Furthermore, there is capacity for expansion in space that has been provided within the earth bank and by modification, enhancement and optimisation of the design to accommodate anticipated flows into the early 2100s. The proposed development is therefore capable of accommodating the capacity of all the identified strategic sites within the Cambridge catchment that will be built out beyond 2041.

Land purchase - Our preference is to acquire land voluntarily through negotiation, not to rely on compulsory acquisition powers. Where there is a need to rely on compulsory acquisition powers, the DCO application is accompanied by a Statement of Reasons and a Funding Statement, explaining the reasons for seeking the powers and the sources of funding. The proposed management scheme for land required temporarily by Anglian Water during construction is out in the draft Code of Construction Practice (CoCP) that supports the DCO The draft plans accompanying the consultation detailed the land to which the CoCP related.

Potential impacts on agricultural land are outlined in the "Agricultural Land and Soil Resources" paper provided as part of the Environmental Statement (ES) accompanying the DCO application, this includes Agricultural Impact Assessment.

Project need - pages 3 - 9 - The DCO Application includes documents that set out the project need, this Includes a Planning Statement and Green Belt Assessment.

2.0 Design Impact

2.1 Access & Highways Pages 10 - 11 & 2.10 Traffic & Transport - Page 30

Traffic Access Option – We understand your preference for a dedicated access route from the A14. As we have discussed during phase 2 and phase 3 consultation, the traffic access option has been a difficult decision to make knowing the community's clear preference for Option 3. However, we carried out a thorough assessment taking an evidence-led approach that included undertaking highway and traffic modelling alongside assessment across a wide range of criteria to ascertain the preferred site access option.

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The development of these assessments has been agreed and shared with our Traffic and Access Technical Working Group (TWG). The TWG includes representatives of the local authority and the relevant highways authorities: Cambridgeshire County Council (CCC) and National Highways. We also consulted extensively on the access option with the community.

There are significant Department for Transport policy issues with the delivery of Option 3. Highway policy states that new junctions on the strategic road network are only considered in exceptional circumstances, where there are no viable alternatives. Our analysis considered highway design, transport policy, environmental, social, economic, operational, and technical aspects. This wider assessment has shown that Option 1 provides a viable option, and it performs better, not only from a policy perspective, but also with regards to highway safety, land use, green belt, visual impact, carbon, air quality and operational management.

In addition to the permanent access road off the Horningsea Road, and associated works to the existing signalised junction to form the new access, the proposals include mitigation and enhancement measures to improve access for pedestrians and cyclists in the area and are shown in the highways plans accompanying the DCO application.

The design has been developed with engagement with Cambridgeshire County Council and the Greenways Project team to ensure that the design complements the works proposed by the Greenways project.

Traffic modelling – We have looked at future scenarios for peak construction year (anticipated to be 2026), the opening operational year (expected to be 2028) and the year 1 of operation plus 10 years (expected to be 2038). The traffic surveys to inform the assessment have included a verification survey in recognition of the Covid pandemic and potential effects this may have had on survey data. The approach to and timing of surveys was discussed and agreed with the local highway authority.

2.2 Landscape & Visual

2.2. 1 Earthwork bank and visible structures - Page 12

Following Phase Three Consultation responses the design has been reviewed to further mitigate visual impact, therefore bund height needs to be considered alongside the other amendments that have taken place to the infrastructure and internal levels of the site. The ground level inside the earth bank has been lowered by 1m and therefore the 5-metre earth bank is the equivalent of a 6m screening barrier compared to that shown at CON3 before any structural height changes to the infrastructure internal to the proposed WWTP. The design approach has therefore aimed to find the right balance between the height and mass of the earth bank and its screening function. The higher the earth bank the more it will screen but the greater the impact the earth bank itself will have on the landscape.

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From existing ground levels in the wider context, a 5m high earth bank will be perceived as a long, linear form in the landscape which, from all but the closest locations, will not appear above the skyline. It will be integrated into its landscape setting with woodland, scrub, trees, hedgerow, and meadows softening its profile and appearance.

