

I object to the environmental permit application in respect of the proposed incinerator at the Belmont site.

Objection following Response to Request for Further Information Notice

Reference: S13/006

In addition to points raised in my objection submitted on 1 April 2024, which I include at the bottom of this document, I add the following points I feel are important and also relevant to the consideration of the Environmental Permit Application. I expand on each of these points in the body of my objection:

Fines Material Being Delivered to Site

Existing Poor Air Quality and Council's Annual Review

Arsenic

Air Quality Modelling and Meteorological Data

Incorrect R1 Data Ratified by Senior Planning Officer

Unsuitable Dryer

Conflicting Permits and Ownership of Enforcement

Failure to Notify Local Community of Consultation Period

Timing of Request for Further Information and the Publishing of Bureau Veritas's Report

Salient Points Raised by Individuals including Fundamental Flaws, Errors and Anomalies in the Application

Predetermined Decisions / Unconscious Bias

Fines Material Being Delivered to Site

Artic lorries have been seen and videoed by a local residents delivering to and unloading fines material (finely shredded waste which would generally go to landfill) at the CVSH site. One of the artic drivers told a local resident that he was delivering fines material to CVSH. Given the existing business is a skip hire operation and what they are left with after the skip waste has been processed by the operator is also fines (shredded waste which would usually be sent to landfill) I am concerned the operator is having fines delivered to their site from elsewhere in artic volumes and question why they are doing this as they have no use for fines materials? and why they are being allowed to do this as I don't believe they have a

permit allowing them to bring in such material? The only logical explanation being CVSH already have contracts with other waste management operators to dispose of fines material from these waste management sites presumably with the intention of incinerating the fines once they have a permit. This contravenes their planning permission. Planning Permission defined by Appeal Decisions, CVSH-appeal-decisions-3205776-3205783.pdf, states at 4) *“Only non-recyclable waste derived from the onsite operations shall be used to fuel the SWIP hereby approved. No material shall be brought into the site at any time for incineration for the sole purpose of disposal.”*

The Applicant’s risk assessment states *“Front-end loader drivers visually inspect the material during loading and unloading. Should contraries be identified they are removed from the load and returned to the WTS where it would either be quarantined or if suitable for recovery placed with other segregated wastes for removal from the WTS”*. This will be impossible given the material will have been finely shredded and especially where the fines material has been brought on to site from elsewhere, who knows what toxic material could be in the artic loads of fines being delivered to site given it will have been processed offsite by other waste operators.

Existing Poor Air Quality and Council’s Annual Review

The National Planning Policy Framework (NPPF) published by Department for Levelling Up, Housing and Communities Section 15. Conserving and enhancing the natural environment, sub-section 180 states *“Planning policies and decisions should contribute to and enhance the natural and local environment by: e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality..”*

Also, Section 15. Sub-section 192 states *“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. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. So far as possible these opportunities should be considered at the plan-making stage, to ensure a strategic approach and limit the need for issues to be reconsidered when determining individual applications. Planning decisions should ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan.”*

The Calderdale Air Quality Action Plan 2019 Section 5.2.2 Sowerby Bridge (AQMA No.2) – corridor improvement scheme states *“In terms of the impact on air quality the scheme has an objective To not worsen air quality – ensure the annual mean nitrogen dioxide levels observed in the AQMA declared in Sowerby Bridge town centre are no worse than existing levels.”* The Action Plan recognises the existing dangerously high air pollution levels within Sowerby Bridge and supports that air quality in the area should not be worsened by any schemes and this is supported by the National Planning Policy Framework *“Planning decisions should ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan”*. This framework policy is

being breached, it is irrelevant how significant the impact will be, the important fact is the incinerator will worsen air quality in an existing AQMA and granting a permit would be inconsistent with the local air quality action plan.

The above affirms my understanding that it is not acceptable to permit a development which would subject a community to additional air pollution when levels in the community are already very high. As per the latest Air Quality Report published by Calderdale Council Sowerby Bridge (SB1 location ID) recorded NO₂ levels of: Annual Mean: Raw Data 51.9µg/m³ and Annual Mean: Post Bias Adjustment 39.4µg/m³. The existing raw data levels far exceed, and the post bias adjusted levels of pollution in the area are already very close to, the Air Quality Objectives in England of 40µg/m³ to permit the incinerator which will increase the already high pollution levels. Just to be clear the Air Quality Objective in England of 40µg/m³ is a limit not a target.

I also note the following quote in the most recently published Air Quality Report *“During 2022, the diffusion tubes were not deployed in line with the monitoring calendar, owing primarily to the environmental health team outsourcing the changeovers to the Parks team. The changeover will be brought back within the department from 2024. The tubes in December were actually removed on the 15/01/2023, meaning that the December measurements were over-exposed and reflective of a December 2022/ January 2023 period mean. Over-exposure generally results in a reduction in measured concentrations. As December measurements were generally above the raw annual mean concentration, it was decided to retain December 2022 measurements as their omission would have likely led to an even greater underprediction of measured concentrations in Calderdale Metropolitan Borough, with potential ramifications for Public Health and the amendment/ revocation of AQMAs”*. Sowerby Bridge (SB1 location ID) recorded NO₂ levels of: Annual Mean: Raw Data 52µg/m³ for the month of December. Given this was an over-exposed result and reflective of a December 2022/ January 2023 period mean, and given over-exposure generally results in a reduction in measured concentrations, it demonstrates the already dangerously high pollution within the local community and questions why Environmental Officers whose remit is to protect the community’s health and the environment would be so supportive of an incinerator which is going to increase the pollution levels further. It is irrelevant whether the impact would be significant or not, the impact would be an increase to already high levels and that is the most important factor and as stated above in the NPPF this is not acceptable.

I also note the above extract includes *“likely led to an even greater underprediction of measured concentrations in Calderdale Metropolitan Borough”* this leads me to believe that the results published in the report or thought by the author of the report to be underpredicted, if this is true the results for Sowerby Bridge could easily exceed the limit of 40µg/m³. This raises a question as to whether using the National bias adjustment rate is appropriate for such a unique location and topography.

It is also concerning that having identified an issue with the diffusion tube changeover process during 2022 action is not being taken until during 2024 (between 1 and 2 years later). This raises concerns: a) why wait over a year to take back control when the impact on public health is a risk, and b) questions the accuracy of the 2022 reported results and 2023 and potentially some of 2024 results when they are eventually published.

According to the most recently published Air Quality Report Appendix B: Full Monthly Diffusion Tube Results for 2022 Table B1 shows no data was recorded for the entire month of June 2022 for Sowerby Bridge (SB1 location ID), this demonstrates failures with the existing Council Air Quality monitoring process. How can the Environmental Officers protect the health of the community if they are not regularly monitoring air quality and identifying issues with data being recorded?

