

Medworth Energy from Waste Combined Heat and Power Facility

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Environmental Statement

Chapter 18: Cumulative Effects Assessment

Regulation reference: The Infrastructure
Planning (Applications: Prescribed
Forms and Procedure) Regulations
2009 Regulation 5(2)(a)

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18. Cumulative Effects Assessment

18.1 Introduction

18.1.1 This chapter presents the cumulative effects assessment (CEA) for the Proposed Development.

18.1.2 Two types of CEA will be considered in the assessment:

- **Inter-project effects:** effects resulting from the Proposed Development combining with the same topic-related effects generated by other developments to affect a common Receptor; and
- **Inter-related effects:** individual environmental topic effects resulting from the Proposed Development, which are not significant in their own right, but could combine with other environmental topic effects from the Proposed Development to create effects that are significant.

18.1.3 The CEA presents the inter-project and inter-related assessment methodology and the results of a screening exercise to identify projects and plans for inclusion in the inter-project CEA.

18.1.4 The methodology was presented to relevant local planning authorities and other interested parties within PEIR Chapter 18 Cumulative Effects Assessment with a preliminary Tier 1, 2 and 3 list for the CEA assessment. This list was then finalised and confirmation sought in a technical note to the relevant local authorities dated 14 February 2022.

18.1.5 A summary of all terms and abbreviations used in this chapter is provided in **Appendix 1F: Terms and Abbreviations (Volume 6.4)**.

18.2 Consultation and Stakeholder engagement

18.2.1 The assessment has been informed by consultation responses and ongoing Stakeholder engagement. An overview of the approach to consultation is provided in **Chapter 4: Approach to the EIA (Volume 6.2)**.

18.2.2 A summary of the relevant responses received in the EIA Scoping Opinion in relation to the CEA and confirmation of how these have been considered within the assessment to date is presented in **Table 18.1 Summary of EIA Scoping Opinion responses in relation to the CEA**.

18.2.3 A summary of the relevant responses received in respect of the Preliminary Environmental Impact Report (PEIR) in relation to the CEA and confirmation of how these have been considered within the assessment to date is presented in **Table 18.2 Summary of PEIR responses in relation to the CEA**.



Table 18.1 Summary of EIA Scoping Opinion responses in relation to the CEA

Consultee	Issue raised	Response
The Planning Inspectorate	The Inspectorate agrees that the Grid Connection works should be assessed within the ES either as part of the authorised development or as other development within the cumulative assessment (subject to the chosen consenting option).	The Grid Connection forms part of the Proposed Development and has been assessed as such, see Chapter 3: Description of the Proposed Development (Volume 6.2) .
The Planning Inspectorate	The Inspectorate agrees that the ES should assess the potential for cumulative effects from the Proposed Development with other developments in the locality.	The approach to the CEA is set out in Section 18.4 . The cumulative assessment is set out in Section 18.7 .
The Planning Inspectorate	Justification for, and the extent of, the cumulative effects assessment Study Area should be clearly explained, and cumulative effects considered for construction, operation and decommissioning.	The approach to the CEA, including the Zones of Influence (ZOI) adopted are set out in Section 18.4 below.
The Planning Inspectorate	The Inspectorate is aware of a number of other NSIPs in the vicinity of the Proposed Development, particularly in Norfolk, as well as proposals for other developments (notably housing schemes) in the vicinity of the application site. The Applicant should ensure that the scope of the cumulative assessment assess is sufficiently broad to enable an assessment of any likely significant effects with these other developments.	The projects and plans screened into the CEA are defined in Section 18.3 below. NSIP projects in Norfolk lie outside of relevant ZOI, see Appendix 18A (Volume 6.4) .
Middle Level Commissioners	<p>Whilst not of direct consequence to the issue concerned, the Hundred of Wisbech IDB is also involved in the provision of other infrastructure projects that are aligned with the Wisbech 2020 and Wisbech Garden Town proposals some of which are being funded by the Cambridgeshire and Peterborough Combined Authority. These include the Wisbech Access Study and the March to Wisbech Transport Study which includes the Wisbech Rail Project.</p> <p>The Board requires that the parties involved communicate effectively with each other and act together purposefully for the benefit of all 'end users'.</p>	Other developments relevant to the CEA are defined in Section 18.6 , these include proposals to reinstate the disused March to Wisbech Railway.



Consultee	Issue raised	Response
Natural England	It will be important for any assessment to consider the potential cumulative effects of this proposal, including all supporting infrastructure, with other similar proposals and a thorough assessment of the 'in combination' effects of the Proposed Development with any existing developments and current applications.	The approach to the CEA is set out in Section 18.4 and 18.5 below. The cumulative assessment is assessed in Section 18.7 and Section 18.8 . A consideration of other projects in combination with the Proposed Development, relative to potential effects upon European sites is presented within the Habitats Regulations Assessment NSER (Volume 5.3) .
Natural England	The ES should include an impact assessment to identify, describe and evaluate the effects that are likely to result from the project in combination with other projects and activities that are being, have been or will be carried out. The following types of projects should be included in such an assessment, (subject to available information): a. existing completed projects; b. approved but uncompleted projects; c. ongoing activities; d. plans or projects for which an application has been made and which are under consideration by the consenting authorities; and e. plans and projects which are reasonably foreseeable, i.e. projects for which an application has not yet been submitted, but which are likely to progress before completion of the development and for which sufficient information is available to assess the likelihood of cumulative and in-combination effects.	The approach to the CEA is set out in Section 18.4 and 18.5 below. The approach is consistent with PINS Advice Note 17: Cumulative Effects Assessment which identifies a hierarchy of projects reflecting those referenced by Natural England.

Table 18.2 Summary of PEIR responses in relation to the CEA

Consultee	Issue raised	Response
Historic England	... as well as visual impacts, that other environmental effects such as noise, smell, vibration etc are also assessed in terms of how they might affect the way in which certain heritage assets might be experienced and appreciated. This should also include details of how any negative effects would be managed and mitigated.	The effects arising from noise, smell, vibration etc upon historic assets is set out within Chapter 10: Historic Environment (Volume 6.2) .
Cambridgeshire County Council	Cambridgeshire County Council concurs with the identified approach for the consideration of both inter-project and inter-related effects in the Cumulative Effects Assessment (CEA).	Noted and the approach has been retained for the assessment of cumulative effects reported in the ES.



Consultee	Issue raised	Response
	<p>As stated in Table 18.1 PINS have identified that there are a number of other NSIPs in the vicinity of the Proposed Development, particularly in Norfolk as well as proposals for other developments (notably housing schemes) in the vicinity of the application site. The County Council considers that the Applicant should ensure that all proposed major housing and other development proposals within the identified zones of influence are included and appropriately considered in the CEA prior to the submission of the DCO application.</p>	<p>All significant current developments (proposed and in-train) within a 15km radius of the Proposed Development have been identified and considered as set out in Appendix 18A (Volume 6.4). The long list was issued to CCC on 14 February 2022. The Applicant was advised by CCC of one additional development which has been incorporated into the long list.</p>
	<p>The County Council acknowledges the inclusion of the consideration of the Nene Washes and Ouse Washes and the River Nene County Wildlife Site as identified in Table 18.7 and the Applicant should give appropriate consideration to the potential impacts of the Proposed Development on the identified County Wildlife Sites as detailed by the County Ecologist in the relevant section above when assessing the cumulative impacts of the development.</p>	<p>Cumulative effects on County Wildlife Sites are considered in Table 18.6 and in pages 18-32 – 18-44 and summarised in Table 18.13 below.</p>
	<p>As identified in the consideration above of the Applicants Traffic and Transport Assessment, Draft Waste Fuel Availability Assessment and Air Quality Assessment, the County Council has significant concerns with regard to the estimated distances that the required waste fuel will be required to travel to the facility, the amount of greenhouse gases that will be produced as a result of these movements and the amount of HGV movements that this will generate on the strategic road network, the effects of which will be realised significantly beyond the identified zones of influence and these wider effects should be considered in the context of the final Cumulative Effects Assessment.</p>	<p>Chapter 6: Traffic and Transport (Volume 6.2) as part of the assessment of the Future Baseline (pp. 6-29 – 6-32) considers cumulative transport impacts. Cumulative air quality effects are considered in Chapter 8: Air Quality (Volume 6.2) and cumulative climate effects are considered in Chapter 14: Climate (Volume 6.2).</p>
	<p>The Applicant must ensure that realistic assessments of vehicle movements, travel distances and GHG emissions are undertaken and agreed prior to carrying the final CEA for inclusion in the ES to be submitted with the application.</p>	<p>Chapter 6: Traffic and Transport (Volume 6.2) as part of the assessment of the Future Baseline (pp. 6-29 – 6-32) considers cumulative transport impacts. Cumulative air quality effects are considered in Chapter 8 Air Quality (Volume 6.2) and cumulative climate effects are considered in Chapter 14 Climate (Volume 6.2).</p>



Consultee	Issue raised	Response
Norfolk Council	County We note that at the point of production of the PIER a complete list of permitted, planned and potential developments within the Study Area had not been agreed, and therefore we cannot provide further comments on this. It is however noted that the CLVIA will be undertaken as part of the ES and will assess on receptors where there is a potential for significant cumulative effects.	The list of permitted, planned and potential developments was finalised in a technical note issued to NCC on 14 February 2022. The Cumulative Landscape & Visual Impact Assessment (CLVIA) is presented in Chapter 9 Landscape and Visual Assessment (Volume 6.2) of the ES and in Section 18.7 .
Kings Lynn & West Norfolk	As part of the next steps the Applicant will continue to monitor planning applications, permissions, scoping requests and emerging policy developments with a view to finalising a list of projects prior to the preparation of the assessments which will be reported within the ES. The appropriate 'cut-off' date and final list will be agreed with key consultees where possible.	The Applicant submitted the long list of permitted, planned and potential developments to KLWN on 14 February 2022. One additional planning application was suggested by the Council which has been included in the list.
Fenland Council	District ... the Historic Environment chapter does not appear to address in any way, the impacts of smell, noise or other pollution on the settings of identified assets. These intangible side effects can have as much, if not more impact, than a visual impact. It is understood that these elements have been addressed under other chapters, but a summary should be included in this chapter, in terms of their impact on the setting of heritage assets.	The effects arising from noise, smell, vibration etc upon historic assets is set out within Chapter 10: Historic Environment (Volume 6.2) .

18.3 Relevant legislation, planning policy and technical guidance

Legislative context

18.3.1 Legislation relevant to the assessment of cumulative effects is provided in **Table 18.3 Legislative context for the CEA** below:

Table 18.3 Legislative context for the CEA

Legislation	Implications
Infrastructure Planning (EIA) Regulations 2017	Schedule 4 of the Infrastructure Planning (EIA) Regulations 2017 (the EIA Regulations) sets out the information for inclusion in the ES. This is to include a description of the likely significant effects of a development on the environment, which should cover, amongst others, cumulative effects. Paragraph 5(e) describes cumulative as:



Legislation	Implications
	<p><i>“the cumulation of effects with other existing and/or approved projects, taking into account any existing environmental problems relating to areas of particular environmental importance likely to be affected or the use of natural resources.”</i></p> <p>In addition, Regulation 5(2)(e) of the EIA Regulations requires that the EIA consider the interaction of environmental effects associated with the Proposed Development. The inter-related effects assessment considers likely significant effects from multiple impacts and activities from the construction and operation of the Proposed Development on the same Receptor, or group of Receptors.</p>

Planning policy context

18.3.2 There are a number of policies at the national and local level that will be relevant to the Proposed Development. The overarching national policy statements, which provide the primary policy basis for the consideration of Nationally Significant Infrastructure Projects, are provided in **Table 18.4 Planning policy context for cumulative effects: National Policy Statement**. This section should be read in conjunction with **Chapter 5: Legislation and Policy (Volume 6.2)**.

Table 18.4 Planning policy context for cumulative effects: National Policy Statement

Policy reference	Implications	Section addressed
National Policy		
Overarching National Policy Statement for Energy (EN-1)	<p>EN-1 states at paragraph 4.2.5 that: <i>“When considering cumulative effects, the ES should provide information on how the effects of the applicant’s proposal would combine and interact with the effects of other development (including projects for which consent has been sought or granted, as well as those already in existence).”</i></p> <p>Paragraph 4.2.6, goes on to state that the Secretary of State should: <i>“...consider how the accumulation of, and interrelationship between effects might affect the environment, economy or community as a whole, even though they may be acceptable when considered on an individual basis with mitigation measures in place.”</i></p>	The methodology is set out in Sections 18.4 . The assessment is provided in Section 18.8 Inter-project effects assessment .
National Policy Statement for Electricity Networks Infrastructure (EN-5)	NPS EN-5 provides topic-specific guidance for electrical infrastructure including overhead lines but makes only limited reference to cumulative considerations: paragraph 2.8.2 refers to overhead lines and the potential for landscape and visual cumulative impacts to arise in relation to substations, wind farms and other sources of power generation. EN-5 also refers	Section 18.5 Inter-project effects assessment presents the result of the CEA, including landscape and visual considerations relative to ZOI.



Policy reference	Implications	Section addressed
	briefly to NPS EN-1 and to landscape and visual considerations.	

- 18.3.3 In September 2021, the Department of Business, Energy and Industrial Strategy (BEIS) consulted upon revised energy National Policy Statements with consultation closing on 29 November 2021. The energy NPS were revised to reflect the policies and broader strategic approach set out in the Energy white paper and ensure a planning framework was in place to support the infrastructure requirement for the transition to net zero. The draft NPSs are not materially different to the adopted NPS in their policies towards cumulative effects assessment
- 18.3.4 Other national policies which may provide additional guidance which can be considered material to the consideration of a NSIP are detailed in **Table 18.5 Planning policy context for cumulative effects: national and local planning policies**, below.

Table 18.5 Planning policy context for cumulative effects: national and local planning policies

Policy reference	Implications	Section addressed
National Planning Policy Framework (NPPF) 2021	Paragraph 111 states that “ <i>Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.</i> ”	The assessment of cumulative impacts on traffic and transport, including highway safety and the road network are presented in Chapter 6: Traffic and Transport .
	Paragraph 185 states that “ <i>Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development</i> ”.	Section 18.6: Inter-project effects assessment.
	Paragraph 186 states that “ <i>Planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas</i> ”.	Section 18.6: Inter-project effects assessment.