Increasing the height of the earthwork by 1-2m would substantially increase its presence in the landscape and enlarge the area from where it would appear above the skyline. A 7m high earth bank would be more prominent in close views than a 5m high earth bank but would not have a noticeably greater screening effect when viewed from more distant locations. This is confirmed in the process of a Landscape and Visual Impact Assessment (LVIA) and is included in the DCO application.

The comments made by stakeholders at Phase Three Consultation in respect of visual impact and the adequacy of landscaping for mitigation have been considered further and design has been reviewed to reduce the visual impact further. This has been done through a combination of reducing the size and massing of the buildings as well as enhancing the landscape design, this is as we presented to the Community Working Group.

2.2.3 Visitors Car Park - Page 15

Following feedback at Phase Three Consultation, we have modified the design and used visual screening in the form of land art and trees to hide the car park.

2.3 Representative Viewpoints - page 15 -20

Historic Assessment - The impact on the setting and character of the Conservation Areas of Fen Ditton, Horningsea and Baits Bite Lock are included in the historic impact assessment and are detailed in the ES chapter on the Historic Environment which you will see in the DCO application.

Photomontages - chosen viewpoints

Thank you for your feedback on photomontages set out in Appendix 1 of your response. We have fully considered all comments provided by all stakeholders on landscape mitigation, during development of the project and formally as part of the Phase Three Consultation. The viewpoints with a subset of photomontages were discussed with the Technical Working Group (TWG) for Landscape and Heritage. The locations were then adjusted based on the feedback from the members of this group. Prior to this, walkovers were carried out alongside initial ZTV models and GLIVIA3 guidance to understand locations where the Proposed Development could be viewed from.

Parish Council input and Save Honey Hill responses (Appendix I) have been considered and considered. Therefore, we are confident that there has been a comprehensive methodology put forward for assessing visual impact.

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The following provides a specific response to the comments made in Appendix 1:

- *View from Footpath 85/6;162/1 looking East* - the LVIA includes a photo from Footpath Milton 160/1 (VP23) showing this view
- *View from exit of Footpath 85/5-130/3 looking North East* – the LVIA includes a photo from this location (VP 11) taken from the opposite side of the road but showing the same view
- *View from Fen Ditton Conservation Area and Recreation Ground* – the LVIA includes a photo from near this location (VP19), showing a more open the view from Footpath Fen Ditton 85/3, just north of the recreation ground.
- *View from Fen Ditton from Footpath 85/3 -85/4 junction* – this is the same viewpoint as above (VP19), showing the view from the footpath junction.
- *Alternative viewpoint from Footpath Stow cum Quy 218/2 Harcamlow Way near Quy Mill looking North West* – The LVIA includes a viewpoint photo from this location (VP4). It was moved in response to this comment.
- *Alternative representative viewpoint taken from Footpath 130/6 looking south* - The LVIA includes a viewpoint photo from *Footpath Horningsea 130/6* location (VP30). It is taken from a different location – nearer the Waterbeach pipeline route as that will have a greater impact in views than the WWTP from this distance. There is also a photomontage showing the built development from this location.
- *Alternative representative viewpoint from 218/5 looking south east* - The LVIA includes a viewpoint photo from this ProW Bridleway 218/5 – from a slightly different location, closer to the WWTP (VP15).

Vent Shaft - Following design modifications post Phase Three Consultation, there is now only one vent shaft, this is located at the interception shaft at the existing WWTP site in Milton.