I recently asked the Council's Environment Team what processes are followed in the event pollution levels recorded by the Council's Air Quality Monitoring equipment exceeds the standard regulatory level and received the following answer *"This is reviewed annually. Air quality actions plans are required for those areas deemed AQMAS."* Sowerby Bridge is an existing AQMA. Only reviewing air quality annually is not acceptable given the potential health risks and the potential pollution episodes both short and long term, they can occur at any time without prior notice they definitely are not annual. I assume the Environmental Officers do not have health messages plans for notifying those within local community who are vulnerable due to health issues and pollution episodes could materially impact their health and quality of life. Given the response I received stated the Officers review air quality annually they cannot inform the community of potential pollution episodes in real-time. So much for *"community-safety"* and protecting the community and those who are vulnerable.

Given Sowerby Bridge is a Smoke Control Area due to the high pollution levels recorded, allowing a pollution generating incinerator in such a Smoke Control Area is irresponsible.

Arsenic

Arsenic is a cumulative poison and the application documents say there could be an elevated level of arsenic produced by the incinerator as an air pollutant together with a conclusion that it may be problematic but it can be sorted out once running.

Whilst identifying that this may be problematic the application documents then rely on a typical breakdown of Arsenic from other incinerators without giving any concern for the fact that other incinerators may have a different composition of fuel, different residence times, different emission control systems etc and etc.

Is this 'good enough?' and a reasonable approach given that it involves the safety of thousands of residents?

Air Quality Modelling and Meteorological Data

The RPS Environmental Statement Addendum – Additional Air Quality Assessment document: CVSH-es-addendum-additional-air-quality-assessment-rps-july-2019, under Model Input Data Sub-section Meteorological Data 3.9 states *"The most important meteorological parameters governing the atmospheric dispersion of pollutants are wind direction, wind speed and atmospheric stability"* and *"Atmospheric stability is a measure of the turbulence of the air, and particularly of its vertical motion."*

The Met Office have advised that they cannot provide weather data for the site given its unique location and topography. The Applicant's air quality assessment extract above refers to the importance of meteorological data. If the Met Office, with their wealth of resources, are unable to provide weather data for the site how can Officers have confidence in weather data used in the Applicant's modelling. I also remind Officers the modelling used is based on two locations both of which are over 20 miles from the site and which have totally different topographies to the site which is in the bottom of a steep sided valley, creating a canyon effect which worsens air quality by trapping pollutants at street / ground level.

Incorrect R1 Data Ratified by [REDACTED]

As part of the planning application [REDACTED] ratified the Applicant's submitted R1 calculation which contained and still contains obvious inaccurate data. The formula includes a burn rate of 1 tonne per hour when the application was and still is for 2 tonnes per hour. The configuration of plant does not allow for any additional energy recovery over and above 1 tonne per hour. The operation would fail to qualify for R1 status if it operated at greater than 1 tonne per hour on the basis of the criteria used to make the calculation. R1 status and maintaining R1 status are requirements of the Planning Approval. Please do not say this is being raised too late or that it should have been brought up at Planning Permission or that it is not Environment Permit related. It clearly states maintaining R1 status is required. Choosing to ignore this significant error in the R1 formula and the impact on the R1 result is like a Doctor turning a blind eye when treating a patient with what is potentially infected blood, or the Post Office Management claiming they were unaware of the false narrative they perpetuated.

Unsuitable Dryer

The application says a dryer (the unit specified is a FlowDryra FD17) will be used to dry inert soils and aggregates. I am aware that a local resident has spoken to the manufacture and been advised that the unit is intended and specified for drying, wood, animal wastes, crops and Refuse Derived Fuel and is not suitable to dry inert soils and aggregates.

Conflicting Permits and Ownership of Enforcement

It is my understanding that for separate permits to apply on one site each operation must be able to operate completely independently from the other to allow clear segregation of regulatory governance. As described below the operations on this site are co-dependent on each other as the SWIP cannot operate without the ORC (Organic Rankine Cycle), or the hot air transfer ducts, or the dryer or without fuel sourced from the skip business part of the site.

The Environmental Permit the operator holds with the Environment Agency has been altered to exclude the proposed incinerator building and the proposed operation of the incinerator on the site as a whole. However, the incinerator plant is more than just the SWIP, it is also the ORC, the hot air ducting which will be underground on land regulated by the Environment Agency (these will transfer hot air from the incinerator shed to the dryer which is approximately 120 metres away) and also the dryer which will be sited on land which is regulated by the Environment Agency.

The ORC may or may not be situated inside the incinerator shed as the application states it is not part of the waste co-incineration plant (SWIP) and is not, therefore, part of the plant which would be regulated by the environmental permit currently being considered by Officers. The ORC, the ducting which will transfer hot air from the incinerator shed to the dryer and the dryer are all required parts of the incinerator plant per the planning application.

As per the Planning Permission material being incinerated can only be sourced from the Applicant's adjacent skip hire operation, without fuel the incinerator cannot operate.

Conflicting permits should not exist, there needs to be clear distinction between which regulatory body is responsible for which parts of the operation which in turn provides clear ownership of enforcement in the event of a breach. In view of the above details this is not possible and was cited as one of the reasons the Cabinet refused the Environmental Permit at Mearclough in June 2018.

Failure to Notify Local Community of Consultation Period

The Council's Officers have once again failed to appropriately provide notification of the latest 14 day consultation period. I and others have objected at each and every stage of the application, appeal etc. and have once again not received any notification from the Officers of the latest information being made available or of the latest consultation period. I also note the Council have not posted any roadside notices in respect of this latest consultation period. Living within the immediate vicinity of the site I would expect to be notified. This is not the first time the Council have failed to notify local residents and interested parties of consultation periods relating to CVSH applications.

Timing of Request for Further Information and the Publishing of Bureau Veritas's Report

I note Officers sent the request for further information to the Applicant on the back of having received a report from Bureau Veritas but that this was sent to the Applicant prior to the deadline for objections. Therefore the Officers would not have received all objections before they issued the request for further information to the Applicant. This implies the Officers are not considering individual objections appropriately.

I also note that the Bureau Veritas's report was received prior to the deadline for objections but was not shared with the public until after the 1st April deadline had passed.

Salient Points Raised by Individuals including Fundamental Flaws, Errors and Anomalies in the Application

I note that the Officer's request to the Applicant for further information did not include any of the numerous salient points raised by some of the technically knowledgeable individual objectors. I question whether the Officers have read and understood the various objections they have received, some of which were quite technical and highlighted fundamental flaws / errors and anomalies within the application which need to be addressed when considering the application. I am not aware of any objector receiving a request for clarification or

further information in respect of points raised etc. I question why Officers are not asking the Applicant for further information on the back of the fundamental flaws / errors and anomalies within the application that have been raised by the more technically knowledgeable individual objectors.