18.4 Inter-project effects assessment methodology

- 18.4.1 While there is no standard approach to the CEA, the Planning Inspectorate (PINS) has published Advice Note Seven: EIA: Process, Preliminary Environmental



Information (PINS Advice Note 7) and Advice Note Seventeen¹ (PINS Advice Note 17). Advice Note 17 provides useful guidance, setting out a four-stage process for the identification and assessment of other development. The approach to the CEA generally follows PINS Advice Note 17 which includes four stages:

- Stage 1: Establishing the long list of ‘other existing development and/or approved development’;
- Stage 2: Establishing a shortlist of ‘other existing development and/or approved development’;
- Stage 3: Information gathering; and
- Stage 4: assessment.

18.4.2 Further detail on each of these stages, and how these have been applied to this CEA are described in detail below.

Stage 1: Establishing the long list of ‘other existing development and/or approved development’

Zone of Influence

18.4.3 The first part of establishing a long list of developments for potential inclusion in the CEA was to establish the ZOI for each environmental topic included within the assessment. This involved consideration of the environmental topic, the nature of the potential impacts during construction and operation (with construction also acting as a worse case for decommissioning), and the extent of the impact pathways. The ZOIs were presented within the PEIR at statutory consultation. No comments challenging their applicability were received from the relevant local authorities.

18.4.4 PINS Advice Note 17 acknowledges that certain assessments, such as transport and associated operational assessments of vehicular emissions (including air and noise) may inherently be cumulative assessments. This is because they may incorporate modelled traffic data growth for future traffic flows. Where these assessments are comprehensive and include a worst-case within the defined assessment parameters, no additional cumulative assessment of these aspects is required. This is reflected in **Table 18.6 Potential cumulative effects and ZOI summary table** below.

18.4.5 The potential effects of the Proposed Development which may contribute towards cumulative effects, and the ZOI adopted for the purpose of the assessment are set out in **Table 18.6 Potential cumulative effects and ZOI summary table** below.

¹ The Planning Inspectorate (2015). Advice Note seventeen: Cumulative effects assessment relevant to nationally significant infrastructure projects.



Table 18.6 Potential cumulative effects and ZOI summary table

Environmental topic	Potential effects	Zone of Influence
Noise and Vibration (Chapter 7, Volume 6.2)	Construction activities for all components of the Proposed Development together with other developments resulting in noise and vibration effects.	Construction – 2km from the Order limits.
	Operation of the EfW CHP Facility and Grid Connection together with other developments resulting in noise and vibration effects.	Operation – 2km from the EfW CHP Facility Site.
	Any increase in road noise is considered in the transport modelling used to inform the noise assessment and is therefore inherently cumulative.	Significant noise effects are unlikely to occur beyond 1km and therefore 2km is a reasonable distance to capture potential cumulative effects on a common Receptor. There is also the potential for future Receptors to experience noise effects from the Proposed Development, however these will not be identified as future Receptors because there are closer existing Receptors to the site (e.g., along New Bridge Lane) which are likely to experience the greatest effects, are being used for the assessment.
Air Quality (Chapter 8 Volume 6.2)	Construction dust effects for all components of the Proposed Development together with other developments resulting in air quality effects.	Construction (dust) - 350m from temporary construction site boundaries; and 50m from routes used by construction traffic, up to 500m from the construction site entrance/exit.
	Operational emissions to air from the EfW CHP Facility chimneys, together with other developments, affecting human and nature conservation Receptors.	Operation (all Receptors) – 2km from the Order limits.
	Any increase in emissions due to increased traffic is considered in the transport modelling used to inform the air quality assessment and is therefore inherently cumulative.	Operation (nature conservation sites potentially affected by nitrogen deposition) – 20km from the Order limits. There is also the potential for future Receptors to experience air quality effects from the Proposed Development, however these will not be individually identified as future Receptors because there are closer existing Receptors to the site (e.g., along New Bridge Lane) which are likely to experience the greatest effects, are being used for the assessment.
Landscape and Visual (Chapter 9 Volume 6.2)	Construction activities resulting in potential effects together with other	Construction and Operation – 5km from the Order limits. Above 5km



Environmental topic	Potential effects	Zone of Influence
	<p>developments on landscape character and visual impacts (e.g. presence of cranes).</p> <p>Operational effects on landscape character and visual impacts together with other developments, specifically in relation to the chimneys and buildings on the EfW CHP Facility Site and the CHP Connection.</p>	<p>significant cumulative effects are not anticipated.</p> <p>Operation between 5km – 17km (development with a height over 20m).</p>
Historic Environment (Chapter 10 Volume 6.2)	<p>Construction activities resulting in potential effects on historic landscape character and heritage assets together with other developments.</p> <p>Operational effects of the Proposed Development on historic landscape character and the setting of designated and non-designated heritage assets, together with other developments, specifically in relation to the chimneys and buildings on the EfW CHP Facility Site and the CHP Connection.</p>	<p>Construction and Operation – 4km.</p> <p>Significant effects on the historic environment are unlikely to occur beyond 2km and therefore 4km is a reasonable distance to capture potential cumulative effects on a common Receptor.</p>
Biodiversity (Chapter 11 Volume 6.2)	<p>Construction activities, together with other developments resulting in permanent and temporary habitat loss, and temporary disturbance to species and habitats.</p> <p>Operation of the Proposed Development, together with other developments, resulting in disturbance to species and habitats.</p>	<p>Construction and Operation –</p> <ul style="list-style-type: none"> Protected habitats and species (with the exception of bats) and non-designated sites- 2km from the Order limits; Bats – 5km from the Order limits; Nationally designated sites – 5km from the Order limits; Internationally designated sites (non-ornithological) – 15km from the Order limits; and Internationally designated sites (ornithological) – 20km from the Order limits. <p>Operation - 20km from the Order limits for nature conservation sites potentially affected by nitrogen deposition.</p> <p>The ZOIs above represent the maximum extent at which significant cumulative effects may occur.</p>
Hydrology (Chapter 12 Volume 6.2)	<p>Construction activities, together with other developments, resulting in effects on surface water quality (specifically in surrounding IDB</p>	<p>Construction and Operation – ZOI delineated based upon the watercourses (IDB adopted drains) which intersect the Order limits. This includes a 1km upstream extent from the</p>



Environmental topic	Potential effects	Zone of Influence
	<p>adopted drains) and increased flood risk.</p> <p>Operation of the Proposed Development, together with other developments, resulting in effects on surface water quality (specifically in surrounding IDB adopted drains) and increased flood risk.</p>	<p>Order limits and 1.5km downstream extent. In the south-west area of the Order limits boundary, the downstream extents of the watercourses include the discharge of the HWIDB drainage network to the River Nene (approximately 3.5km downstream of the Order limits).</p>
<p>Geology, Hydrogeology and Contaminated Land (Chapter 13 Volume 6.2)</p>	<p>Construction activities together with other development resulting in land contamination.</p> <p>Operation - activities resulting in contamination with operational activities for other developments.</p> <p>Effects on hydrogeology and soils are scoped out of the cumulative assessment based on the absence of Receptors.</p>	<p>Construction and Operation – 500m for the Order limits.</p> <p>For land contamination, the spatial extent for the site (taking into account contaminant degradation, dilution and dispersion in the environment) at which significant land contamination effects are likely to have the potential to be realised through potentially active contaminant linkages is considered to be 250m, although 500m has been applied on a precautionary basis. This distance is based on professional judgement on how contaminants are likely to behave in the environment (with degradation, dilution and dispersion limiting the size of a contaminant plume).</p>
<p>Socio-economics, Tourism, Recreation and Land use (Chapter 15 Volume 6.2)</p>	<p>Construction and Operation - increased workforce in area, together with other developments affecting the local employment market and local services and facilities, including tourism, recreation and land use.</p>	<p>Construction and Operation</p> <ul style="list-style-type: none"> • County – within Norfolk or Cambridgeshire up to 2km from the Order limits; and • Local/District – within Fenland District and Kings Lynn and West Norfolk Borough up to 2km from the Order limits.
<p>Traffic and Transport (Chapter 6 Volume 6.2)</p>	<p>n/a- with regards to traffic and transport and related effects reported in other aspect assessments, there is not a separate CEA given that the modelling and data takes account of employment and housing projections associated with operational traffic. Cumulative impacts of built developments have been taken into account, along with anticipated local plan growth. Construction – whilst consideration may be given to projects that have the potential to introduce construction traffic this will not be reflected in the modelling and data referred to unless these are consider to have the potential to be significant (such as the construction of a new road).</p>	
<p>Climate change (Chapter 14 Volume 6.2)</p>	<p>n/a - the GHG assessment methodology (see Chapter 14 Climate, Volume 6.2), amongst other things, considers whether the Proposed Development hinders the UK's ability to meet its national climate change targets by 2050. The impact of the Proposed Development on UK national projected GHG emissions is evaluated. The assessment can be regarded as a cumulative assessment as the national projected GHG emissions take into account trends</p>	



Environmental topic	Potential effects	Zone of Influence
	<p>such as future development, technology and population changes. Therefore, a separate cumulative effects assessment on GHG emissions has not been undertaken. The rationale for this refinement to GHG assessment is explained further below. In accordance with IEMA, all GHG emissions might be considered to be significant and contribute to climate change. The Receptor for the climate change topic is the global atmosphere, and its relative carrying capacity for GHG emissions is large, therefore the scope for cumulative effects has the potential to be unlimited. It is considered that no single UK project in isolation, or on a cumulative national basis, would have any material impact on global warming. The core assessment shows that the Proposed Development GHG emissions will have a beneficial effect in terms of the UK Governments ability to meet its GHG emission budgets by 2050.</p> <p>The climate change resilience assessment is only concerned with the assets of the Proposed Development, therefore a CEA is not required.</p> <p>The assessment of cumulative climate change impacts (ICCI) is an assessment of the exacerbation of climate change on existing assets. This is reported as part of the aspect core assessments. A standalone ICCI ZOI is not therefore required.</p>	
Health (Chapter 16 Volume 6.2)	<p>n/a - there is no overarching or standalone ZOI for health. The ZOI is comprised of the following aspect ZOIs: noise, air quality, water, landscape and visual impact assessment and socio economics, including recreation.</p> <p>An assessment of effects as a result of the Proposed Development cumulative effects with 'other development' is undertaken for the above aspects. These effects are reported in the CEA for health.</p> <p>The health assessment also considers any relevant effects identified within the traffic and transport assessment. In turn, as the assessment for traffic and transport is inherently cumulative, it is excluded from the CEA for health.</p>	
Major Accidents and Disasters (Chapter 17 Volume 6.2)	<p>n/a – major accidents and disasters has been scoped out of the assessment with the agreement of the Secretary of State.</p>	

18.4.6 The search is limited to the ZOI identified in **Table 18.6 Potential cumulative effects and ZOI summary table** above, which is based upon the largest extent of the individual ZOIs identified on a topic basis.

Defining 'other developments'

18.4.7 The approach to defining which 'other developments' to include in the CEA is provide in **Table 18.7 Other developments to be considered in the CEA** below. This involves first acknowledging that the availability of information necessary to conduct a CEA will partly depend on the prevailing status of the relevant 'other developments' and develops this concept further by grouping the 'other developments' into tiers, which reflect the likely degree of certainty attached to each development, with Tier 1 being the most certain and Tier 3 the least certain. This is illustrated in **Table 18.7 Other developments to be considered in the CEA** below. This table generally accords with the tiered approach presented in Table 3 in PINS Advice Note 17 but is slightly modified to take account of other consent regimes in



addition to the Planning Act 2008 (as amended) (hereafter referred to as the ‘2008 Act’).

Table 18.7 Other developments to be considered in the CEA

Hierarchy of other developments	Certainty of other developments	
Tier 1	Under construction.	
	Permitted application(s), whether under the 2008 Act or other consent regimes, but not yet implemented.	
	Submitted application(s), whether under the 2008 Act or other consent regimes, but not yet determined.	
Tier 2	Projects on the Planning Inspectorate’s Programme of Projects, and/or the relevant local planning authorities planning portal where a scoping report has been submitted.	
Tier 3	Projects on the Planning Inspectorate’s Programme of Projects, and/or the subject of pre-application discussion with a relevant LPA, where a scoping report has not been submitted.	
	Identified in the relevant Development Plan (and emerging Development Plans - with appropriate weight being given as they move closer to adoption) recognising that much information on any relevant proposals will be limited.	
	Identified in other plans and programmes (as appropriate) which set the framework for future development consents/approvals, where such development is reasonably likely to come forward.	

18.4.8 Further criteria have been established to define the type and scale of development that would meet the Tier 1 criteria. For example, it would not be proportionate to define an approved householder extension within the relevant ZOI as Tier 1 because there would be no likely cumulative effects. On this basis, the following screening criteria has been used to identify Tier 1 developments within the ZOI:

- All NSIP developments;
- All developments which fall under Schedule 1 or 2 of the EIA Regulations;
- All energy and waste developments; and
- Any other topic specific developments of relevance (e.g., air quality emissions and LVIA considerations, see **Table 18.6 Potential cumulative effects and ZOI summary table** above).

18.4.9 Information on ‘other developments’ has been gathered from the following sources:



- Local authority planning portals;
- Relevant Local Plans;
- Requests to local planning authorities;
- PINS programme of projects; and
- Developer/project websites², where available.

Temporal scope

- 18.4.10 The Tier 1 criteria are applied to all planning applications submitted (and are either consented or pending determination) in the last five years over the maximum extent of all topic ZOIs (i.e., the widest topic ZOI area). The Tier 2 criteria also extends to within the last five years. Five years is selected as planning permissions typically expire after a period of three to five years (unless an application for extension is permitted). For the purpose of producing the long list of 'other developments' for this assessment, the 5-year period runs from May 2016 to the end of March 2022.
- 18.4.11 Where the construction of 'other developments' (Tier 1) is expected to be completed before construction of the Proposed Development commences, and the effects of those projects are fully determined, effects arising from them are considered as part of the future baseline and therefore as part of the assessment of both the construction and operational phases. The ES therefore distinguishes between projects forming part of the future baseline and those in the CEA.