Biodiversity -
1. The proposed outfall has been designed to balance the engineering requirements with environmental input aimed at reducing as far as practicable the landscape and visual impacts (amongst others), during construction and operation and has included significant consultation with technical stakeholders. All activities for the engineering works both within and outside of the Landscape Masterplan area, will be controlled during construction and reinstated as per the commitments within the Construction Environment Management Plan, the Code of Construction (CoCP) Plan, the ES and secured through the DCO requirements. The BNG Report assesses BNG. In the riverside area the project is proposing new wet ditches, which in time will establish reedbed habitats for wildlife such as aquatic invertebrates, water vole and birds.
2. Mitigation measures during construction are set out in the CoCP and CTMP.
3. The Landscape, Ecology and Recreation Managment Plan (LERMP) includes measures for irrigation and management to ensure successful planting.
4. The use of biodegradable tree guards is being considered.

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2.4 Landscape Masterplan – Page 21

Following Phase Three Consultation stakeholder responses, we have reviewed the landscape masterplan and a significant modification has been made in design to take on board the comments made about the need to improve visual mitigation. We have reviewed design, building heights, mass of buildings and planting. We have also modified planting design to be more aligned with the local landscape. The amended designs have significantly improved the visual impact. We have provided feedback on this in our Phase Three Consultation Summary Report, and the final design is included in our Development Consent Order (DCO) application.

With regards to planting we are adding larger trees to the early planting and woodland edges, instead of just whips and transplants. The new mitigation measures work to reduce impacts as far as possible within this landscape, through a combination of visual screening from the earth bank and over time the vegetation and a balance of openness and woodland blocks and belts. We believe these changes will remove the need for further off-site mitigation planting.

LERMP

We thank you for your comments on the LERMP. We are committed to ensuring visual mitigation through natural screening is successful. Irrigation plans are set out in the LERMP and include plans to water the larger trees during the first two years, including the collection of water from the Gateway Building. All standard and semi-mature trees will be included in the irrigation plans. The final LERMP sets out the management of the site. Longer term maintenance would take place as part of Anglian Water's wider environmental care initiatives and may involve community management groups or environmental non-governmental organisations. Those biodiversity elements on the site of the Proposed WWTP, which contribute towards the minimum 20% biodiversity net gain target set by Anglian Water for the project, will be maintained for a minimum of 30 years, in keeping with the provisions of the Environment Act 2021. The requirements in the LERMP will be approved by Natural England and the Local Planning Authority.

2.5 Air Quality & Odour - Page 22

We understand that odour is a key concern. We confirm that the odour modelling shows that within the 98th percentile of odour distribution, none of the described receptors have anything more than negligible impact and are unlikely to have any impact at all. The comments about the need to improve the confidence of the community in our odour modelling is understood. An odour site visit for members of the community was held in July 2022, for community representatives to experience different levels of odour and to explain how the project will mitigate impacts. We are very happy to host further site visits.

Footpaths and cycle paths are modelled at less than 5 ou_E/m^3, which presents a medium magnitude of impact. However, in line with IAQM guidance, the footpaths have been classified as low sensitivity receptors. Therefore, the proposed development has a negligible effect on the footpaths and cycle paths.

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The ES provides modelling and an assessment of odour, this includes spot odour measurements and consideration of abnormal operations.

1.The wind rose assessment has considered winds from all directions.
2. The odour modelling has been carried out in line with IAQM standards. (IAQM guidance (odour-guidance-2014.pdf (iaqm.co.uk).
3. Odour mitigation is set out in the Preliminary Odour Management Plan.

With regards to the 1km buffer, it is only intended to give context of scale. The modelled odour contours are presented to give a prediction of odour concentration during operation of the proposed WWTP. The odour modelling shows that within the 98th percentile of odour distribution none of the described receptors, within the 1km buffer zone, have anything more than a negligible impact and are unlikely to have any impact at all.

The Odour Chapter of the ES provides an assessment of the effects of odour, including wind direction, and is supported by predictive modelling reported in an Appendix document to the ES.

The odour modelling demonstrates that at the one hour 98th percentile averaging period, the predicted odour impacts are negligible at all modelled sensitive receptors. The effect is therefore described as not significant in accordance with IAQM guidance adopted for the assessment.