Predetermined Decisions / Unconscious Bias

When the original application for an Environmental Permit went to Cabinet [REDACTED] [REDACTED] was not allowed to vote on the grounds that he had previously campaigned against the incinerator and it was assumed [REDACTED] vote would be predetermined. This ruling set a precedence for future similar decisions.

Similarly [REDACTED] (DEFRA) recused himself from the process at DEFRA when a review of incineration capacity was considered.

The precedence's set above must be applied to Calderdale Council and its Officers who have supported the incinerator from day one, right back to the very first public meeting many years ago at the Methodist Church in Sowerby Bridge. Council Officers continue to fully support the application. Below are a few examples of Calderdale Council Officers demonstrating their loyalty, bias and predetermined support of the proposed incinerator:

a) Council Officers recommended that the Cabinet approve the application, which was approved by Cabinet members under duress, including the famous "hands tied" scribbled message on one Cabinet member's voting hand. I also note comments from the meeting by at least one Councillor that the legal team's advice was for them to approve the application. Even the legal team are in favour of the application. Given a Secretary of State appointed Inspector later rejected the application on the grounds of risk to human health the Officers decision to approve the application was proved to be incorrect.

b) At the Environmental Permit Appeal Hearing both the opening and closing statements for the Council supported the appeal and therefore the application.

c) At a meeting with a local group of residents, which took place after the Secretary of State's appointed Inspector had rejected the application and prior to the latest application being submitted, the Environmental Officers present told the local residents that if the application for an Environmental Permit came across their desk again it would be approved. This demonstrated the strength of Officer's support for the application given an application had not been resubmitted at this time.

d) Once again, the local community including those who have objected at every stage previously have not been informed of the latest information being made available or of the latest consultation period. I question whether this omission to notify the local community was intentional to reduce the number of objections received and to push the permit through under the radar.

e) Roadside notices in respect of the latest consultation period have not been erected.

f) Objections have not been made public, is this an attempt to hide some of the errors and anomalies in the application which have been identified by the more technically savvy objectors.

The above examples demonstrate Calderdale Council's support for the incinerator and therefore any decision made by the Council and its Officers will be biased and predetermined. The Officers should therefore exclude themselves from making the decision and recuse themselves.

For completeness below is a copy of my original Objection submitted on 1 April 2024 all of which is still relevant and should be considered

I object to the environmental permit application in respect of the proposed incinerator at the Belmont site.

Reference: S13/006

I would like to bring the following points to your attention as I feel these are relevant to the application. I expand on each of these points in the body of my objection:

Environmental team failure to notify interested parties of this application

Application is the same as the one the Inspectorate rejected and the Applicant decided not to challenge his decision by Judicial Review - the correct process for challenging the Inspector's decision has not been followed

Environmental team misleading the community with inconsistent messages regarding the AQMA recorded data

Air Quality Management Area Monitoring Station – failings and lack of PM2.5 monitoring

Existing Air Quality Levels

Condition 5.9 of the draft environmental permit that was produced at the start of the earlier appeal hearing should not have been removed

Weather and Monitoring - Air quality modelling in the application, Thermal Inversions, Weather Modelling and Met Office Expert Opinion

Resource Capacity Issues, Budget Deficit, Spending Cuts and Lack of Expert Knowledge within the Environmental and Planning Teams

Inaccurate data in application submission documents

Concerns in respect of the Calder Valley Skip Hire Environmental Management System for the Small Waste Incineration Plant document provided by RPS

Council Officers failure to record complaints in respect of existing permit breaches

Other Relevant Points

Environmental team failure to notify interested parties of this application

The Environmental Team have once again failed to notify all interested parties of an application in respect of this site.

I have objected to every application whether it be: planning applications, environmental permit, or decision appeals made by CVSH in respect of the incinerator and have not received a notification of this latest application for an environmental permit by letter or by email.

I am aware that some notifications have been sent to some individuals.

I question how the Environmental Team have selected who to notify and why have I not received a notification?

Application is the same as the one the Inspectorate rejected and the Applicant decided not to challenge his decision by Judicial Review - the correct process for challenging the Inspector's decision has not been followed

This application is for: the same operation, the same equipment, at the same location, the stack height is unchanged, it is still in green belt and still closely surrounded by the same trees which are taller than the stack height, it is still burning the same material and operating the same hours as the previous application for an Environmental Permit which was considered and rejected by Inspector Mr John Woolcock BNatRes(Hons) MURP DipLaw MRTPI appointed by the Secretary of State.

The Operator's previous application S13/005 was eventually considered by Inspector Mr John Woolcock who was appointed by the Secretary of State resulting in his decision on 5th July 2023 in which he states:

at 42. *"I am not satisfied on the evidence adduced that the proposal complies with IED Article 46 1., which requires that waste gases from waste incineration plants and waste co-incineration plants shall be discharged in a controlled way by means of a stack the height of which is calculated in such a way as to safeguard human health and the environment."*

also at 42. *"I am unable to find that the necessary measures have been taken to ensure that waste management would be carried out without endangering human health, without harming the environment and, in particular without risk to air, in compliance with Article 13 of the Waste Framework Directive 2008/98/EC."*

Inspector Mr John Woolcock then concluded that he was *"unable to find that granting an environmental permit for the SWIP would not have an unacceptable adverse effect on human health and the environment"*.

By the Environmental Officers accepting this as a new application rather than throwing it out on the basis that the Applicant had not followed due procedure to challenge the

Inspector's decision, they are belittling the Inspector's: qualifications, background, wealth of experience, the authority granted to him by the Secretary of State, as well as the amount of time and effort he gave to the hearing and his consideration of the appeal before making his decision.

Do the Environmental Officers really care so little about the communities' health and wellbeing?

According to the new application documents CVSH believes the Inspector's decision was "perverse as well as procedurally unfair" and that "it would have been open to CVSH to challenge Inspector Woolcock's Appeal Decision on judicial review" however they did not do so believing another Inspector appointed by the Secretary of State may have had the same doubts as to the information provided by the modelling and the adverse effect on human health and the environment coming to the same conclusion and refusing to grant an Environmental Permit.

According to Government guidelines an Inspector's decision is final and the only course of challenge is via a Judicial Review.

Gov.uk The Environmental permit - Guidance on the Appeal procedure Updated 6 November 2023 <https://www.gov.uk/government/publications/environmental-permit-appeal-form/environmental-permit-guidance-on-the-appeal-procedure> includes:

4.5 Complaints about the decision

4.5.1. The decision on your appeal is final. After it has been issued, neither the Secretary of State, nor the Inspector can consider further representations or make any comments on the merits or otherwise of the case.