Stage 2: Establishing a shortlist of 'other existing development and/or approved development'

- 18.4.12 The long list of other developments was further refined into a 'short list' to establish which other developments may result in potentially significant cumulative effects and should therefore be taken forward for further assessment. The following factors were considered when establishing the short list:
- **Temporal scope:** whether the other development had overlapping construction, operational and/or decommissioning phases with the Proposed Development;
 - **Scale and nature:** whether the scale and nature of the other development identified in the ZOI was likely to interact with the Proposed Development;
 - **Other factors:** whether any other factors, such as the sensitivity of the receiving environment or uncertainty in the potential effects merit further assessment of the potential cumulative effects; and
 - **Consultation:** requests from Stakeholders for the inclusion of specific projects and/or plans within the CEA.
- 18.4.13 The short list of other developments is presented in **Appendix 18A Long List and Short List of Other Developments (Volume 6.4)**. The short list of other developments is also being taken into account with the cumulative assessment within the **Habitat Regulations Assessment NSER (Volume 5.3)**.

² This will include any relevant plans and projects defined by the Cambridgeshire and Peterborough Combined Authority.



Stage 3: Information gathering

- 18.4.14 Information on the short-listed developments has been gathered to inform the final CEA where this is available. This includes:
- Proposed design and location information;
 - Construction and operational timescales; and
 - Results of any environmental assessments completed for the other developments.
- 18.4.15 Information to inform the assessment has been obtained from publicly available sources.

Stage 4: Assessment

- 18.4.16 The approach to Stage 4 of the assessment accords with the suggested approach in PINS Advice Note 17. The assessment is commensurate with the information available at the time of assessment. Information on some proposals may be limited and such gaps are acknowledged within the assessment. The assessment includes all short-listed Tier 1 and Tier 2 other development, where possible. For short listed other development falling into Tier 3 the assessment presented may be high level, reflective of the level of information available.
- 18.4.17 The significance criteria used to identify likely significant effects is consistent with the general approach described in **Chapter 4, Section 4.9: Approach to assessment of significance (Volume 6.2)**, as adapted for specific environmental topics.
- 18.4.18 Any measures envisaged to avoid, prevent, reduce or, if possible, offset any identified significant cumulative effects and, where appropriate, any proposed monitoring arrangements are identified.

18.5 Inter-related effects assessment methodology

- 18.5.1 Consideration of inter-related effects concerns the potential interaction of the identified environmental receptors associated the Proposed Development. To this end, common Receptors for environmental aspects have been identified, and consideration given to the likelihood of cumulative effects. This process has involved:
- Identification of the common Receptor(s) from the individual aspect assessments;
 - Identification of impact source pathways that can affect the common Receptor(s);
 - Identification of potential effects on the identified common Receptor(s); and
 - The inter-related effects across the construction, operation and maintenance and decommissioning phases where appropriate.



18.5.2

An overview of where potential interrelated effects may arise is set out in **Table 18.8 Overview of potential inter-related effects** below. The following topics chapters do not present an assessment of interrelated effects, for the same reasons described in **Table 18.7 Other developments to be considered in the CEA** above:

- Chapter 6: Traffic and Transport;
- Chapter 14: Climate Change;
- Chapter 16: Health; and
- Chapter 17: Major Accidents and Disasters.



Table 18.8 Overview of potential inter-related effects

Environmental topic Chapter	Environmental Receptor							
	7 – Noise and Vibration	8 – Air Quality	9 – Landscape and Visual	10 – Historic Environment	11 – Biodiversity	12 – Hydrology	13 – Geology, Hydrogeology & Contaminated Land	15 – Socio-economics, Tourism, Recreation and Land Use
7 – Noise and Vibration		✓	✓	✓	✓			✓
8 – Air Quality	✓		✓	✓	✓			✓
9 – Landscape and Visual	✓	✓		✓	✓			✓
10 – Historic Environment	✓	✓	✓					✓
11 – Biodiversity	✓	✓	✓			✓	✓	✓
12 – Hydrology					✓		✓	✓
13 – Geology, Hydrogeology and Contaminated Land					✓	✓		✓
15 – Socio-economics, Tourism, Recreation and Land Use	✓	✓	✓	✓	✓	✓	✓	



18.5.3 The results of the inter-related effects assessment are reported in **Section 18.7** below.

18.6 Inter-project effects assessment long and short list

Stage 1: The long list

18.6.1 A long list of developments has been produced based on the methodology set out in **Section 18.5** above. This is presented in the matrix format suggested by PINS in Advice Note 17 and is provided in **Appendix 18A Long List and Short List of Other Developments (Volume 6.4)** of this chapter. **Figure 18.1 Location of long list development applications and other developments (Volume 6.3)** identifies the location of these.

Stage 2: The short list

18.6.2 This long list has been evaluated using the methodology outlined in **Section 18.4** to produce a short list of other developments which will be assessed within the CEA. The short list is provided in **Appendix 18A Long List and Short List of Other Developments (Volume 6.4)** of this chapter and summarised in **Table 18.9 Short listed projects for Cumulative Effects Assessment** and **Figure 18.2 Location of short list developments (Volume 6.3)**.

Table 18.9 Short listed projects for Cumulative Effects Assessment

ID	Development	Tier	Topics with potential for significant cumulative effects
20	Cambridgeshire County Council CCC/21/215/FUL: single storey 60 place SEMH social emotional and mental health school for pupils in KS3 and KS4 11 to 16 years.	1	Hydrology, air, noise, landscape and visual, biodiversity, historic environment, socio-economics; land contamination, construction traffic.
46	FNR11/0475/EXTIME, plus subsequent applications. Proposed Development (4.7 ha) incorporating Class A 1, A3/A5, 81 and/or 82 and/or 88 and C1 uses and petrol station with ancillary retail sales kiosk with associated access, car parking and landscaping.	1	Landscape and visual, biodiversity, noise.
47	Fenland District Council F/YR19/0199/SCOP: Wisbech Urban Extension Scoping Opinion - Residential development with associated public open space, infrastructure, local centre and school	2	Hydrology, air, noise, landscape and visual, biodiversity, historic environment, socio-economics, Land contamination, construction traffic.



ID	Development	Tier	Topics with potential for significant cumulative effects
48	Fenland: Local Plan Policy LP8. East Wisbech (Strategic Allocation)	3	Hydrology, air, noise, landscape and visual, biodiversity, historic environment, socio-economic, construction traffic.
49	Fenland: Local Plan Policy LP8. South Wisbech (Broad Location for Growth)	3	Hydrology, air, noise, landscape and visual, biodiversity, historic environment, socio-economic, contaminated land construction traffic.
50	Fenland: Local Plan Policy LP8. West Wisbech (Broad Location for Growth)	3	Hydrology, air, noise, landscape and visual, biodiversity, historic environment, socio-economic, construction traffic.
51	Fenland: Local Plan Policy LP8. Nene Waterfront and Port (Broad Location for Growth)	3	Hydrology, air, noise, landscape and visual, biodiversity, historic environment, construction traffic.
52	Kings Lynn and West Norfolk: Site Allocations and Development Management Policy Plan – Policy F3.1. Wisbech Fringe - Land east of Wisbech (west of Burrowgate Road)	3	Hydrology, air, noise, landscape and visual, biodiversity, historic environment, socio-economic.
53	Fenland Local Plan: March-Wisbech Rail Link	3	Noise, Air (all Receptors), landscape and visual, historic environment, biodiversity, hydrology, geology, hydrogeology and contaminated land, socio-economic, construction traffic.
55	Wisbech Garden Town	3	Air, landscape and visual, historic environment, biodiversity, socio economic, construction traffic.

18.6.3 The sites and allocations are identified on **Figure 18.2: Location of short list developments**.

18.6.4 A review of these developments was undertaken and only those relevant effects of the respective ten schemes which have the potential to result in likely significant cumulative effects together with the Proposed Development have been taken forward for further consideration in the assessment for each technical topic. This was determined based on consideration of the following:

- The nature and scale of the committed development;
- The distance of the committed development from the Proposed Development; and
- The potential for significant residual environmental effects to arise from the committed development (assuming that mitigation measures have been implemented in accordance with good practice and legal requirements).



18.7 Inter-related effects assessment

Receptors and the significance of effects

- 18.7.1 The assessment of inter-related cumulative effects has focused on those Receptors where potential significant effects have been predicted in respect of at least two or more topics.
- 18.7.2 The individual topic chapters have identified environmental effects upon those Receptors which they have identified within their respective Study Areas (**Figure 18.3 Location of Common Receptors (Volume 6.3)**). **Table 18.10 Common Receptors and the significance of identified effects** below summarises effects where different topics have identified the same Receptors and indicates the presence of likely cumulative significant effects. In all cases, the likely effects follow the application of mitigation in respect of the assessment topics for the construction and operation phases.

Table 18.10 Common Receptors and the significance of identified effects

Receptor	Noise	Air	LVIA	Historic	Biodiversity	Hydrology	Geology	Socio-econ
Construction								
9 & 10 New Bridge Lane	NS	NS	S					
Potty Plants	NS	NS	NS					
The Chalet, New Drove	NS	NS	NS					
Peckover House			NS	NS				NS
Wisbech TC (CA)			NS	NS				
Elgood's Brewery			NS	NS				NS
PRoWs			S					NS
River Nene CWS					Unlikely to be significant	NS		
Operation								
9&10 New Bridge Lane	NS	NS	S					
Potty Plants	NS	NS	NS					
The Chalet, New Drove	NS	NS	NS					
Peckover House			NS	NS				NS



Receptor	Noise	Air	LVIA	Historic	Biodiversity	Hydrology	Geology	Socio-econ
Wisbech TC (CA)			NS	NS				
Elgood's Brewery			NS	NS				NS
PRoWs			S					NS
Nene Washes		NS			Unlikely to be significant			
The Wash		NS			Unlikely to be significant			
The Ouse Washes		NS			Unlikely to be significant	Unlikely to be significant		
River Nene CWS		NS			Unlikely to be significant	NS		

S = Significant; NS = Not Significant

18.7.3 **Table 18.10 Common Receptors and significance of identified effects** shows that potential significant inter-related effects concern the operational and construction phases and apply to the residential properties at 9 and 10 New Bridge Lane and Public Right of Ways (PRoWs) in the vicinity of the Proposed Development. The assessment conclusions reported in **Chapter 7: Noise and Vibration (Volume 6.2)** identify additional mitigation measures which could be implemented (acoustic fencing) to address the level of significance identified resulting in residual noise and vibration effects at 10 New Bridge Lane reducing to not significant. Landscape and visual effects in relation to 9 and 10 New Bridge Lane remain significant but the cumulative effect is considered **Not Significant**.

18.7.4 The potential for significant cumulative effects upon 9 New Bridge Lane arising from noise and visual impacts are addressed by the Applicant's intention to acquire the property, if necessary, using the compulsory acquisition powers within the DCO and to cease its use for residential purposes. This action would remove the property as a Receptor. Whilst the loss of a residential property would have a socio-economic effect it would not be significant given that it is a single, presently unoccupied property set against Fenland housing targets to construct 550 dwellings per annum. The cumulative effect is therefore considered to be **Not Significant**.

18.7.5 The Landscape and Visual assessment has identified significant effects upon PRoWs west of Begdale and The Still south of Leverington, to users of sections of Halfpenny Lane, the Nene Way and the national cycle network route 63 during construction and operation (other than The Still, operation only). The tourism and recreation effects upon these Receptors, are considered within **Chapter 15: Socio economic, Tourism, Recreation and Land Use (Volume 6.2)** which concludes



that effects at construction and operation would be indirect and not significant. Cumulative effects would be **Not Significant**.

18.7.6 The following Receptors are identified as having two or more 'Not Significant' effects which cumulatively have the potential to be significant:

- Potty Plants;
- The Chalet, New Drove;
- Peckover House;
- Wisbech Town Centre Conservation Area; and
- River Nene CWS.

18.7.7 In respect of these Receptors, the various combinations of Noise, Air & LVIA; LVIA & Historic Environment; Air and Hydrology and Socio economic, Tourism, Recreation and Land use are judged to be **Not Significant** effects. This reflects embedded mitigation measures associated with the construction and operation stages in respect of noise and air quality management which include the **Outline Construction Environmental Management Plan (CEMP) (Volume 7.12)** and associated management plans during construction. The cumulative effects of LVIA and Historic Environment are judged to remain as **Not Significant**, reflecting the distance and/or orientation of the Receptors from the Proposed Development and consequent diffusion of potential cumulative effects.

Consideration of additional mitigation or compensation

18.7.8 No additional mitigation measures, above those already identified within **Chapters 6-17 (Volume 6.2)**, are proposed to further reduce the effects that are identified in this ES chapter.



18.8 Inter-project effects assessment

Assumptions

18.8.1 The following assumptions have been made in the assessment of cumulative effects:

- It is anticipated, as for the Proposed Development, that other proposed/committed developments will implement appropriate mitigation measures during their respective construction phases which will help to prevent/minimise adverse effects during construction and avoid potential cumulative effects should construction periods overlap with that of the Proposed Development;
- The assessment has been completed based on information relating to the committed developments which is available within the public domain;
- It is assumed for the purposes of this assessment that the committed developments will be at least partly operational by the time the Proposed Development is fully operational;
- The traffic data used in the assessment of air quality and noise effects associated with the Proposed Development as presented in **Chapter 8: Air Quality** and **Chapter 7: Noise and Vibration** (both **Volume 6.2**), includes consideration of the Proposed Development together with the committed developments as set out in **Chapter 6: Traffic and Transport (Volume 6.2)**; and
- Mitigation measures required to minimise or avoid likely significant negative environmental effects arising from the committed developments will be adopted as part of the implementation of those schemes.

Topic by Topic Assessment of Cumulative Effects

18.8.2 The potential effects of the Proposed Development in conjunction with the committed developments listed and described above are discussed below in relation to each of the technical topics identified as having potential cumulative effects.

Noise & Vibration

18.8.3 The operational noise assessment contained within ES **Chapter 7: Noise and Vibration (Volume 6.2)** considers the committed developments in addition to the Proposed Development, as the noise prediction model which utilises the 2027 future year with the Proposed Development and committed development's traffic flows has been used as the basis for the assessment. Therefore, cumulative effects associated with road traffic noise have been considered, and it is expected that the mitigation measures proposed for the Proposed Development which will also be required to be implemented for other schemes in the local area will minimise the potential for any cumulative noise effects upon sensitive Receptors.

18.8.4 Committed developments are considered to be of sufficient distance from the Proposed Development site in order for construction noise cumulative effects not to



occur, consequently cumulative construction effects would be expected to be minor or negligible negative.