2.6 Biodiversity – Page 25

Our assessment of the potential impacts on biodiversity because of land permanently required for the Proposed Development has shown that there will be an overall, positive impact on habitats with an increase in landscape and ecological habitat creation. Habitats surrounding the proposed waste water treatment plant will be beneficial to a variety of species overall. The newly planted areas will provide foraging and shelter habitats for a wide range of species such as invertebrates and birds whilst once the created woodland is mature, this may provide roosting habitats for bat species. The detailed landscape design (and detailed within the outline LERMP) will also improve the Low Fen Drove Way Grasslands and Hedges CWS through habitat connectivity from the CWS to the wider landscape through the newly planted areas.

We can confirm that animal proof fencing is to be provided internally around the inside of the earth bank and at the top of the earth bank.

With regards to invertebrate species, we can advise that the assessment as reported in the ES chapter on Biodiversity, there is not a distinction between Appendices 1 and 2, the assessment focuses upon likely significant effects on invertebrates as the receptor.

We note the comments made regarding the Habitats Regulation Assessment (HRA) and confirm that the HRA process is to consider likely significant effects to European sites (SACs, SPA and in the UK Ramsar sites). This considers credible pathways for an effect to occur i.e., a change upstream of a designated site which could be affected by the change. As part of the Proposed Development there is no direct link (currently or proposed) from Bannold Drain to the proposed WWTP.

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.The Waterbeach pipeline will transfer waste water currently treated at the Waterbeach Water Recycling Centre (WRC) for treatment in the proposed Waste Water Treatment Plant (WWTP). This would pass through the treatment works and treated effluent returned to the River Cam. There would be very infrequent storm events. These would occur under the limits of the operational environmental permit. In instances where storm events occur dilute waste water mixed with rain water would be screened before being discharged to the river. In terms of transfer from different drainage catchments it is not considered likely that either catchment presents a different risk profile in terms of the presence of Invasive Non Native Species (NNS).

Notwithstanding this, the various pathways and likely significant effects which may result will be part of the consultation process that Anglian Water will have with Natural England in their role as the Statutory Nature Conservation Body in relation to completion of assessments for the purpose of HRA.

BNG Calculations – We confirm that the method of calculation for BNG units that has been applied is as defined by the Metric 3.0. This is agreed with Natural England and does not disproportionately consider the CWS. Otherwise, the loss of food production due to land take would not be part of the Metric 3.0 (developed by Natural England) used for the calculation of BNG.

The Environmental Statement provides a full assessment of the impact on Biodiversity and the impact of lighting upon Biodiversity. We note and agree with your comments that:

1. Treated Final Effluent used for pipeline pressure testing must not be discharged into drains connected to the Black Ditch.
2. The Veteran and other notable trees and the CWS must be fenced off to protect root zones and canopies from passing equipment.
3. A feedback mechanism to the Community is needed. T

These comments are covered in the CoCP and the Community Liaison Plan as part of the DCO Application.

2.7 Carbon - Page 27 - 28

The target is for the project to be operationally carbon neutral, further details are published in the Carbon Chapter of the ES. The Carbon chapter also includes decommissioning of the existing Cambridge WWTP, construction of the proposed site WWTP (embedded carbon in materials), land use change (the net impact land permanently required for the Proposed Development), operation of the proposed WWTP and decommissioning of the existing Cambridge WWTP. Demolition of the existing Cambridge WWTP is not included.

The assessment will demonstrate the savings between the base case and the design presented within the Application. The demolition of the existing Cambridge WWTP is not part of the scope of this proposal, that work will be completed by the future developer and considered as part of a separate planning application. It is likely to include the effects of emissions from plant used in demolition and the offset associated with the re-use of materials including secondary aggregate, recovered steel and equipment. The wider effects of changing the existing Cambridge WWTP are covered by a separate strategic assessment included as part of the DCO application.

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With regards to data from the existing WWTP, we can advise that the new plant will be treating more flows to a higher standard, and it would therefore not be comparable.