4.5.2. The decision can only be challenged in the courts by judicial review. If the appeal is quashed following the proceedings before any court, the main parties will be notified and asked to provide any further representations within 28 days. The Secretary of State may then ask for a hearing to be held or re-opened and the appeal will be redetermined. An application to seek permission for judicial review should be made to the Administrative Court of the High Court of Justice. This should be done quickly and in any case not longer than 3 months after the date of the decision.

The Applicant has not followed the correct process i.e. challenging the Inspector's decision by a Judicial Review therefore the Inspector's decision is final.

If the Council decide to approve and issue an Environmental Permit there is likely to be a major scandal in the coming years when residents start to become ill and die from pollution related illnesses. The council will then be held accountable for allowing an incinerator in such an inappropriate location, the inspector could see the dangers and risk to human health and in my opinion made the correct decision.

Environmental team misleading and inconsistent messages regarding the AQMA recorded data

The Council's published strategy for Clean Air for All in Calderdale (see link <https://calderdale.moderngov.co.uk/documents/s13098/Item%208%20-%20Calderdale%20Air%20Quality%20Strategy.pdf>) states on page 4 "Air quality data gathered at these sites is available on the Calderdale Council Air Quality Dashboard on the Dataworks website". This is incorrect - the Dataworks website has not been updated with AQMA readings since June 2022.

Having contacted the Environmental Team asking why the above website has not been updated since June 2022, [REDACTED] reply stated "This data is no longer available" see email below.

From: [REDACTED]
Sent: 20 March 2024 09:41
To: [REDACTED]
Subject: RE: Air Quality Monitoring Station Data Request

Good Morning [REDACTED]

This data is no longer available. The figures produced were not ratified and were of limited use. The Council now has plans to produce a mapping system which will allow residents to view data around air quality far more easily and meaningfully.

At the Climate Action Partnership meeting on Wednesday, 27th March 2024 at 6:00pm

Under Agenda Item 8 Calderdale's Air Quality Strategy see webcast video link below

https://calderdale.public-i.tv/core/portal/webcast_interactive/872727/start_time/5230000

[REDACTED], in answering a question put to him by [REDACTED] about the availability and accuracy of data recorded at the AQMA Monitoring Station at Wharf Street Sowerby Bridge stated that "data was recorded and does give an indication of what the quality is like in the area but however it cannot be relied upon".

Given [REDACTED] works directly for [REDACTED] it is not too much to expect that their stories would align.

Air Quality Management Area Monitoring Station – failings and lack of PM2.5 monitoring

confirmed data from the AQMA cannot be relied upon

At the Climate Action Partnership meeting on Wednesday, 27th March 2024 at 6:00pm

Under Agenda Item 8 Calderdale's Air Quality Strategy

https://calderdale.public-i.tv/core/portal/webcast_interactive/872727/start_time/5230000

in answering a question put to him by about the availability and accuracy of data recorded at the AQMA Monitoring Station at Wharf Street Sowerby Bridge stated *"data from the AQMA station cannot be relied upon and is something we are conscious of and we are using modelling from various air quality sources and consultants to base a decision on"*.

It is concerning that data recorded by the AQMA Monitoring Station cannot be relied upon. This indicates real-time monitoring and enforcement by use of the data recorded at the AQMA Monitoring Station is not possible. Given the already high pollution levels in Sowerby Bridge this is not acceptable.

I question how the Environmental Team plan to monitor air quality on a real-time basis to protect the health of the local community. In the event of a major pollution incident the Environmental Team, whose purpose includes safeguarding communities' health, relying on infrequent monitoring of Air Quality may be totally unaware of a major pollution issue for days, weeks or even months, this is not acceptable.

Lack of adequate Air Quality Monitoring

Mentioned in more detail below Condition 5.9 required the operator to undertake ambient monitoring of nitrogen dioxides by passive diffusion tubes. This condition was wrongly removed from the draft environmental permit that was produced at the start of the earlier appeal hearing.

Relying solely on monitoring taking place within the stack is not acceptable. Given the height of the stack, which is lower than the adjacent A58 road surface, the important factor is what happens to the particulates after they exit the stack not what the levels are in the stack. The fire at the site on 4 January 2017 demonstrated how smoke and emissions from the site will cling to the valley bottom. The picture below shows the plume of smoke from the fire at the Belmont site going into the atmosphere but then falling back to blanket the surrounding landscape and valley.



This is why we need good continuous monitoring of air quality, including PM2.5, not occasional monitoring by outsourced consultants which does not give a real-time picture of actual pollution but only gives an out-of-date snapshot view of a short time period potentially when weather conditions are optimal for recording better than the average air quality in the vicinity.

In summary the Environmental Team have no means of monitoring the ambient air quality in the local area in a real-time or frequent manner to be able to protect the health of the local community through enforcement of conditions.

Lack of PM2.5 monitoring at the AQMA Monitoring Station at Wharf Street Sowerby Bridge

The Council's published strategy for Clean Air for All in Calderdale (see link <https://calderdale.moderngov.co.uk/documents/s13098/Item%208%20-%20Calderdale%20Air%20Quality%20Strategy.pdf> included as Appendix A Clean Air for All in Calderdale) on page 4 states "*Calderdale Council actively monitors three main pollutants: NO2, PM10 and PM2.5. Monitoring takes place at three fixed Air Quality Monitoring stations: Huddersfield Road, Halifax; Wharf Street Sowerby Bridge; and Market Street Hebden Bridge*".

This is extremely misleading - PM2.5 is not recorded at the AQMA Monitoring Station at Wharf Street, Sowerby Bridge.

Given the already very poor air quality in Sowerby Bridge I question why PM2.5 is not being recorded at the AQMA Monitoring Station at Wharf Street Sowerby Bridge when it is monitored at the other AQMA Monitoring Stations within Calderdale.

At the Cabinet Meeting on 10 October 2022 - [REDACTED] raised concerns about how to address the community's mistrust around Air Quality and also questioned the lack of PM2.5 monitoring

<https://calderdale.moderngov.co.uk/documents/s8973/Item%206b%20-%202022%2010%2010%20Cabinet%20Minute%20No.%2047.pdf>

[REDACTED] asked *"how the Council could remedy the mistrust in Sowerby Bridge around air quality management. Community groups were committed to having clean air and the Council needed to resolve issues and regain community engagement."*

At the same meeting [REDACTED] also raised a concern about the lack of PM2.5 monitoring at the AQMA and asked why PM2.5 was not being monitored.