18.8.5 Construction HGV haul routing will need to be carefully considered so that road links are not subject to construction traffic from the Proposed Development and committed developments simultaneously. All haul routing will need to be agreed with the relevant local authority, as identified in the **Outline Construction Environmental Management Plan (Volume 7.12)** and detailed in the Construction Transport Management Plan which has been produced to support the Environmental Statement (**ES Chapter 6: Traffic and Transport, Appendix 6A CTMP (Volume 6.4)**).

18.8.6 Consideration has been given as to whether any of the noise and vibration Receptors that have been taken forward for assessment in **Chapter 7: Noise and Vibration (Volume 6.2)** are likely to be subject to cumulative noise and vibration effects because of noise and vibration effects generated by other developments. A summary of potential cumulative effects is shown in **Table 18.11 Summary of Potential Cumulative Effects**.

Table 18.11 Summary of Potential Cumulative Effects – Noise & Vibration

ID	Development	Tier	Potential Cumulative Effects
20	Cambridgeshire County Council CCC/21/215/FUL: single storey 60 place SEMH social emotional and mental health school for pupils in KS3 and KS4 11 to 16 years	1	Out of noise and vibration Study Area. Negligible cumulative impacts are expected.
46	FNR11/0475/EXTIM E, plus subsequent applications. Proposed Development (4.7 ha) incorporating Class A 1, A3/A5, 81 and/or 82 and/or 88 and C1 uses and petrol station with ancillary retails sales kiosk with associated access, car parking and landscaping.	1	<p>Potential noise-sensitive Receptor (hotel) within Study Area. However, close proximity to A47 would imply that suitable sound insulation required for traffic noise.</p> <p>No impact from construction noise anticipated. Predicted operational noise levels <40 dB during day and <35dB at night.</p> <p>Using L2 Alternative as representative monitoring location, lowest representative background noise levels of 51 dB during the day (at weekend) and 39dB at night (weekday) a negligible significance of impact is predicted at the proposed Receptor</p> <p>Negligible significance excluding any screening from intervening buildings within the Proposed Development.</p>
47	Fenland District Council F/YR19/0199/SCOP: Wisbech Urban Extension Scoping	2	The development lies to the east of Meadowgate Lane, Money Bank and Stow Road.



ID	Development	Tier	Potential Cumulative Effects
	Opinion - Residential development with associated public open space, infrastructure, local centre and school		<p>The future occupants of the development are not considered to be affected by significant noise or vibration effects from the operation of the Proposed Development.</p> <p>The scoping's red line boundary does overlap with Grid Connection works at Broadend Road.</p> <p>There are no timescales provided within the scoping document for the project, however, it is conceivable that cumulative impacts may occur at existing Receptors at Broadend Road with regard to access works for the project and the establishment of the Proposed Development Grid Connection activities.</p> <p>The Applicant shall need to monitor the progress of this application and review the Outline CEMP (Volume 7.12) if both projects' works are proposed to be concurrent with either identified activity.</p>
48	Fenland: Local Plan Policy LP8. East Wisbech (Strategic Allocation)	3	<p>The Strategic Allocation is located to the east of Wisbech, and overlaps with the Study Area at Broadend Road, at the Grid Connection. The allocation has the potential for 900 new dwellings.</p> <p>The occupants of the potential developments are not considered to be affected by significant noise or vibration effects from the operation of the Proposed Development.</p> <p>There are no timescales provided within the policy, however, it is conceivable that cumulative impacts may occur at existing Receptors at Broadend Road with regard to access works for the development and the Proposed Development Grid Connection, should planning applications be accepted in the same time frame.</p> <p>The Applicant shall need to monitor applications within this allocation and review the Outline CEMP (Volume 7.12) if works are proposed to be concurrent with either identified activity.</p>
49	Fenland: Local Plan Policy LP8. South Wisbech (Broad Location for Growth)	3	<p>The Strategic Allocation is located broadly to the north of the A47, south-east of New Drove, north and south of New Bridge Lane, and along Cromwell Road between New bridge Lane and the A47/B198 roundabout. The allocation has the potential for new businesses, and 100 new dwellings.</p> <p>The occupants of the potential developments may be affected by significant noise or vibration effects from the operation of the Proposed Development.</p> <p>There are no timescales provided within the policy, however, it is conceivable that cumulative impact may occur at existing Receptors at New Bridge Lane, Weasenham Lane and New Drove with regard to construction works, should planning applications be accepted in the same time frame.</p> <p>The Applicant shall need to monitor the applications within this allocation and review the Outline CEMP (Volume 7.12) if works are proposed to be concurrent with either identified activity.</p>



ID	Development	Tier	Potential Cumulative Effects
50	Fenland: Local Plan Policy LP8. West Wisbech (Broad Location for Growth)	3	<p>The Strategic Allocation is located broadly to the north of Mile Tree Lane, south of the B1169, and east of Gadd's Lane and Barton Road. The allocation has the potential for new residential dwellings.</p> <p>The occupants of the potential developments are not considered to be affected by significant noise or vibration effects from the operation of the Proposed Development.</p> <p>There are no timescales provided within the policy, however, it is conceivable that cumulative impact may occur at existing Receptors at the west of New Bridge Lane with regard to construction works, should planning applications be accepted in the same time frame.</p> <p>The Applicant shall need to monitor the progress of applications and review the Outline CEMP (Volume 7.12) if works are proposed to be concurrent with either identified activity.</p>
51	Fenland: Local Plan Policy LP8. Nene Waterfront and Port (Broad Location for Growth)	3	<p>The Strategic Allocation is located to the east of the River Nene and north of the town centre. The allocation has the potential for new residential dwellings.</p> <p>The area is outside of noise and vibration Study Area. Negligible cumulative impacts are expected.</p>
52	Kings Lynn and West Norfolk: Site Allocations and Development Management Policy Plan – Policy F3.1. Wisbech Fringe - Land east of Wisbech (west of Burrowgate Road)	3	<p>The Strategic Allocation is located to the west of Broadend Road, in proximity to the Proposed Development Grid Connection. The allocation has the potential for 550 new dwellings.</p> <p>The occupants of the potential developments are not considered to be affected by significant noise or vibration effects from the operation of the Proposed Development.</p> <p>There are no timescales provided within the policy, however, it is conceivable that cumulative impact may occur at existing Receptors at Broadend Road with regard to access works for the development and the Proposed Development Grid Connection activities, should planning applications be accepted in the same time frame.</p> <p>The Applicant shall need to monitor the applications within this allocation and review the Outline CEMP (Volume 7.12) if works are proposed to be concurrent with either identified activity.</p>
53	Fenland Local Plan: March-Wisbech Rail Link	3	<p>The disused March to Wisbech Railway runs along the western boundary of the EfW CHP Facility Site. It is the aim of the Cambridgeshire and Peterborough Combined Authority (CPCA) with the support of CCC and FDC to reopen this line if it is considered economically viable to do so.</p> <p>A GRIP 2 Report and Outline Business Case was prepared in July 2015³. A GRIP 3 Study⁴ and an updated Business Case⁵ were published in December 2020. The current timeline set out in the Business Case indicates that should the scheme pass through all</p>

³ CCC. [travel_roads_and_parking/68/transport_funding_bids_and_studies](#)

⁴ CCC. March to Wisbech Rail Reopening. Grip 2 Report. July 2015.

⁵ CCC. Study into Re-opening of March to Wisbech Rail Link. Outline Business Case. July 2015.



ID	Development	Tier	Potential Cumulative Effects	
			<p>stages of governance and planning processes, the construction could commence in 2023, be completed by 2026 and operational by 2028. As of June 2022, no application for consent has been submitted.</p> <p>In the event the reopening of the March to Wisbech Railway project progresses and to the published programme, It is conceivable that cumulative impacts may occur at existing Receptors at New Bridge Lane, Weasenham Lane, and Receptors along the CHP Connection with regard to construction noise of the railway and the Proposed Development..</p> <p>The Applicant continues to monitor the progress of the project and should applications be forthcoming, review the Outline CEMP (Volume 7.12) if works are proposed to be concurrent with either identified activity.</p> <p>Should consent for the railway be granted subsequently following granting of consent for the Proposed Development, then the design of the railway should respond to the potential for cumulative effects and implement mitigation measures accordingly to avoid significant effects. In this case, any mitigation measures required to control the operational noise of the railway (e.g., through design or maintenance) would be secured as part of the planning process for the railway.</p> <p>It is noted that industrial noise and railway noise are different source types and there is no method to assess these cumulatively, therefore any assessment would be qualitative.</p>	
55	Wisbech Town	Garden	3	<p>The Strategic Allocation is located to the west of the Proposed Development. The allocation has the potential for new residential dwellings.</p> <p>The occupants of the potential developments are not considered to be affected by significant noise or vibration effects from the operation of the Proposed Development.</p> <p>There are no timescales provided for the new dwellings, however, it is conceivable that cumulative impacts may occur at these Receptors with regard to construction from the disused March-Wisbech Railway, and the Proposed Development, should construction occupy the same time frame.</p> <p>The Applicant shall need to monitor the progress of applications and review the Outline CEMP (Volume 7.12) if works are proposed to be concurrent with either identified activity.</p>

Air Quality

18.8.7 The operational air quality assessment presented in **Chapter 8: Air Quality (Volume 6.2)** considers a number of committed developments and future traffic increases associated with local plan allocations. Therefore, the assessment considered committed developments 48 – 55, presented in **Table 18.9 Short listed projects for Cumulative Effects Assessment**. It is worth noting that these



developments are not associated with significant combustion sources. The traffic data applied for the opening year of the Proposed Development (2026) was agreed with CCC as the relevant highway authority for the EfW CHP Facility. Therefore, cumulative effects associated with road traffic have been considered and the proposed mitigation for the Proposed Development along with mitigation measures associated with other schemes will minimise the potential for any cumulative air quality effects on sensitive Receptors.

18.8.8 The committed developments considered in this chapter are at a sufficient distance from the Proposed Development site for construction dust air quality cumulative effects not to occur, consequently cumulative construction effects would be expected to be minor or negligible.

18.8.9 Similarly, cumulative effects from construction traffic are unlikely, considering the construction period with the maximum HGVs (month 14) on the road network for the Proposed Development is unlikely to coincide with other committed schemes (**Outline CTMP Volume 6.4**). Nevertheless, HGV haul routing will need to be considered and agreed with the local authority so that road links are not subject to construction traffic from the Proposed and committed developments simultaneously.

18.8.10 Consideration has been given as to whether any of the air quality Receptors considered in the air quality assessment are likely to be subject to cumulative air quality effects because of air quality effects associated with other developments. A summary of potential cumulative effects is shown in **Table 18.12 Summary of Potential Cumulative Effects – Air Quality**.

Table 18.12 Summary of Potential Cumulative Effects – Air Quality

ID	Development	Tier	Potential Cumulative Effects
20	Cambridgeshire County Council CCC/21/215/FUL: single storey 60 place SEMH social emotional and mental health school for pupils in KS3 and KS4 11 to 16 years	1	The proposals are not associated with significant combustion emissions and potential future Receptors are sufficiently away from proposed chimneys that Negligible cumulative impacts are expected. No cumulative effects from construction dust are anticipated.
47	Fenland District Council F/YR19/0199/SCOP: Wisbech Urban Extension Scoping Opinion - Residential development with associated public open space, infrastructure, local centre and school	2	The proposals are not associated with significant combustion emissions and potential future Receptors are sufficiently away from proposed chimneys that Negligible cumulative impacts are expected. There are potential cumulative construction impacts as the scoping red line boundary overlaps with the Proposed Development Grid Connection works at Broadend Road. Therefore, the Applicant should consider this application when it is submitted in order to review the management measures contained within the Outline CEMP (Volume 7.12) and Outline CTMP (Volume 6.4) accordingly if construction period for the two developments coincide. No cumulative effects from construction dust are anticipated.



Landscape and Visual

Introduction

- 18.8.1 The following is a summary of the likely cumulative landscape and visual effects associated with the Proposed Development. A full analysis is presented in **Appendix 18D Landscape and Visual Cumulative Impacts Analysis (Volume 6.4)**.
- 18.8.2 The basis for the developments that have been included in the CLVIA is the 'Medworth Cumulative Effects interim consultation' note issued in February 2022 from which the shortlist of 10 consented, planned or 'plan led potential proposals', and their locations in relation to the Proposed Development on **Figure 18.2 Location of short list developments (Volume 6.3)**, have been taken forward into the CLVIA.
- 18.8.3 The applications or policies/programme references IDs 20; 46; 47; 48; 49; 50; 51; 52; 53; and 55 vary in size from a petrol station and associated retail to a 12,000 dwelling and 100ha employment land multi-site development. Only one application (ID46: a 4.7ha petrol station with ancillary retail sales kiosk to the immediate north-east of the traffic island for B198 and A47) falls into Tier 1 categorisation as defined in **Table 18.6 Potential cumulative effects and ZOI summary table**. The other nine developments are proposals or more commonly policies/programmes in the current Local Plan where several are Strategic Allocations or 'Broad Locations for Growth'. They are highly unlikely to be developed before the commencement of the operation phase of the Proposed Development in 2026 and are defined as Tier 2 or, more commonly Tier 3 developments, which are "reasonably likely to come forward."

CVLIA Summary

- 18.8.4 The CLVIA has reflected best practice guidance and adopted a pragmatic approach to assessing the potential for significant landscape or visual cumulative effects to be generated by the operation of the Proposed Development (only the EfW CHP Facility would make any contribution to cumulative effects during the operation phase) and one or more of the Tier 1, 2 or 3 developments identified in the agreed cumulative development shortlist. The CLVIA has concluded that there would be **Not Significant** cumulative effects upon landscape character Receptors where the difference between significant and not significant landscape effects would be due to impacts generated by the operation of the EfW CHP Facility.
- 18.8.5 The scale of some of the Tier 3 developments alone would be sufficient to generate significant visual effects for a proportion of visual Receptors. No visual Receptors have been identified where the difference between significant and not significant visual effects would be due to impacts generated by the operation of the EfW CHP Facility. For visual Receptors located within or close to the Tier 3 developments, there would be a strong potential for the visual impact of the EfW CHP Facility and its chimneys to be reduced or lost. The few Tier 1 consented or Tier 2 developments would be too small -scale and/or separate from the EfW CHP Facility to generate significant cumulative visual effects, especially as some of their closest visual



Receptors are assessed to sustain significant visual effects from the operation of the Proposed Development alone.