Solar Panels – We can advise that there was an error on the information on solar power information in the PEIR, it should have stated 7 Giga Watt hours per year. Solar Panels will be set within the earth bank. We will continue to monitor and report on our annual operational footprint; the proposed development will form part of this monitoring and reporting. Monitoring is required in relation to annual carbon accounting in accordance with mandatory reporting to Ofwat of operational emissions for 2021-22 onwards.

2.8 Climate Resilience – page 28

Storm water - We confirm that we have modelled network performance at 1:100 years plus 20% condition as standard, this results in the terminal pumping station (TPS) being able to pump 7000 l/sec in a storm event, which is split between 2000 l/sec FFT (full flow to treatment) and 5000 l/sec storm flow to storm tank. The current modelling for storm performance predicts no CSO discharges from the WWTP. Water supplied in low flow will not be sourced from drinking water it is usual to recirculate effluent onsite.

Surface water drainage - In normal operations the surface water drained from within the proposed WWTP drainage network will be contained within the area of land surrounded by earth bank. In exceptional circumstances, when there are high ground water levels and an extreme rainfall event, there is the potential to utilise the Ridge and Furrow feature within the landscape masterplan system to attenuate and absorb the water as a natural solution to surface water management. We are working with the Lead Local Flood Authority to establish how this is best applied.

Emergency storm overflow – We confirm that in relation to the provision of an overflow at the new Waterbeach pumping station, if there is a system failure at the new WWTP end, the discharge would not be spilled onto the ground of WWTP. The new WWTP has storm tanks and storm storage, within the transfer tunnel. In the event of excessive flow, i.e., a power failure, then the storm tanks on site will attenuate the flow. In terms of the pipeline itself, the likelihood of a burst occurring during extreme events or the event of a burst, are slight given the fact it will be a new section of rising main made from polyethylene which is very robust. The pipe sections will be heat welded-together and the welds are generally stronger than the pipe itself. In the very unlikely event of a burst Anglian Water would, as is standard practice across the network, close off the system and tanker the waste water until the burst was fixed.

The final design work for the pumping station is not yet complete but will form part of the final planning permissions/reserved matters for the Waterbeach New Town Development.

Capacity – As described above, we can confirm that there is capacity within the existing earth bank to allow for future growth into the 2080s.

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2.9 Noise & Vibration - Page 29

We confirm approvals with the Local Authority under Section 61 are still under discussion. We are committed to actively reducing noise emissions, using solid hoarding and other control measures in the CoCP. We do not believe noise insulation will be required, it is also unlikely HDD sites will be 24 hrs, unless there are unforeseen circumstances. With regards to a commitment to reducing noise from night time operations by postponing deliveries/spoil removal to engineering hours and minimising use of reversing alarms at night. We can advise that we do not propose to move spoil at night, reverse alarms will be minimised where residents are close by.

2.10 Traffic and Transport Infrastructure – Page 31

With specific response to the questions raised – the detail of which is included in the DCO Application:

1. See Mitigation proposals to prevent HGVs going through villages.
2. Shaft 4 has been relocated to a more appropriate location
3. Community Liaison Plan sets out engagement as does the CTMP.
4. Monitoring of speed limits part of CTMP.
5. Construction Traffic will be monitored - CTMP.
6. Traffic mitigation design has included NMUs.
7. We are using excavated material from the site and the tunnel
8. Community Liaison Plan sets out engagement.
9. With regards to the need for sludge treatment we can confirm that satellite sites are too small for sludge processing, the Cambridge facility provides a vital service for water customers in and around Cambridge.

2.11 Historic Environment - Page 32 - 35

2.11.1 Archaeological remains - Page 32

The archaeological remains within the Quy estate (including the known Roman site) are outside the scheme's study area. Their presence or absence will not affect the archaeological potential of the scheme area. All of the available datasets have been used, there has been consultation with the Cambridgeshire Historic Environment Team and there has been a geophysical survey and trial trenching to identify the archaeological potential of the scheme area. We have looked at the potential setting impacts on Quy Hall but have identified that there is no intervisibility with the scheme due to intervening vegetation and topography.