[REDACTED] Chair of Clean Air for All in Calderdale responded by stating *"the Strategy could be reviewed to consider monitoring 2.5 particulates"*.

Sixteen months later and there is no evidence of any progress to address the concerns raised by [REDACTED] in October 2022.

Having looked at the historic AQMA Monitoring Station at Wharf Street Sowerby Bridge's data on the Council's Dataworks website I can confirm there are no data files for PM2.5 so assume PM2.5 has never been monitored by this AQMA station.

The AQMA Monitoring Station at Wharf Street Sowerby Bridge only records NO2 (nitrogen dioxide) and PM10. Given the high potential health risks associated with PM2.5 I agree with [REDACTED] that failing to monitor PM2.5 is extremely concerning, I would actually say it is unacceptable.

Corrupt / Missing / false data results recorded by the AQMA station

As mentioned at the start of my objection I have raised a EIR and are awaiting a response. The EIR includes a request for raw data from the AQMA Monitoring Station at Wharf Street Sowerby Bridge for the period from June 2022 to date. I have requested this data to be able to calculate the percentage of time the station: did not record any data, recorded corrupt or obviously false readings. This is absolutely relevant, if the AQMA station is not recording data accurately it cannot be relied upon to monitor pollution levels meaning the Council are not able to protect the community by real-time monitoring of the air we breathe.

AQMA historic data (up to June 2022) is available via the Council's Dataworks website – link <https://dataworks.calderdale.gov.uk/dataset/ep45d/air-quality-monitoring-station-data-air-quality-station-4-wharf-street-sowerby-bridge?platform=hootsuite>

It should be noted that the website last year included a Live Air Quality Dashboard which never worked and has now been removed from the website.

The details and analysis below are based on the data files I have downloaded from the Council's Dataworks website. The AQMA data files are periodic (15 minutes) measurements of the concentration of nitrogen dioxide and particulate matter in the air for the AQMA Monitoring Station at Wharf Street, Sowerby Bridge. The units are measured in micrograms per cubic metre.

Data sourced from the AQMA Monitoring Station at Wharf Street Sowerby Bridge is ineffective with frequent missing and invalid data.

In terms of PM10 data there are frequent instances of data being recorded as invalid or false values (i.e. negative results, zeros, 820.8, NA, Invld, #Ref!). Additionally in 2020 and 2021 there were a significant number of days when no data was recorded, not even the date.

Given the level of corrupt / missing / false data results recorded by the AQMA Monitoring Station it would be irresponsible to assume data sourced from the AQMA Monitoring Station to be accurate or complete or to be a reliable monitoring tool. If there are significant data gaps and false readings any results or analysis produced based on data from the AQMA Monitoring Station will be incomplete and misleading.

The table below is based on PM10 data sourced from the Council's AQMA Dataworks website. The table shows the scale of the invalid data, missing dates and the number of days and percentage of the year this equates to.

Months	Year	Number of Records By Invalid Data Type							Invalid Data In No. Of Days	No. Of Dates Missing	Invalid or Missing Data		Recording Frequency
		<0	0	820.8	NA	Invld	#REF!	Total			Equivalent No. Days	% of Yr	
Jan to Dec	2017	21	10	0	0	168	0	199	8	0	8	2%	Hourly
Jan to Dec	2018	0	1	0	151	0	0	152	6	0	6	2%	Hourly
Jan to Dec	2019	0	4	0	670	0	0	674	7	0	7	2%	15 mins
Jan to Dec	2020	4	20	0	260	0	56	340	4	47	51	14%	15 mins
Jan to Dec	2021	0	119	3551	44	0	0	3714	39	37	76	21%	15 mins
Jan to Jun	2022	0	1	0	0	0	0	1	0	3	3	2%	15 mins
Total		25	155	3551	1125	168	56	5080	64	87	151		

During 2021 21% of PM10 data was either missing or corrupt. This demonstrates that it would be inappropriate to rely on the AQMA Monitoring Station to monitor the impact of the incinerator on air quality.

During 2020 there were 47 days when no data was recorded and in 2021 the number of missing days was 37.

How can we rely on the AQMA Monitoring Station's data to protect the community when there are huge gaps in the recorded data and significant errors in the data it does record?

The table below is based on nitrogen dioxide (NO2) data sourced from the Council's AQMA Dataworks website. The table shows the scale of the invalid / missing NO2 data.

		No of 0 readings	No of NA readings	No of missing readings *	Total Data Errors in Days **
Jan to Dec	2017	224	0	4	2
Jan to Dec	2018	4	2066	0	22
Jan to Dec	2019	0	4	0	0
Jan to Dec	2020	2	158	0	2
Jan to Dec	2021	130	0	868	10
Jan to Jun	2022	1	0	1365	14

* Calculated based on recordings every 15 minutes (4 recordings every hour, 24 hours per day, number of days per year) less the number of data rows in the source data file

** Total data errors / omissions divided by 96 (being 4 records every hour 24 hours in a day)

How can we rely on the AQMA Monitoring Station as a monitoring source to protect the community when there are huge gaps in the recorded data, significant errors in the data that it does record and it does not monitor PM2.5?

Existing Air Quality Levels

As mentioned at the start of my objection I have raised an EIR and are awaiting a response. The EIR I submitted includes a request for raw data from the AQMA Monitoring Station at Wharf Street Sowerby Bridge for the period from June 2022 to date. I have requested this data to be able to update my analysis below comparing the levels recorded to the regulatory standard.

The PM10 levels for the first half of 2022 are very concerning. It should be noted that the data available on the Council's Dataworks website for 2022 only covers the period 1 January to 26 June (6 months).

The Concentrations of particulate matter (PM10) - GOV.UK states that:

The Air Quality Standards Regulations 2010 require that concentrations of PM in the UK must not exceed:

- *An annual average of 40 µg/m for PM10;*
- *A 24-hour average of 50 µg/m more than 35 times in a single year for PM10;*

Based on the data downloaded from the AQMA Monitoring Station, which has had the NAs and 0s removed:

- For the half year to June 2022 the average was 40 µg/m which is the maximum allowed by the Government standard
- Over the same period there were 49 instances when the 24 hour average exceeded 50 µg/m which massively exceeded the Government standard of 35 times in a full year.

A table of Daily Averages of the PM10 data for Jan to Jun 2022 is included - Appendix B
Table of Daily Averages of the PM10 data for Jan to Jun 2022

It is very concerning that given the existing high levels of PM10 which are greater than the standards set by the Government and the lack of monitoring of PM2.5 that an incinerator is being considered at this location.