Historic Environment

18.8.6 Cumulative effects on heritage assets can arise either because of:

- Loss of or disturbance to heritage assets or areas of heritage interest arising from constructions or other activities related to more than one development; or
- Increased harm to the setting of a heritage asset as a result of more than one development.

18.8.7 There is no evidence that any features or deposits of archaeological interest which may be affected by the Proposed Development extend to within the area of committed schemes identified as having the potential to result in cumulative effects. Whilst marine and freshwater deposits of a similar date and nature of those present at depth within the EfW CHP Facility Site are likely to be present elsewhere within the Wisbech area, there is no evidence of a direct link to the deposits such that a cumulative effect may arise. There will therefore be no cumulative effects on archaeological deposits arising from direct loss or disturbance.

18.8.8 Tier 1 and 2 developments which have been identified as having a potential cumulative effect on the historic environment along with the Proposed Development are: ID20 (School) and ID47 (Wisbech Urban Extension). Due to a combination of the nature and location of these developments, none would result in a cumulative effect on the setting of any of the heritage assets included in the settings assessment within **Chapter 10: Historic Environment (Volume 6.2)**.

18.8.9 For the Tier 3 Strategic Allocations and Broad Areas for Growth, it is reasonable to assume that due to their spatial scale, there would potential for effects on the settings of heritage assets including on Wisbech and Elm Conservation Areas. However, in the absence of any detail on layout, density or any mitigation proposals it is only possible to make general commentary.

18.8.10 Of the Tier 3 developments, ID50 (West Wisbech Broad Areas for Growth) is adjacent to the Wisbech Conservation Area and development in this area may have the greatest potential to affect its setting. Development within this area would not be visible in the same view of the Proposed Development from Elgoods Brewery (**Figures 9.23a & b: Viewpoint 7: North Brink at Elgood's Brewery (Volume 6.3)**) but may contribute to a loss of a sense of openness in this area and so along with the visibility of the upper parts of the tallest buildings and chimneys of the EfW CHP Facility, there may be potential for some cumulative effect. ID49 (South Wisbech Broad Areas for Growth) has potential to be seen alongside the EfW CHP Facility from north of Elm Conservation and so there is also some potential for cumulative effects.

18.8.11 Overall, therefore, there are no cumulative effects which have a bearing on the archaeological resource, nor do the effects on archaeology identified in **Chapter 10: Historic Environment (Volume 6.2)** have the potential to combine to affect any other Receptor identified or result in potential cumulative effects together with the committed developments.



- 18.8.12 The Proposed Development, along with some of the Tier 3 developments have potential for a minor effect which would be **Not Significant** on the historic environment cumulatively with the Proposed Development, in respect of Wisbech and Elm Conservation Areas.

Biodiversity

- 18.8.13 **Chapter 11: Biodiversity (Volume 6.2), Table 11.11** outlines those ecological features⁶, identified in accordance with the methodology in **Section 11.6**, which may be subject to likely significant effects as a result of the Proposed Development. Consideration has been given to whether any other 'scoped in' developments would contribute to creating, with the Proposed Development, a significant cumulative effect that would be greater than would occur if the Proposed Development was being developed in isolation.
- 18.8.14 **Table 18.9 Short listed projects for Cumulative Effects Assessment** identifies other developments which may result in potentially significant cumulative effects on biodiversity based on the methodology identified in **Section 18.4**. Only developments for which a potential significant cumulative effect could occur have been considered in the biodiversity CEA.
- 18.8.15 Ecological features which have been scoped-in to the biodiversity CEA, as having the potential to be subject to potentially significant cumulative effects from the Proposed Development and one or more of the scoped in developments, are identified in **Table 18.13 Scope of the biodiversity CEA**. This table identifies the ecological features considered for CEA; environmental changes to which a feature could be sensitive; the developments for which an identified potential significant cumulative effect could occur (i.e., occurring within a relevant ZOI); and whether the feature is consequently scoped in for CEA.
- 18.8.16 For those ecological features and developments scoped into the CEA, potential cumulative effects arising are discussed below. The effects are assessed as per the methodology provided in **Section 18.4** above and **Chapter 11: Biodiversity, Section 11.8**.
- 18.8.17 The CEA has been undertaken independently from the assessment of the Proposed Development effect (**Chapter 11: Biodiversity (Volume 6.2), Section 11.9**) as the results of both are not necessarily mutually exclusive. There is potential for a residual, non-significant, effect from the Proposed Development, potentially resulting in a significant cumulative effect when assessed with potential effects from the other scoped in developments.
- 18.8.18 Information sources that were reviewed to inform the biodiversity CEA are identified below. Where pre-application stage developments are considered as part of the biodiversity CEA and detailed development proposals are unknown, it is assumed best practice environmental measures will be employed as part of those developments, in order to inform the CEA.

⁶ 'Ecological feature' is the term used in this Biodiversity sub-section to describe terrestrial ecology and nature conservation Receptors. This is to maintain consistency of terms between this assessment and the EclA guidance provided by CIEEM (CIEEM, 2018, updated 2019).



18.8.19 Based on the assessment of effects on biodiversity from the Proposed Development (**Chapter 11: Biodiversity, Section 11.9**), the potential for significant cumulative effects to occur is considered to be low; it is expected that embedded environmental measures and standard industry best practice measures would be required for each of the scoped in developments, in the same way that they are required for the Proposed Development, in order to limit any significant effects or breaches of legislation. As effects would likely be reduced to ‘not significant’ for all ecological features, and there are no significant effects assessed in respect of the Proposed Development, the likelihood of such effects combining to cause a cumulative significant effect would be low.

Existing information on short-listed projects for biodiversity CEA

20 – Cambridgeshire County Council CCC/21/215/FUL: single storey 60 place SEMH social emotional and mental health school for pupils in KS3 and KS4 11 to 16 years

18.8.20 Documents reviewed relating to the development include:

- Ecological Impact Assessment⁷;
- Biodiversity Net Gain Feasibility Report⁸;and
- Landscape Environmental Management Plan⁹

46 – FNR11/0475/EXTIME, plus subsequent applications. Proposed Development (4.7 ha) incorporating Class A 1, A3/A5, 81 and/or 82 and/or 88 and C1 uses and petrol station with ancillary retails sales kiosk with associated access, car parking and landscaping.

18.8.21 Documents reviewed relating to the development include:

- Ecology Report¹⁰.

47 – Fenland District Council F/YR19/0199/SCOP: Wisbech Urban Extension Scoping Opinion – Residential development with associated public open space, infrastructure, local centre and school

18.8.22 Documents reviewed relating to the development include:

- EIA Scoping Report¹¹;
- Scoping Opinion¹²;
- Broad Concept Plan, East Wisbech¹³;

⁷ Greenwillows Associated Ltd (2022). Ecological Impact Assessment, Fenland Education Campus SEMH Site. Technical report for Kier Construction.

⁸ Greenwillows Associated Ltd (2022). Biodiversity Net Gain Updated Feasibility Report, Fenland Education Campus SEMH Site. Technical report for Kier Construction.

⁹ Livingston Eyre Associates (2021). Landscape Environmental Management Plan, Fenland Education Campus – SEMH. Technical report for Kier Construction.

¹⁰ Baker Sheperd Gillespie (2005). Point Wisbech Ecology Report. Technical report for Bourne Wood Partnership.

¹¹ WSP (2019). EIA Scoping Report, Wisbech East. Technical report for East Anglian Property Developments Limited.

¹² Fenland District Council (2019). Scoping Opinion; residential development with associated public open space, infrastructure, local centre and school: Wisbech Urban Extension, Wisbech, Cambridgeshire.

¹³ Borough Council of King’s Lynn & West Norfolk, Cambridgeshire County Council, Fenland District Council (2018). Broad Concept Plan, East Wisbech.



- East Wisbech Broad Concept Plan, Landscape, Ecology and Arboricultural Evidence¹⁴ ; and
- East Wisbech Urban Extension, Preliminary Ecological Appraisal and Hedgerow Survey¹⁵.

48 – Fenland: Local Plan Policy LP8. East Wisbech (Strategic Allocation)

18.8.23 Documents reviewed relating to the development include:

- Fenland Local Plan¹⁶ ;
- Broad Concept Plan, East Wisbech¹³;
- East Wisbech Broad Concept Plan, Landscape, Ecology and Arboricultural Evidence¹⁴ ; and
- East Wisbech Urban Extension, Preliminary Ecological Appraisal and Hedgerow Survey¹⁵

49 – C Fenland: Local Plan Policy LP8. South Wisbech (Broad Location for Growth)

18.8.24 Documents reviewed relating to the development include:

- Fenland Local Plan¹⁶ ; and
- Broad Concept Plan, South Wisbech Broad Location for Growth¹⁷.

50 – Fenland: Local Plan Policy LP8. West Wisbech (Broad Location for Growth)

18.8.25 Documents reviewed relating to the development include:

- Fenland Local Plan¹⁶.

51 – Fenland: Local Plan Policy LP8. Nene Waterfront and Port (Broad Location for Growth)

18.8.26 Documents reviewed relating to the development include:

- Fenland Local Plan¹⁶.

52 – Kings Lynn and West Norfolk: Site Allocations and Development Management Policy Plan – Policy F3.1. Wisbech Fringe – Land east of Wisbech (west of Burrowgate Road)

18.8.27 Documents reviewed relating to the development include:

- Site Allocations and Development Management Policies Plan¹⁸; and
- Broad Concept Plan, East Wisbech¹³.

53 – Fenland Local Plan: March-Wisbech Rail Link

¹⁴ Sheils Flynn (2017). East Wisbech Broad Concept Plan, Landscape, Ecology and Arboricultural Evidence.

¹⁵ The Ecological Consultancy (2017). East Wisbech Urban Extension, Preliminary Ecological Appraisal and Hedgerow Survey. Technical report for Fenland District Council.

¹⁶ Fenland District Council (2014). Fenland Local Plan, adopted 2014.

¹⁷ Fenland District Council (2015). Agenda Item No. 5, South Wisbech Broad Location for Growth – Broad Concept Plan.

¹⁸ Borough Council of King's Lynn and West Norfolk (2016). Site Allocations and Development Management Policies Plan adopted September 2016.



18.8.28 Documents reviewed relating to the development include:

- Fenland Local Plan¹⁶; and
- March to Wisbech Transport Corridor, Full Business Case¹⁹.

55 – Wisbech Garden Town

18.8.29 Documents reviewed relating to the development include:

- Wisbech Garden Town Potential Growth Areas and Key Transport Infrastructure figure²⁰; and
- Collaborative Vision for Wisbech Garden Town²¹.

¹⁹ Mott Macdonald (2020). March to Wisbech Transport Corridor, Full Business Case.

²⁰ Fenland District Council (2016). Wisbech Garden Town Potential Growth Areas and Key Transport Infrastructure.

²¹ Wisbech 2020 Vision (2018). Our Collaborative Vision for a Wisbech Garden Town – a Place of Great Expectations.



Ecological feature	Part of Proposed Development	Environmental change	Conclusion of assessment of effect of the Proposed Development	Potential for significant cumulative effects/legal contravention, including ID of relevant other developments (ID corresponds with Figure 18.2)	Scoped in/out of biodiversity CEA
				<p>the Fenland Local Plan (Adopted) (2014)²², which requires development to protect and enhance biodiversity and retain features such as drains.</p> <p>Developments are likely to be required to deliver biodiversity net gain; further reducing the potential for effects on ditch habitat due to land take/land cover change and fragmentation of habitat.</p> <p>The above measures would ensure a very low level of change, thus no significant cumulative effects on ditches are predicted during construction and operation.</p>	
Native species-poor hedgerows	EfW Facility Access Improvements, CHP Connection, Temporary Construction Compound and Water Connections	Land take/land cover change; fragmentation of habitat	Negative and Not Significant	<p>Short listed developments which have the potential to affect the extent and connectivity of hedgerow habitat within the vicinity of the Proposed Development include IDs 47, 48, 52 and 55 to the east of Wisbech and IDs 46, 49 and 53 to the south, with the most extensive being the strategic allocations.</p> <p>The East of Wisbech BCP, and the ecological technical study that underpins it, identifies hedgerow as a high retention value habitat, and the indicative green infrastructure framework seeks to retain hedgerow habitat in order to enhance the value and viability of ecological networks.</p> <p>Less information is available on the South of Wisbech BCP. Although land adjacent to the Proposed Development is allocated for future industrial development within the BCP, the BCP will accord with policies LP16 and LP19 of the Fenland Local Plan (Adopted) (2014)²², which requires development to protect and enhance biodiversity and retain features such as hedgerows.</p> <p>Developments are likely to be required to deliver biodiversity net gain; further reducing the potential for effects on ditch habitat due to land take/land cover change and fragmentation of habitat.</p> <p>The above measures would ensure a very low level of change, and potentially a positive change, thus no significant cumulative effects on hedgerows are predicted during construction and operation.</p>	Scoped out
Bats	EfW Facility Access Improvements, CHP Connection, Temporary Construction Compound and Water Connections; Grid Connection	Land take/land cover change; fragmentation of habitat; increased noise and vibration; increased light levels	Negative and Not Significant	<p>Short listed developments which have the potential to affect the extent and connectivity of suitable bat habitat within the vicinity of the Proposed Development include IDs 47, 48, 52 and 55 to the east of Wisbech and IDs 46, 49 and 53 to the south, with the most extensive being the strategic allocations.</p> <p>Low to high levels of bat activity were recorded along the CHP Connection Corridor during baseline surveys for the Proposed Development. The CHP Connection Corridor is part of the wider disused March to Wisbech Railway, which forms a linear corridor of suitable bat foraging and commuting habitat through industrial and residential areas which are otherwise unfavourable or unsuitable for bats. The CHP Connection Corridor is coincident with the footprint of ID53, which proposes to reinstate a railway along the corridor, and create an adjoining station to the south of the EfW CHP Facility Site. The construction is proposed between 2023 and 2026, however there are no submitted planning documents at the time of writing. It is conceivable that cumulative impact may occur due to the loss/fragmentation of bat habitat along the CHP Connection Corridor and the wider disused March to Wisbech Railway should planning applications be accepted in the same time frame.</p>	Scoped In
Water vole	EfW Facility Access Improvements, CHP Connection, Temporary Construction Compound and Water	Land take/land cover change; fragmentation of habitat; increased noise and vibration; increased light levels	Negative and Not Significant	<p>Short listed developments which have the potential to affect the extent and connectivity of water vole habitat with connectivity to the Proposed Development include IDs 47, 48, 52 and 55 to the east of Wisbech and IDs 46, 49 and 53 to the south, with the most extensive being the strategic allocations.</p> <p>There is an extensive network of well-connected ditch habitat within the local area. This habitat consists predominantly of Fenland drains, therefore it is likely that drains would be retained as part of developments with only small-scale temporary and permanent losses of habitat associated with culverting during construction and operation (i.e. for access purposes).</p>	Scoped Out

²² Fenland Local Plan (Adopted) (2014).