Wildfowl Cottage is included in the assessment. Following Phase Three Consultation modification to the visual impact through improvements to buildings and to landscape has reduced the need to provide off-site planting.

Traffic mitigation measures include preventing construction and operational traffic travelling through Horningsea and Fen Ditton. This restriction is a requirement within the CTMP.

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2.12 Impacts on the community - Page 35

We thank you for the recommendations that you have set out for the specific parishes. We understand your concerns specifically regarding the management of construction traffic and ensuring that any impact to land during construction is rectified as soon as possible. Our management of construction including traffic management is set out in our Code of Construction Practice and our Construction Traffic Management Plan. We will have a Community Liaison Plan and a Community Liaison Officer who will work with the community to ensure that construction Impacts are mitigated.

2.14 Water Resources

2.14.2 Water Quality – Page 40

Further information on the HRA, climate change Impact assessment, hydrogeological impacts, surface drainage strategy and groundwater assessments are provided within the EA.

The ES Chapter 20 on Water Resources assumes existing land drainage in the WWTP will be removed during excavation of the surface and therefore cannot form a pollution pathway. However, drainage of some areas not prone to contamination (low risk) will drain to Black Ditch as indicated in the drainage strategy. We can confirm that the treated effluent will not be used for testing and that test water will not be discharged to the Black Ditch. During construction the DCO will require the appointed contractor(s) to implement the CoCP.

The CoCP will form part of the application and be secured through a requirement of the DCO. The CoCP has specific measures in it relating to pollution prevention and control, as well as requiring the appointed contractors to obtain all relevant permits such as for dewatering and complete these activities in accordance with the conditions of the permit. Furthermore, throughout the implementation of the Proposed Development there will be a dedicated Community Liaison Officer who will engage with concerns and complaints from the community.

Flow predictions – The Project Description in the ES sets out the approach to sizing and phasing of the Proposed Development and assumptions made in relation to the period between year 1 of operation and 2050. The Applicant has worked with the Environment Agency, as regulator, to define and agree the treatment capacity and dry weather flow as part of the discharge permit application. The river model report provides details of predicted water levels and flow rates at various locations along the river (including Bottisham Lock) for a range of flood conditions with the following return periods: 1 in 2, 1 in 10, 1 in 20, 1 in 30, 1 in 50, 1 in 75, 1 in 100, 1 in 200 and 1 in 1,000 years. The potential impacts of climate change (with 20% uplift in flow rate) has also been considered. Future benefits to river water quality would depend on the actual impact of climate change to low flows. The report does not specifically refer to Q95 flows as the report was looking at flood conditions.

Groundwater - In discussion with the Environment Agency we have identified and agreed where it is appropriate to enter into non derogation agreements in relation to private boreholes. The CoCP includes a suite of measures in relation to the protection of water resources and also requires that the work complies with all legal requirements including instances when dewatering permits from the Environment Agency are required. The Environmental Statement references private wells.

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Thank you again for your detailed response and ongoing engagement with the project. As you are aware, we submitted the DCO application on 31 January to the Planning Inspectorate (PINS) for acceptance. We have since had constructive early discussions with PINS, and as a result we've asked them to pause the processing of our application while we provide them with some further information.

This is not entirely unusual with an application of this complexity, and we intend to provide the information within a matter of weeks. We don't believe it will have any impact on the overall timescales for the project.

All documents will be published once the application is accepted for examination. At this stage, the public will be able to register with the Planning Inspectorate and provide a summary of their views of the application in writing by submitting a 'Relevant Representation' to become an Interested Party. If you require any further information in the meantime, as always, please do not hesitate to contact me.

Yours sincerely,

K E Barclay

Karen Barclay
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