The AQMA Monitoring Station at Wharf Street Sowerby Bridge is approximately 0.6 mile from the site of the incinerator. Even if the AMQA Monitoring Station was recording all relevant pollutants and was 100 % accurate and reliable, for accurate monitoring of the impact of the incinerator on air quality monitoring needs to be carried out within a much closer proximity to the site.

I am happy to send the source data files I have downloaded from the Council's Dataworks website if required.

Weather and Monitoring - Air quality modelling in the application, Thermal Inversions, Weather Modelling and Met Office Expert Opinion

Air quality modelling in the application

Air quality modelling in the application is still based on Leeds Bradford Airport (LBA) and Bingley, both of which are in totally different locations miles away from the Belmont site, with totally different topography, different weather patterns, etc. I can guarantee that LBA definitely is not surrounded by high trees in the same way the Belmont site is, if it was the airport would not be able to operate as the trees would be in the way of the planes. I might be persuaded to consider data from LBA as comparable if I were to see a 747 or Concorde land at, or fly low through the Ryburn Valley. Both the 747 and Concorde have been regular visitors to LBA in the past, flying into and out of the LBA.

Thermal Inversions, Weather Modelling and Met Office Expert Opinion

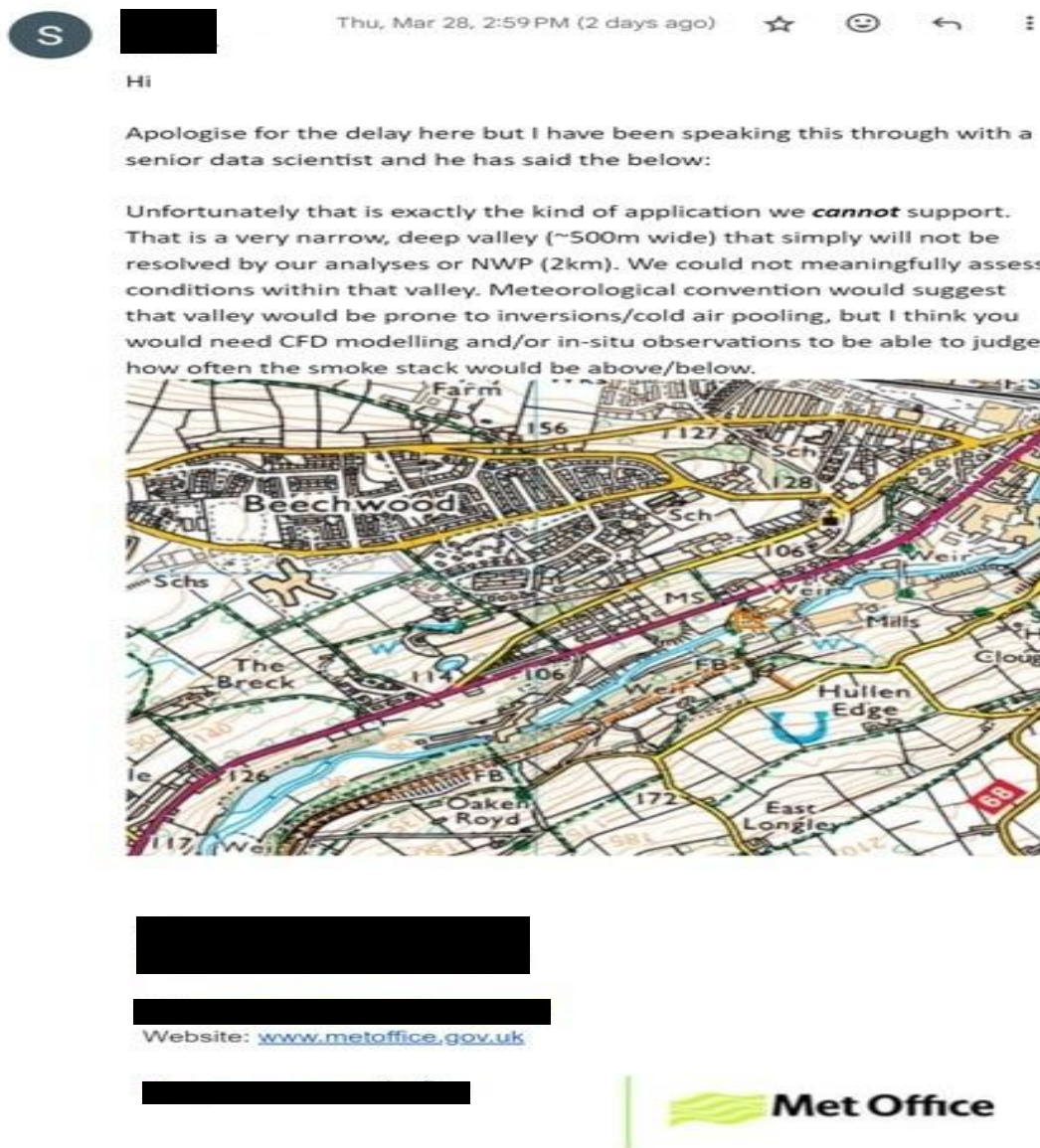
Local residents have been saying for the last eight years that thermal inversions occur in the valley and that these would hold emissions from the incinerator in the bottom of the valley and prevent them from dispersing

A local resident has contacted the Met Office regarding a service they offer where site specific historical weather data can be provided.

The Met Office confirmed that they can provide *"site specific historical datasets and ongoing forecasts which we can support with by blending together several super computer weather prediction models which incorporate real-life surface, satellite cloud and radar*

rainfall observations. By combining the models we are able to cancel many errors and produce more accurate forecasts and best estimates of actual considering the conditions for the site location. We are only able to go back a maximum of 5 years using this process, but this would provide data for the exact location which could be compared with the actual observations for the weather stations being used and give a truer representation of the actual site location conditions”.

On enquiring about this service for the location of the proposed incinerator the local resident received the following reply.



The Met Office would appear to be saying that the Ryburn Valley is a microclimate with Meteorological convention suggesting a tendency for the valley to have thermal inversion, or inversions/cold air pooling.

The Met Office with all their resources of super computers, real-life surface observations, satellite cloud and radar rainfall observations are unable to produce a historical data set of

weather for the site's location due to the very narrow, deep valley circa 500 metres wide. The topography at the site simply cannot be resolved by their analysis even considering all the resources at their disposal.

Given that the Met Office is unable to produce an historical data set of weather for the site's location this supports my argument above that using data from Leeds Bradford Airport and Bingley is unrepresentative.

The modelling relies upon the weather data which is input to the model and as the Met Office with all their resources of super computers, real-life surface observations, satellite cloud and radar rainfall observations are unable to produce a specific historical data set for the site's location all other attempts must be fundamentally flawed. If the Met Office cannot model weather at the site no-one can.