Ecological feature	Part of Proposed Development	Environmental change	Conclusion of assessment of effect of the Proposed Development	Potential for significant cumulative effects/legal contravention, including ID of relevant other developments (ID corresponds with Figure 18.2)	Scoped in/out of biodiversity CEA
	Connections; Grid Connection			<p>The East of Wisbech BCP, and the ecological technical study that underpins it, identifies presence of suitable habitat for water voles, and that water vole surveys would need to be completed prior to planning submissions to inform design of mitigation and compensation measures. The BCP also includes the provision of undeveloped habitat buffers for protected species, and identifies ditch habitat as a high retention value habitat which the green infrastructure framework seeks to retain and link to enhance the value and viability of ecological networks.</p> <p>Less information is available on the South of Wisbech BCP. Although land adjacent to the Proposed Development is allocated for future industrial development within the BCP, the BCP will accord with policies LP16 and LP19 of the Fenland Local Plan (Adopted) (2014)²², which requires development to protect and enhance biodiversity and retain features such as drains.</p> <p>In terms of legal compliance all developments are required to avoid harming and disturbing water voles. Therefore, it is anticipated, as for the Proposed Development, that other proposed/committed developments will implement appropriate mitigation measures during their respective construction phases (such as through the Outline CEMP (Volume 7.12)).</p> <p>Developments are likely to be required to deliver biodiversity net gain; further reducing the impact on water vole habitat due to land take/land cover change and fragmentation of habitat.</p> <p>The above measures would ensure a very low level of change, thus not significant cumulative effects on water voles are predicted during construction and operation.</p>	
<p>WCA Schedule 1 species: peregrine, red kite, hobby, barn owl, kingfisher and Cetti's warbler</p>	<p>EfW Facility Access Improvements, CHP Connection, Temporary Construction Compound and Water Connections; Grid Connection</p>	<p>CHP Site, increased noise and vibration; increased light levels</p>	<p>Not Significant</p>	<p>No evidence of nesting Schedule 1 birds was recorded within a ZOI of the Proposed Development during baseline surveys, therefore breeding by these species is unlikely to occur within the ZOI during construction. As a precaution, embedded environmental measures have been included in the Proposed Development avoid work affecting areas of suitable nesting habitat during the breeding bird season (usually avoiding March to August inclusive). Where this is not possible, the Proposed Development will implement appropriate mitigation measures during the construction phases (such as through the Outline CEMP (Volume 7.12)) to avoid effects on Schedule 1 birds in the unlikely event that they occur within the ZOI during the breeding season.</p> <p>In terms of legal compliance all developments are required to avoid harming or disturbing nesting Schedule 1 birds or their dependent young, therefore it is anticipated, as for the Proposed Development, that other proposed/committed developments will implement appropriate mitigation measures during their respective construction phases.</p> <p>Potential effects as a result of any short listed developments are considered to be independent and therefore not significant cumulative effects are predicted.</p>	<p>Scoped out</p>
<p>SPI/BoCC Red List breeding bird assemblage: bullfinch, corn bunting, cuckoo, dunnock, grey partridge, herring gull, house sparrow, lapwing, linnet, reed bunting, skylark, song thrush, spotted flycatcher, starling, tree</p>	<p>EfW Facility Access Improvements, CHP Connection, Temporary Construction Compound and Water Connections; Grid Connection</p>	<p>CHP Site, Land take/land cover change; fragmentation of habitat; increased noise and vibration; increased light levels</p>	<p>Negative and Not Significant</p>	<p>Baseline surveys for the Proposed Development recorded low levels of activity by SPI/BoCC Red List breeding bird species, and the assemblage recorded is not unique in the local context. In terms of legal compliance, all developments are required to avoid harming nesting birds or damaging/destroying nests. Therefore, it is anticipated, that similar to the Proposed Development, other proposed/committed developments will implement appropriate mitigation measures during their respective construction phases (such as through the Outline CEMP (Volume 7.12)).</p> <p>Habitats present within the Proposed Development are not unique within the local area, and habitats are relatively disturbed given the urban and industrial context. The Proposed Development would not significantly affect availability of habitat for breeding birds. Short listed developments which have the potential to affect the extent and connectivity of breeding bird habitat with connectivity to the Proposed Development include IDs 47, 48, 52 and 55 to the east of Wisbech and IDs 46, 49 and 53 to the south, with the most extensive being the strategic allocations.</p> <p>The East of Wisbech BCP, and the ecological technical study that underpins it, identifies presence of suitable habitat for breeding birds, and that breeding bird surveys would need to be completed prior to planning submissions to inform design of mitigation and compensation measures. The BCP also includes the provision of</p>	<p>Scoped out</p>



Ecological feature	Part of Proposed Development	Environmental change	Conclusion of assessment of effect of the Proposed Development	Potential for significant cumulative effects/legal contravention, including ID of relevant other developments (ID corresponds with Figure 18.2)	Scoped in/out of biodiversity CEA
sparrow, turtle dove, yellow wagtail and yellowhammer				<p>undeveloped habitat buffers for protected species, and identifies high retention value habitats which the green infrastructure framework seeks to retain and link to enhance the value and viability of ecological networks.</p> <p>Less information is available on the South of Wisbech BCP. Although land adjacent to the Proposed Development is allocated for future industrial development within the BCP, the BCP will accord with policies LP16 and LP19 of the Fenland Local Plan (Adopted) (2014)²², which requires development to protect and enhance biodiversity and retain valuable habitats.</p> <p>Birds are mobile species, and the habitat within the Proposed Development boundary and relevant short listed developments is not unique within the local context, and is well connected to similar habitat within the locality. Developments are likely to be required to deliver biodiversity net gain; further reducing the impact on breeding bird habitat due to land take/land cover change and fragmentation of habitat.</p> <p>The above measures would ensure a low level of change, thus not significant cumulative effects on breeding birds are predicted during construction and operation.</p>	
Reptiles	EfW Facility Access Improvements, CHP Connection, Temporary Construction Compound and Water Connections; Grid Connection	CHP Site, change; fragmentation of habitat	Negative and Not Significant	<p>No evidence of reptile presence was recorded during baseline surveys for the Proposed Development, and the desk study identified no records of reptiles either in or within 2km of the Proposed Development boundary, although suitable habitat for reptiles is present (e.g., scrub, ditches and rough grassland). Short listed developments which have the potential to affect the extent and connectivity of suitable reptile habitat with connectivity to the Proposed Development include IDs 47, 48, 52 and 55 to the east of Wisbech and IDs 46, 49 and 53 to the south, with the most extensive being the strategic allocations.</p> <p>The ecological technical study that underpins the East of Wisbech BCP identified no desk study records of reptiles within 5km of the BCP area, but suitable habitat for reptiles is present. Therefore, the BCP identifies that reptile surveys would need to be completed prior to planning submissions to inform design of mitigation and compensation measures. The BCP also includes the provision of undeveloped habitat buffers for protected species, and identifies a range of habitats, several of which are suitable for reptiles, as a high retention value habitat which the green infrastructure framework seeks to retain and link to enhance the value and viability of ecological networks.</p> <p>Less information is available on the South of Wisbech BCP. Although land adjacent to the Proposed Development is allocated for future industrial development within the BCP, the BCP will accord with policies LP16 and LP19 of the Fenland Local Plan (Adopted) (2014)²², which requires development to protect and enhance biodiversity.</p> <p>In terms of legal compliance all developments are required to avoid harming reptiles. Therefore, it is anticipated, that similar to the Proposed Development, other proposed/committed developments will implement appropriate mitigation measures during their respective construction phases (such as through the Outline CEMP).</p> <p>Developments are likely to be required to deliver biodiversity net gain; further reducing the impact on reptile habitat due to land take/land cover change and fragmentation of habitat.</p> <p>The above measures would ensure a very low level of change, thus not significant cumulative effects on reptiles are predicted during construction and operation.</p>	Scoped out
Badger	EfW Facility Access Improvements, CHP Connection, Temporary Construction Compound and Water	CHP Site, change; fragmentation of habitat; increased noise and vibration; increased light levels	Negative and Not Significant	<p>A dead badger was recorded at the side of a road within the Proposed Development boundary confirming the species is present in the locality, otherwise no badger setts or other evidence of badger activity was recorded within the ZOI of the Proposed Development. Suitable habitat for badgers is present (e.g., scrub, treelines and rough grassland, and adjacent arable fields). Short listed developments which have the potential to affect the extent and connectivity of suitable badger habitat with connectivity to the Proposed Development include IDs 47, 48, 52 and 55 to the east of Wisbech and IDs 46, 49 and 53 to the south, with the most extensive being the strategic allocations.</p>	Scoped out



Ecological feature	Part of Proposed Development	Environmental change	Conclusion of assessment of effect of the Proposed Development	Potential for significant cumulative effects/legal contravention, including ID of relevant other developments (ID corresponds with Figure 18.2)	Scoped in/out of biodiversity CEA
	Connections; Grid Connection			<p>The East of Wisbech BCP, and the ecological technical study that underpins it, identifies presence of suitable habitat for badger, and that badger surveys would need to be completed prior to planning submissions to inform design of mitigation and compensation measures. The BCP also includes the provision of undeveloped habitat buffers for protected species, and identifies a range of habitats, several of which are suitable for badgers, as a high retention value habitat which the green infrastructure framework seeks to retain and link to enhance the value and viability of ecological networks.</p> <p>Less information is available on the South of Wisbech BCP. Although land adjacent to the Proposed Development is allocated for future industrial development within the BCP, the BCP will accord with policies LP16 and LP19 of the Fenland Local Plan (Adopted) (2014)²², which requires development to protect and enhance biodiversity.</p> <p>In terms of legal compliance all developments are required to avoid harming badgers or damage/destruction their setts. Therefore, it is anticipated, that similar to the Proposed Development, other proposed/committed developments will implement appropriate mitigation measures during their respective construction phases (such as through the Outline CEMP (Volume 7.12)).</p> <p>Developments are likely to be required to deliver biodiversity net gain; further reducing the impact on badger habitat due to land take/land cover change and fragmentation of habitat.</p> <p>The above measures would ensure a very low level of change, thus not significant cumulative effects on badger are predicted during construction and operation.</p>	



Assessment of potential cumulative effects – bats

- 18.8.30 No significant effects on this feature have been identified for the Proposed Development. No evidence of roosting bats was recorded within the ZOI of the Proposed Development. As a precaution, embedded environmental measures (such as pre-construction surveys and sensitive vegetation removal) would detect the presence of any new or previously unidentified bat roosts during construction land take/landcover change. In the unlikely event that a bat roost(s) is identified during the construction phase which cannot be avoided in terms of damage, destruction or disturbance through the embedded environmental measures, separate specific mitigation in the form of an EPS licence (under the Conservation of Habitats and Species Regulations 2017 (as amended)) from Natural England would be obtained in order for the Proposed Development to proceed while avoiding contravening legislation. By default, an EPS licence does not allow for a significant negative effect on the favourable conservation status of those species affected and usually requires compensation for habitat loss.
- 18.8.31 There would be a temporary loss of approximately 2.1ha of suitable bat commuting and foraging habitat within the Temporary Construction Compound, and permanent loss of a small area of suitable bat foraging and commuting habitat within the CHP Connection, EFW CHP Facility Site and Grid Connection, which would be partially off-set by habitat creation as part of the Outline Landscape and Ecology Mitigation Strategy (ES **Figure 3.14, Volume 6.3**). The areas of habitat that would be lost are not unique within the local context, and are well connected to more extensive areas of similar quality habitat within the surrounding area. The magnitude of change is assessed to be low due to very small temporary and permanent losses of suitable foraging and commuting habitat in the local context, with fragmentation no more than localised and minor, and not considered to affect the conservation status of the population. Therefore, the effect is assessed as negative and **Not Significant**.
- 18.8.32 Short listed developments which have the potential to affect the extent and connectivity of suitable bat habitat with connectivity to the Proposed Development include IDs 47, 48, 52 and 55 to the east of Wisbech and IDs 46, 49 and 53 to the south, with the most extensive being the strategic allocations.
- 18.8.33 The East of Wisbech BCP encompasses the strategic allocations of developments IDs 47, 48 and 52. The East of Wisbech BCP, and the ecological technical study that underpins it, identifies presence of suitable habitat for bats, and that bat surveys would need to be completed prior to planning submissions to inform design of mitigation and compensation measures. The BCP also includes the provision of undeveloped habitat buffers for protected species, and identifies high retention value habitat which the green infrastructure framework seeks to retain and link to enhance the value and viability of ecological networks. No significant information exists on ID55 at the time of writing, however, it is anticipated that it will implement ecological good practice and appropriate mitigation measures, and as a Garden Town project, green infrastructure is likely to be a central theme.
- 18.8.34 Less information is available on the South of Wisbech BCP, which encompasses IDs 46 and 49. Although land adjacent to the Proposed Development is allocated for future industrial development within the BCP, the BCP will accord with policies



LP16 and LP19 of the Fenland Local Plan (Adopted) (2014)²², which requires development to protect and enhance biodiversity.

- 18.8.35 In terms of legal compliance all developments are required to avoid harming and disturbing bats. Therefore, it is anticipated, that similar to the Proposed Development, other proposed/committed developments will implement appropriate mitigation measures during their respective construction and operational phases (such as through the **Outline CEMP (Volume 7.12)**, EPS licencing, and sensitive lighting schemes as described in the **Outline Lighting Strategy (Volume 6.4)**).
- 18.8.36 Developments are likely to be required to deliver biodiversity net gain; further reducing the impact on bat habitat due to land take/land cover change and fragmentation of habitat.
- 18.8.37 Considering the above measures, IDs 46, 47, 48, 49, 52 and 55 are unlikely to have direct effects on bat roosts, and indirect effects on bats are likely to be limited to loss of low value foraging and commuting habitats (predominantly agricultural). Therefore, cumulative effects as a result of these developments are considered to be **Not Significant**.
- 18.8.38 ID 53 proposes to reinstate a railway along the disused March to Wisbech Railway and create an adjoining station to the south of the EfW CHP Facility Site.
- 18.8.39 The CHP Connection Corridor is within the footprint of ID 53 within the disused March to Wisbech Railway corridor, which forms a linear corridor of suitable bat foraging and commuting habitat through industrial and residential areas which are otherwise unfavourable or unsuitable for bats. Baseline surveys for the Proposed Development recorded low to high levels of bat activity along the CHP Connection Corridor. The CHP Connection would result in a small reduction in the width of available habitat along the eastern margin of the disused March to Wisbech Railway corridor during construction, and to a lesser extent during operation, but would maintain its ecological functionality as a habitat corridor for bat commuting and foraging.
- 18.8.40 The construction of ID53 is could commence in 2023 and be completed by 2026 with operations starting by 2028. This could potentially coincide with construction of the Proposed Development, however as of June 2022 no application for consent had been submitted and hence there is no definitive information with regard to the form or nature of the rail proposals. It is likely that the construction of a reopened railway would result in the loss of vegetation along this habitat corridor. However, as part of a good practice design and mitigation strategy, it is assumed that proposals would seek to retain some semi-natural vegetation to allow maintenance of connectivity and functionality of the linear habitat feature in situ during construction and/or operation of the railway. On this basis, the magnitude of change is assessed to be low at a local level due to some permanent vegetation loss, however the conservation status of the local bat population would be maintained due to the maintenance of the foraging and commuting corridor itself. Therefore, the cumulative effect is assessed as negative and **Not Significant**.



Assessment of potential cumulative effects – scrub

- 18.8.41 No significant effects on this feature have been identified for the Proposed Development. The extent of scrub habitat loss due to land take is considered to be small in the local context. Compared to the areas lost, more extensive, well-connected scrub habitat would remain adjoining the EfW CHP Facility Site (namely along the disused March to Wisbech Railway adjoining the west of the EfW CHP Facility Site) and as retained habitat within the CHP Connection Corridor; minimising the effect of fragmentation. The magnitude of change is assessed to be low due to small temporary and permanent losses in the local context, with fragmentation no more than localised and minor, and not considered to affect the conservation status of the habitat. Therefore, the effect is assessed as negative and **Not Significant**.
- 18.8.42 Short listed developments which have the potential to affect the extent and connectivity of scrub habitat with connectivity to the Proposed Development include IDs 47, 48, 52 and 55 to the east of Wisbech and IDs 46, 49 and 53 to the south, with the most extensive being the strategic allocations.
- 18.8.43 The East of Wisbech BCP encompasses the strategic allocations of ID 47, 48 and 52. The East of Wisbech BCP, and the ecological technical study that underpins it, identifies presence of scrub habitat, and includes it in the indicative green infrastructure framework, which seeks to retain and link habitats to enhance the value and viability of ecological networks. No significant information exists on ID55 at the time of writing, however, it is anticipated that it will implement ecological good practice and enhancement measures, and as a garden town project, green infrastructure is likely to be a central theme.
- 18.8.44 Less information is available on the South of Wisbech BCP, which encompasses IDs 46 and 49. Although land adjacent to the Proposed Development is allocated for future industrial development within the BCP, the BCP will accord with policies LP16 and LP19 of the Fenland Local Plan (Adopted) (2014)²³ which requires development to protect and enhance biodiversity.
- 18.8.45 Developments are likely to be required to deliver biodiversity net gain; further reducing the impact on scrub habitat due to land take/land cover change and fragmentation of habitat.
- 18.8.46 Considering the above measures for IDs 46, 47, 48, 49, 52 and 55, cumulative effects to scrub habitat as a result of these developments are considered to be **Not Significant**.
- 18.8.47 ID 53 proposes to reinstate a railway along the disused March to Wisbech Railway and create an adjoining station to the south of the EfW CHP Facility Site.
- 18.8.48 The CHP Connection Corridor is within the footprint of ID53 within the disused March to Wisbech Railway corridor, which forms a linear corridor of predominantly scrub habitat through otherwise industrial and residential areas. The CHP Connection would result in a small reduction in the width of available scrub habitat along the eastern margin of the disused March to Wisbech Railway corridor during construction, and to a lesser extent during operation, but would maintain the integrity of the habitat corridor.

²³ FDC. Fenland Local Plan. 2014



18.8.49 The construction of ID53 is proposed between 2023 and 2026, potentially coinciding with construction of the Proposed Development, however there are no submitted planning documents at the time of writing. Construction of a reopened railway could result in the loss of vegetation along this habitat corridor. However, as noted above it is assumed that as part of a good practice design and mitigation strategy, proposals would seek to retain some semi-natural vegetation to allow maintenance of connectivity and functionality of the linear habitat feature in situ during construction and/or operation of the railway. On this basis, the magnitude of change is assessed to be low at a local level due to some permanent vegetation loss, however the conservation status of the habitat would be maintained due to the maintenance of the habitat corridor itself and associated connectivity. Therefore, the cumulative effect is assessed as negative and **Not Significant**.

Hydrology

Approach

- 27.1.1 A cumulative effects assessment (CEA) has been undertaken for the Proposed Development which examines the result from the combined effects of the Proposed Development with other developments on the same hydrology or flood risk Receptor and the contribution of the Proposed Development to those impacts.
- 27.1.2 A ZOI has been applied for the CEA to ensure direct and indirect cumulative effects can be appropriately identified and assessed. The Hydrology ZOI is delineated based upon the catchment of the watercourses which intersect the Order limits, defined as the Study Area in **Section 12.4 of Chapter 12: Hydrology (Volume 6.2)**.
- 27.1.3 Only those developments in the short list that fall within the water environment ZOI have the potential to result in cumulative effects with the Proposed Development. The hydrology ZOI is shown in **Figure 12.3a, Chapter 12: Hydrology (Volume 6.2)**. All developments falling outside the water environment ZOI are excluded from the CEA on the basis that there is no pathway for cumulative hydrological effects.
- 27.1.4 Adopting the tiered approach to the CEA described in **Table 18.7 Other developments to be considered in the CEA** the specific developments contained within the short list are considered in this CEA.
- 18.8.50 A simple qualitative assessment (as justified in **Table 18.14 Developments to be considered as part of the Hydrology CEA**) of the potential for significant cumulative effects to arise is carried out in **Table 18.15 CEA for Hydrology**. This indicates that there is no potential for the developments contained within the short list to result in significant cumulative effects with the Proposed Development.



Table 18.14 Developments to be considered as part of the Hydrology CEA

ID (Figure 18.2)	Development type	Project	Status	Tier	Level of detail of CEA to be adopted
20	Single storey Social, Emotional Mental Health (SEMH) school, with associated vehicle and pedestrian access, formal sports pitches and amenity space, car and cycle parking, vehicular drop off area, landscaping, and associated ancillary works together with the provision of a footpath and associated highway works, creation of a new access to The Still for agricultural vehicles, and demolition of existing residential farmhouse and barn.	Cambridgeshire County Council CCC/21/215/FUL	Approved 24/02/2022	1	This non-residential development site is located approximately 1.4km to the west of the Proposed Development within the North Level IDB catchment (Figure 12.4 in Chapter 12: Hydrology (Volume 6.3)) which is not hydrologically connected to the Proposed Development (outside ZOI). A CEA has therefore not been carried out.
47	Wisbech Urban Extension Scoping Opinion – Residential development with associated public open space, infrastructure, local centre and school	Fenland District Council F/YR19/0199/SCOP	Further Information Required 04/03/19	2	This residential development site lies within the same catchment as the Proposed Development (KLIDB catchment). The eastern edge of the development site overlaps with the Proposed Development area at Broadend Road (open trench installation of the underground cable and connection to Walsoken Substation). A simple qualitative level of assessment is set out (in Table 18.13 on the basis that a successful implementation of embedded and standard good industry practice measures will offset any potential significant effects.
48	Residential development (approximately 1450 dwellings)	Fenland: Local Plan Policy LP8. East Wisbech (Strategic Allocation)	Identified in Local Plan	3	This residential development site lies within the same catchment as the Proposed Development (KLIDB catchment). Most of the residential development site is located over 0.5km west from the Proposed Development (underground cable and Walsoken



ID (Figure 18.2)	Development type	Project	Status	Tier	Level of detail of CEA to be adopted
					Substation). The eastern edge of the development site overlaps with the Proposed Development area at Broadend Road (open trench installation of the underground cable and connection to Walsoken Substation). A simple qualitative level of assessment is set out in Table 18.13 on the basis that a successful implementation of embedded and standard good industry practice measures will offset any potential significant effects.
49	Business development with some potential for residential development (approximately 100 dwellings).	Fenland: Local Plan Policy LP8. South Wisbech (Broad Location for Growth)	Identified Local Plan	in 3	This business development site lies within the same catchment as the Proposed Development (Hundred of Wisbech (HW) IDB catchment). The site overlaps with part of the Proposed Development area (EfW CHP Facility, TCC, Access Improvements and part of the underground cable). A simple qualitative level of assessment is set out in Table 18.13 on the basis that a successful implementation of embedded and standard good industry practice measures will offset any potential significant effects.
50	Residential development, open space with some potential for business development.	Fenland: Local Plan Policy LP8. West Wisbech (Broad Location for Growth)	Identified Local Plan	in 3	This residential development site is located approximately 0.4km to the northwest of the Proposed Development within the North Level IDB catchment (Figure 12.4 (Volume 6.3) to Chapter 12: Hydrology (Volume 6.2)) which is not hydrologically connected to the Proposed Development (outside ZOI). A CEA has therefore not been carried out.
51	Mix of residential (around 300 new dwellings), leisure and retail development	Fenland: Local Plan Policy LP8. Nene Waterfront and Port (Broad Location for Growth)	Identified Local Plan	in 3	The majority of this mixed development site is within a non-IDB area except for the northern edge which is within the same catchment as the Proposed Development (KLIDB catchment). The site is located approximately 2.1km upstream of the Proposed Development (underground cable and Walsoken Substation). A simple qualitative level of assessment is set out in Table 18.14 on the basis that a successful implementation of



ID (Figure 18.2)	Development type	Project	Status	Tier	Level of detail of CEA to be adopted
					embedded and standard good industry practice measures will offset any potential significant effects.
52	Residential development (approximately 500 dwellings).	Kings Lynn and West Norfolk: Site Allocations and Development Management Policy Plan – Policy F3.1. Wisbech Fringe - Land east of Wisbech (west of Burrowgate Road).	Identified in Site Site Allocations and Development Management Policy Plan	3	This residential development is situated within the KLIDB area and approximately 0.3km west from the Proposed Development (Walsoken Substation). A simple qualitative level of assessment is set out in Table 18.14 on the basis that a successful implementation of embedded and standard good industry practice measures will offset any potential significant effects.
53	Transport (reconnection of rail link)	Fenland Local Plan: March-Wisbech Rail Link	Identified in Fenland Local Plan	3	This transport infrastructure development site lies within the same catchment as the Proposed Development (HWIDB catchment). The site overlaps with part of the Proposed Development area (Access Improvements, CHP Connection and runs on the western edge of the EfW CHP Facility Site). A simple qualitative level of assessment is set out in Table 18.14 on the basis that a successful implementation of embedded and standard good industry practice measures will offset any potential significant effects.



Table 18.15 CEA for Hydrology

ID (Figure 18.2)	Project	Discussion	Likely Significant Cumulative Effect?
47	Fenland District Council F/YR19/0199/SCOP Wisbech Urban Extension Scoping Opinion - Residential development with associated open space, infrastructure, local centre and school	Both this residential development site and the Proposed Development lie within the KLIDB catchment. The overall residential site area is 73.24ha, which in the context of the KLIDB catchment of approximately 35,800ha is small. The eastern edge of the residential site at Broadend Road (proposed upgrade to the junction of the A47 with Broadend Road possibly in the form of a new roundabout) overlaps with the Proposed Development area (open trench installation of the underground cable at Broadend Road near Walsoken Substation). At the time this assessment was undertaken, construction dates for the residential development were not confirmed/unavailable. The Fenland Local Plan (2014 ²⁴) allocates areas for development in the Fenland District and the edge of Wisbech (including this development site area) to be built between 2011 and 2031. However, the indicative construction date for the residential development of late 2020/early 2021 set out in the Scoping Report (WSP, 2019 ²⁵) has not occurred as the application remains under the status of 'Further Information Required'. Therefore, it is not certain that potential construction phase impacts from the project would overlap. It is assumed that best practice measures for runoff and silt management and pollution prevention will be successfully implemented at the development site, along with other mitigation measures (e.g., development and implementation of an Outline CEMP (Volume 7.12) for that site and surface water drainage strategy utilising SuDS) set out within the Scoping Report (WSP, 2019) to ensure there are no significant effects. In addition, surface water runoff from the completed development should be attenuated within the site and discharged at rates to be agreed with the LLFA/ KLIDB as appropriate. On this basis, there is no potential for significant cumulative effects to arise.	No
48	Fenland: Local Plan Policy LP8. East Wisbech (Strategic Allocation) Residential development (approximately 1450 dwellings)	The residential development site and Proposed Development are located within the same catchment (KLIDB catchment). The site is situated approximately 0.5km west (upstream) from the Proposed Development (underground cable and Walsoken Substation). The eastern edge of the residential site at Broadend Road (proposed upgrade to the junction of the A47 with Broadend Road possibly in the form of a new roundabout) overlaps with the Proposed Development area (open trench installation of the underground cable at Broadend Road near Walsoken Substation). Whilst the Fenland Local Plan (2014) allocated areas for growth between 2011 and 2031, there is no information available at the time this assessment was undertaken as to dates of construction of this residential	No

²⁴ Fenland District Council, 2014. Fenland Local Plan. Adopted May 2014.

²⁵ WSP, 2019. East Anglia Property Developments Ltd. EIA Scoping Report. Wisbech East. {online}.