Limiting the number of Start-Ups and Monitoring Particulate Emissions during Start-Ups

A recent article "Long-awaited revamp of Industrial Emissions Directive improves dioxin monitoring in incinerators" published by Zero Waste Europe link <https://zerowasteurope.eu/press-release/long-awaited-revamp-of-industrial-emissions-directive-improves-dioxin-monitoring-in-incinerators/> refers to IED revamping the industrial emissions directive, stating that monitoring is now mandatory during start-ups and explains why this is important. See extract from the article below.

[REDACTED], Zero Pollution Policy Manager at Zero Waste Europe states: *"The Industrial Emissions Directive has finally closed, at least partially, an important permitting and monitoring loophole that relates to dioxins monitoring to be applied at the start-up and shut-down phases, which is a critical phase for dioxin formation. There is now crystal clear wording which says monitoring of PCDD/F and PCBs is mandatory during start-ups."*

Support for this development stems from insights carried out by the Joint Research Centre in 2019, which found that during a cold start-up, the surfaces of the furnace and boiler, conducive to PCDD/F formation through de novo synthesis, are substantially larger than during stable operating conditions. This disparity could potentially result in PCDD/F emission loads equivalent to several months of normal operation being linked to a single cold start. Today's agreement addresses these concerns, emphasising a commitment to a more sustainable and responsible waste management approach.

A recent study by ToxicoWatch on one of Europe's largest waste incinerators, Ivry-Paris XIII, revealed that the monitoring devices for dioxin emissions from the incinerator were inactive for a total of 6,936 hours, equivalent to 289 days, throughout the years 2020 and 2021.

Given the extremely high dangerous emissions during start-ups repeated from above extract *"This disparity could potentially result in PCDD/F emission loads equivalent to several*

months of normal operation being linked to a single cold start” the Environmental Officers need to commit to monitoring more than just air quality. Monitoring needs to also include the number of cold restarts and the number of times the emission monitoring is turned off during a cold restart.

An Environmental Permit, should the application be approved, needs to limit the number of cold restarts allowed.

If every time the Operator needs to: clean out the bottom ash, carry out maintenance (whether routine or to fix a problem), performance other activities which require the incinerator to be switched off for it to cool down the number of cold restarts in a week or even a day could be significant, as exemplified by the quote above repeated here

“ToxicoWatch on one of Europe’s largest waste incinerators, Ivry-Paris XIII, revealed that the monitoring devices for dioxin emissions from the incinerator were inactive for a total of 6,936 hours, equivalent to 289 days, throughout the years 2020 and 2021.”

This monitoring needs to be undertaken by experienced Environmental Officers who understand Waste Incineration. Again, this needs to be real-time monitoring carried out by the Environmental Officers. Failure to do so could be interpreted as negligent in their responsibilities to the community they are employed to serve.

Condition 5.9 of the draft environmental permit that was produced at the start of the earlier appeal hearing should not have been removed

The original draft Environmental Permit included Condition 5.9 *“The operator shall undertake continuous monthly ambient monitoring of nitrogen dioxide (by passive diffusion tubes) at locations listed in Table 3.13 of the application document ‘Calder Valley Skip Hire ES Addendum I Chapter 3: ES Addendum To 2017 ES Chapter 7: Air Quality I July 2019’. This condition shall only apply in respect of a location so listed where the predicted environmental concentration of nitrogen dioxide is at least 35ug/m3. The location of each passive diffusion tube shall be such as to represent the facade of receptor property facing the highest level of nitrogen dioxide. Monitoring at such a location shall continue until the measured annual average level of nitrogen dioxide at that location falls below 35ug/m3 for 2 consecutive years.”*

This condition was agreed to be removed from the proposed permit by CVSH’s representatives and Calderdale Council on the second day of the Environmental Permit Appeal Hearing with no representation to the local community.

Unless the condition is reinstated and testing is carried out in the local vicinity, as we believe was the intention of Condition 5.9, how can the local community be confident that the methodology relied upon by the Applicant's air quality experts to disperse the emissions emitted from the chimney stack is working as expected and also how can the Local Authority acting as the Regulator satisfy itself that Industrial Emissions Directive, article 46(1) "*Waste gases from waste incineration plants and waste co-incineration plants shall be discharged in a controlled way by means of a stack the height of which is calculated in such a way as to safeguard human health and the environment*" is being complied with?

In addition, the number of locations listed in table 3.13 with a predicted environmental concentration of nitrogen dioxide of at least 35ug/m3 is only one out of the 16 locations. If taken on face value this means only one location would be tested, however it is also noted that this location is the AQMA monitoring station at Wharf Street Sowerby Bridge, as mentioned above the Environmental Officers have stated this data cannot be relied upon and is not useable in its raw state so how do the Environmental Officers plan to monitor, control and enforce emission pollutions in a timely real-time manner.

Please see the analysis below which is based on data sourced from the AQMA Monitoring Station at Wharf Street Sowerby Bridge. This demonstrates the importance of monitoring in the local community in addition to the AQMA station as the readings shown below are repeatedly greater than 35ug/m3 and in some instances significantly higher.

The table below is based on nitrogen dioxide data sourced from the Council's AQMA Dataworks website. This shows that over the last reported 4.5 years all but one annual average of nitrogen dioxide readings exceeded the 35ug/m3. Given the annual average level of nitrogen dioxide currently exceeds the limit set out in condition 5.9 and stipulated in the Government's regulatory standard, it would be irresponsible to allow an incinerator in this area given its impact would increase the already high levels of nitrogen dioxide.

		Annual Average	No. of times Monthly average >35	Highest 1hr Average	Absolute Highest Reading
Jan to Dec	2017	36	7	192	294
Jan to Dec	2018	38	9	488	798
Jan to Dec	2019	36	6	143	216
Jan to Dec	2020	28	1	152	173
Jan to Dec	2021	37	6	188	357
Jan to Jun	2022	40	4	137	174

The table below shows the monthly average level of nitrogen dioxide based on data sourced from the Council's AQMA Dataworks website.

	Monthly Average NO2 readings					
	2017	2018	2019	2020	2021	2022
Jan	49.3	37.6	42.6	29.5	37.5	39.1
Feb	44.7	47.2	43.6	26.2	38.9	32.2
Mar	44.2	46.5	30.8	30.4	28.3	56.0
Apr	31.8	47.7	46.0	20.9	37.2	38.0
May	40.1	38.3	34.4	23.2	31.5	38.3
Jun	29.0	33.3	33.3	28.4	24.7	34.8
Jul	27.5	35.7	29.0	20.0	28.4	No Data
Aug	27.6	25.0	26.6	27.6	23.4	No Data
Sep	35.5	27.9	28.2	29.1	32.5	No Data
Oct	28.3	35.1	37.1	31.5	48.7	No Data
Nov	40.6	45.4	44.2	32.5	67.0	No Data
Dec	38.9	44.3	37.1	37.7	55.5	No Data
No. of Monthly Average >35	7	9	6	1	6	4

The table below is based on nitrogen dioxide (NO₂) data sourced from the Council's AQMA Dataworks website. The table shows the number of times 1 hour averages have been greater than 100, the highest 1 hour average, and the highest reading in each of the most recent years reported. Some of these results are high and very concerning.