ID (Figure 18.2)	Project	Discussion	Likely Significant Cumulative Effect?
49	Fenland: Local Plan Policy LP8. South Wisbech (Broad Location for Growth) Business development with some potential for residential development (approximately 100 dwellings).	<p>development. Therefore, it is not certain that the potential impacts from the schemes would overlap. The Fenland Local Plan (2014) requires that applications within this allocation are supported by a detailed FRA including flood risk mitigation measures which also serve as a number of multi-functional uses such as open space, green infrastructure, SuDS, leisure and recreation. It is assumed that good industry practice measures for runoff and silt management and pollution prevention will be successfully implemented during construction on any development site within the area, such as those set out in Pollution Prevention Guidance notes and CIRIA's Environmental Good Practice on Site. In addition, surface water runoff from the completed development should be attenuated within the site and discharged at rates to be agreed with the LLFA/ KLIDB as appropriate. On this basis there is no potential for significant cumulative effects to arise. It is recommended that the Applicant monitors the applications within this allocation and review the Outline CEMP (Volume 7.12) if works are proposed to be concurrent with either identified activity.</p> <p>Both the business development site and the Proposed Development lie within the HWIDB catchment. The site overlaps with the Proposed Development (EfW CHP Facility, TCC, Access Improvements and underground cable). Whilst the Fenland Local Plan (2014) allocated areas for growth between 2011 and 2031, there is no information available at the time this assessment was undertaken as to dates of construction of this residential development. Therefore, it is not certain that the potential impacts from the schemes will overlap. The Fenland Local Plan (2014) requires that applications within this allocation are supported by a detailed FRA including flood risk mitigation measures which also serve as a number of multi-functional uses such as open space, green infrastructure, SuDS, leisure and recreation. It is assumed that good industry practice measures for runoff and silt management and pollution prevention will be successfully implemented during construction on any development site within the area, such as those set out in Pollution Prevention Guidance notes and CIRIA's Environmental Good Practice on Site. In addition, surface water runoff from the completed development should be attenuated within the site and discharged at rates to be agreed with the LLFA/ HWIDB as appropriate. On this basis there is no potential for significant cumulative effects to arise. It is recommended that the Applicant monitors the applications within this allocation and review the Outline CEMP (Volume 7.12) if works are proposed to be concurrent with either identified activity.</p>	No



ID (Figure 18.2)	Project	Discussion	Likely Significant Cumulative Effect?
51	Fenland: Local Plan Policy LP8. Nene Waterfront and Port (Broad Location for Growth)	<p>The majority of this mixed development site is within a non-IDB area except for the northern edge which is within the same catchment as the Proposed Development (KLIDB catchment). The site is located approximately 2.1km upstream of the Proposed Development (underground cable and Walsoken Substation). The site is within a Safeguarding Area under the Minerals and Waste Development Plan. Whilst the Fenland Local Plan (2014) allocated areas for growth between 2011 and 2031, there is no information available at the time this assessment was undertaken as to dates of construction of this residential development. Therefore, it is not certain that the potential impacts from the schemes will overlap. It is assumed that good industry practice measures for runoff and silt management and pollution prevention will be successfully implemented during construction on any development site within the area, such as those set out in Pollution Prevention Guidance notes and CIRIA's Environmental Good Practice on Site. In addition, surface water runoff from the completed development should be attenuated within the site and discharged at rates to be agreed with the LLFA/ KLIDB as appropriate. On this basis there is no potential for significant cumulative effects to arise. It is recommended that the Applicant monitors the applications within this allocation and review the Outline CEMP (Volume 7.12) if works are proposed to be concurrent with either identified activity.</p>	No
52	Kings Lynn and West Norfolk: Site Allocations and Development Management Policy Plan – Policy F3.1. Wisbech Fringe - Land east of Wisbech (west of Burrowgate Road)	<p>The Site Allocation and Development Management Policy F3.1 identifies that this area will be developed for residential purposes (approximately 500 dwellings). Site access towards the A47 will probably be in the form of a new junction. This residential development is situated within the same catchment as the Proposed Development (KLIDB catchment) and approximately 0.3km west from the Proposed Development (Walsoken Substation). The site access overlaps with part of the Proposed Development area (open trench installation of the underground cable at Broadend Road near Walsoken Substation and A47). The overall residential site area is 25.3ha, which in the context of the KLIDB catchment of approximately 35,800ha is small. Whilst the Policy F3.1 allocated areas for growth between 2011 and 2026, there is no information available at the time this assessment was undertaken as to dates of construction of this residential development. Therefore, it is not certain that the potential impacts from the schemes will overlap. Policy 3.1 requires that applications within this allocation are supported by a site-specific FRA and SuDS to address flood risk, surface water runoff and the avoidance of groundwater pollution. It is assumed that good industry practice measures for runoff and silt management and pollution prevention will be successfully implemented during construction on any development site within the area, such as those set out in</p>	No



ID (Figure 18.2)	Project	Discussion	Likely Significant Cumulative Effect?
<p>Pollution Prevention Guidance notes and CIRIA's Environmental Good Practice on Site. In addition, surface water runoff from the completed development should be attenuated within the site and discharged at rates to be agreed with the LLFA/KLIDB as appropriate. On this basis there is no potential for significant cumulative effects to arise. It is recommended that the Applicant monitors the applications within this allocation and review the Outline CEMP (Volume 7.12) if works are proposed to be concurrent with either identified activity.</p>			
53	Fenland Local Plan: March-Wisbech Rail Link Transport (reconnection of rail link)	<p>Both this transport infrastructure development site and the Proposed Development lie within the HWIDB catchment. The site crosses the Access Improvements area, runs on the western edge of the EfW CHP Facility Site and follows the route of the CHP Connection. The construction works are proposed between 2023 and 2026, however there are no submitted planning documents at the time of writing. Therefore, it is not certain that the potential impacts from the schemes will overlap. It is assumed that good industry practice measures for runoff and silt management and pollution prevention will be successfully implemented during construction on its site, such as those set out in Pollution Prevention Guidance notes and CIRIA's Environmental Good Practice on Site. Furthermore, it is assumed that runoff from any new permanent, impermeable surfaces associated with the project would be appropriately managed to rates agreed with the LLFA and HWIDB. It is recommended that the Applicant monitors the applications within this allocation and review the Outline CEMP (Volume 7.12) if works are proposed to be concurrent with either identified activity.</p>	No

Construction

18.8.51 Provided that the mitigation measures outlined in **Chapter 12: Hydrology (Volume 6.2)** relating to the Proposed Development are incorporated into an **Outline CEMP (Volume 7.12)** and adopted on site to mitigate any adverse effects to ground and surface waters, it is considered that the potential effects on the identified sensitive Receptors will be appropriately mitigated and would be **Not Significant**. In addition, it is assumed that the identified committed developments will also be required to implement similar mitigation measures to protect surface and groundwater quality during the construction works in order to ensure compliance with the relevant planning policy and legislation and to meet appropriate regulatory requirements.

Operation

18.8.52 Provided the mitigation measures outlined above are implemented and that committed developments implement similar best practice mitigation measures, the



construction of the Proposed Development would have a cumulative effect of negligible significance (**Not Significant**) on water resources and flood risk.

Geology, Hydrogeology and Contaminated Land

- 18.8.53 Consideration has been given as to whether any of the Geology, Hydrogeology and Contaminated Land Receptors that have been taken forward for assessment in **Chapter 13: Geology, Hydrogeology and Contaminated Land (Volume 6.2)** are likely to be subject to cumulative effects because of geology, hydrogeology and contaminated Land effects generated by other developments.
- 18.8.54 Only those developments in the short list that fall within the ground conditions ZOI have the potential to result in cumulative effects with the Proposed Development, either through introduction of a new contaminative source, mobilisation of an existing contaminative source, introduction of a new sensitive Receptor or through a combined impact on the same Receptor. Therefore, all developments falling outside the ground conditions ZOI are excluded from this assessment.
- 18.8.55 Within the 250m ZOI there are two relevant developments on the short list, comprising the March-Wisbech Railway (ID53) and the South Wisbech Broad Location for Growth (ID33).
- 18.8.56 For ground conditions with respect to land contamination, UK legislation and planning policy requires all developments to be suitable for their proposed use in which risks to human health and controlled waters from land contamination (also risks from geohazards and damage to geodiversity sites) have been appropriately managed.
- 18.8.57 The two developments listed above will be subject to planning conditions requiring land contamination measures to be adopted prior to commencement of construction activities, such as submission of detailed land contamination assessment, and remediation plans. Conditions requiring adoption of best practice construction mitigation to prevent pollution are also assumed to be applied.
- 18.8.58 On this basis, it is considered that successful implementation of such embedded and standard good industry practice measures will offset any potential significant impacts identified as part of the other developments.
- 18.8.59 Therefore, there are not considered to be any impacts from the Proposed Development that have the potential to act cumulatively with similar impacts from other developments to contribute to cumulative land contamination effects. Effects would be **Not Significant**.

Socio-economics, Tourism, Recreation and Land Use

Construction

- 18.8.60 The Proposed Development and other developments are likely to have a direct, temporary, short to medium-term minor to moderate positive cumulative effect on employment in the topic Study Area during the construction phase as a result of an increase in construction job opportunities and the resulting increased spend in the Study Area both directly with local suppliers, and indirectly as a result of the



increased spend by the construction workforce. Given the scale and magnitude of IDs 49, 50 and 55 in particular there is the potential, if all were to be constructed simultaneously along with the Proposed Development that the demand for construction workers could substantially outweigh supply and either impact upon the ability of the other development promoters to deliver the schemes or require substantial numbers of workers from outside the Study Area with the potential to increase pressure upon the local housing supply and facilities. Presently there are no significant applications submitted for IDs 49, 50 and 55 with information restricted to broad concepts. Similarly, representing proposals for substantial areas of housing it is assumed that Fenland District Council (FDC) would seek delivery of these schemes in line with its annual housing targets of 550 dwellings per annum which is an amount that is clearly capable of being supported by the existing construction workforce and supply chain even accepting that it has not been achieved year on year (488 to 558 over the period 2011 to 2021). Implementation at this scale, in parallel with the Proposed Development should not place substantial pressure upon the ability of the construction workforce, supply chain, local housing market or community facilities.

- 18.8.61 Due to the size of the developments, it is probable that they will affect PRowS which cross their sites whilst under construction. However, the location of the developments indicates that the PRowS directly affected by them will differ from those affected by the Proposed Development (Halfpenny Lane and the NCR63 are not directly affected given that they are severed and undesignated across the A47 verge). Users of the PRow network are also unlikely to obtain views of construction activities within the other committed developments due to their location relative to the Proposed Development with the exception of users of footpaths around Begdale and the Still because they will have sight of IDs 46, 49 and 50 and could be affected by the construction activities of these other developments. The Proposed Development was assessed in **Chapter 15: Socio economics, Tourism, Recreation and Land Use (Volume 6.2)** as having a Not Significant effect and in the context against which IDs 46, 49 and 50 would be seen, together with the separation distances and presence of the A47, cumulative effects are considered **Not Significant**. Effects upon the PRowS arising from any construction activities undertaken on IDs 49 and 50 may give rise to significant effects related to the other developments. The Proposed Development would not create an additional significant effect in relation to construction activities.

Operation

- 18.8.62 There is likely to be a direct, permanent, long-term minor positive cumulative effect as a result of the committed developments due to the provision of new housing and amenities, improved transportation network (in the form of a reopened March to Wisbech Railway) and the contributions to educational facilities that the residential schemes are assumed to provide. The Proposed Development is of a different nature to many of the committed developments although it will introduce 40 full-time equivalent (FTE) permanent jobs, employment and skills training which may support a small number of occupiers of the residential developments into work.
- 18.8.63 The reopening of the disused March to Wisbech Railway would provide a potential, alternative means of waste delivery to the EfW CHP Facility. An area of landscaping in the western part of the EfW CHP Facility Site, alongside the disused March to



Wisbech Railway, could accommodate a potential future rail siding although this does not form part of the application.

18.8.64 The Proposed Development includes for the widening and reopening of New Bridge Lane. This has the potential to provide access into ID49 where one does not exist at present. If this route is chosen for operational traffic access into ID49 then together with the Proposed Development then it would directly support a larger workforce within the immediate area around the EfW CHP Facility Site. This would be a direct, permanent, long-term minor positive cumulative effect on employment in the area and the local economy once both developments were operational.

18.8.65 PRowS potentially sustaining potential cumulative effects at construction are also receptors at the operational phase. Views of the Proposed Development in operation will be obtained by users along sections of PRowS as identified in **Chapter 15: Socio economics, Tourism, Recreation and Land Use (Volume 6.2)** and with IDs 46, 49 and 50. Development of IDs 49 and 50 which include for the PRowS will be required to ensure that the PRowS are appropriately diverted to the satisfaction of the relevant local authority. The presence of the operation Proposed Development some distance away would not lead to a cumulative effect significant to the extent that it would dissuade use of the PRowS.

18.9 Conclusion

18.9.1 The likely cumulative effects associated with the Proposed Development set out in this chapter consider inter-project effects and on common Receptors identified within individual topic chapters.

18.9.2 In respect of the identified common Receptors, significant interrelated effects associated with noise and landscape and visual topics concern the operational and construction phases and apply to the residential properties at 9 and 10 New Bridge Lane in the vicinity of the Proposed Development.

18.9.3 Additional mitigation measures (acoustic fencing) to address the level of significance identified resulting in residual noise and vibration effects at 10 New Bridge Lane reduces the effect to Not Significant. Landscape and visual effects in relation to 9 and 10 New Bridge Lane and in relation to PRowS remain Significant. The significant cumulative effects upon 9 New Bridge Lane arising from noise and visual impacts are addressed by the Applicant's intention to acquire the property and for residential use of the property to cease.

18.9.4 Various combinations of Not Significant effects have been identified and remain Not Significant overall. In particular, the cumulative effects of LVIA and Historic Environment are judged to remain as Not Significant, reflecting the distance and/or orientation of the Receptors from the Proposed Development and consequent diffusion of potential cumulative effects.

18.9.5 No additional mitigation measures, above those already identified within **Chapters 6-17 (Volume 6.2)**, are proposed to further reduce the effects that are identified in this ES chapter, as no significant inter-related cumulative effects have been identified.



18.9.6

Drawing on the assessments within individual chapters of the ES, inter-project cumulative effects have been assessed through a structured approach. Two submitted development proposals and eight plan-land proposals were short-listed for detailed scrutiny. In all cases, whilst the developments/proposals themselves might give rise to significant effects the likely cumulative effects with the Proposed Development were found to be Not Significant.