		No. of times 1hr average >100	Highest 1hr Average	Absolute Highest Reading
Jan to Dec	2017	554	192	294
Jan to Dec	2018	619	488	798
Jan to Dec	2019	223	143	216
Jan to Dec	2020	78	152	173
Jan to Dec	2021	549	188	357
Jan to Jun	2022	224	137	174

The Council have discussed concerns regarding the health of local children in respect of the height at which vehicle exhaust gases emit from passing vehicles. The top of the incinerator chimney stack is below the height of the adjacent main road which is less than 100 metres from the chimney stack. The Council are concerned about the damage small particles from exhaust gases cause to lungs, etc. Nitrogen oxides (NO_x), mercury, dioxins, and ultra-fine particles are some of the pollutants that are released by incineration. These are known to cause cancer, respiratory diseases, and cardiovascular risks. Even small amounts of these highly toxic substances are carcinogenic. Such ultra-fine particulates emitting from an incinerator chimney stack at a level below the neighbouring road height should be of equal concern if not a greater concern given the impact on health of any person using the road or in the vicinity than vehicle exhaust gases. Remember the incinerator would run 24 hours a day 5 days a week.

Resource Capacity Issues, Budget Deficit, Spending Cuts and Lack of Expert Knowledge within the Environmental and Planning Teams

Resource Capacity Issues

The Council have previously confirmed that they have recruitment and capacity issues within the Environmental Health and Planning teams.

Immediately following the Appeal Hearing there was a full Council meeting on the evening of 30 November 2022.

The recorded webcast can be found on Calderdale Council's public website, link below.

https://calderdale.public-i.tv/core/portal/webcast_interactive/723782

A full transcript of the question and the response is included in Appendix C – Transcript of Capacity related questions and responses from full Council meeting on the evening of 30 November 2022. This was taken from the webcast.

Summarised Council Minutes can be found at

<https://calderdale.moderngov.co.uk/documents/g2655/Printed%20minutes%2030th-Nov-2022%2018.00%20Council.pdf?T=1>

Concerns regarding the incinerator were mentioned a number of times during the meeting. I would specifically like to draw your attention to a question raised by [REDACTED] and [REDACTED] response (this can be found at 1hour 29minutes of the webcast).

There were a number of points in [REDACTED] response which I find very alarming when we are being asked to rely and trust the Environmental Team to protect the health of the local community from the potential risks of an incinerator, including:

"it is hard to recruit"

"it would be extremely beneficial for this Authority were we in a better financial situation"

"to enable us to significantly increase the size of our environmental health team"

The above points tell me the Environmental Health Team are under resourced, there are capacity issues to cover the vast wide range of functions which fall within their current remit and there is no cash available to rectify the resourcing and capacity issues.

"issues about the sheer capacity of the Environmental Health workforce right across the country, but as far as here in Calderdale is concerned environmental health functions which are a statutory duty of this Authority are very wide ranging, everything from noise, inspection of a food establishment, consideration of housing disrepair and of course the monitoring of situations such as incinerator proposal"

The above statement stresses the sheer magnitude of the Environmental Team's function. [REDACTED] reference to Calderdale compared to the rest of the country implies the Environmental Team in Calderdale have a significantly larger workload than other areas of the country.

"all I can say is that we will do our best be that in relation to incinerator permits, food hygiene, noise monitoring and everything else we do"

"team of very high performing Officers who work extremely hard they will do their level best"

I am sorry but the last two statements are not good enough when you are talking about the potential risk to human health possibly even human life.

Detailed later under the heading of "Council Officers failure to record complaints in respect of existing permit breaches" you will find evidence that the team have failed to perform the simple task of recording complaints made to the Council Officers in respect of breaches of the existing planning permissions. A significant percentage of complaints were not included in the list of complaints provided by the Council Officers during the two day appeal hearing.

Budget Deficit, Spending Cuts

It is common knowledge that the Council are struggling to balance their budget and have mentioned reducing non critical services and job cuts.

Two Articles in the Halifax Courier on 16 January 2024,

<https://www.halifaxcourier.co.uk/news/politics/council-cash-crisis-calderdale-council-leader-says-they-are-being-forced-to-make-some-very-unpalatable-decisions-as-it-considers-selling-off-the-shay-shutting-a-tip-and-cutting-jobs-4480541> Includes "A budget deficit of £7.5 million forecast for 2024-25, Cabinet is also proposing a 4.99 per cent Council Tax increase" and "[REDACTED] said these were things they did not want to do but were forced to do to ensure the council posts a balanced budget."

<https://www.halifaxcourier.co.uk/news/politics/disposing-of-the-shay-cuts-to-youth-services-and-possible-job-losses-proposed-by-calderdale-council-as-it-seeks-to-make-savings-4479794> included "the local authority is now facing budget deficits of £7.5 million in 2024/5". Extracts from [REDACTED] statement included: "These are extremely challenging times and unfortunately, we are now faced with some very difficult choices" and "inevitably we must now look at reducing services which we are not legally required to provide" and "Like all councils Calderdale must by law provide certain services such as social care and refuse collections, whereas many other services whilst important, are optional. To protect our most critical services we have no choice but to make some tough decisions"

Lack of Expert Knowledge within the Environmental and Planning Teams

Whilst the Senior Environmental Officers are experienced in other aspects of environmental genre, I don't believe the team includes resources with expert experience of monitoring and enforcing the complexities associated with Waste Incineration. I believe having a potentially high pollution risk operating in the proposed unsuitable location warrants a dedicated experienced specialist resource. It is not the type of operation that should be allowed to self-regulate as the potential impact on human health is too great. You would not allow a fast food establishment to monitor and award their own hygiene ratings.

Once again the Applicant has provided inaccurate data in their application submission documents which the Environmental Officers have failed to spot. The Applicant is proposing to burn 2 tonnes of waste per hour. However, on their application form they have stated 2 kilograms of waste per hour will be burnt. The difference between burning 2 kgs and 2 tonnes is huge. The application should be rejected. If someone applied for a music festival permit and submitted an application form stating 0.2 decibels noise when they were actually expecting 200 decibels of noise, the Environmental Officers would rightly throw the application out without further consideration. A real-life comparable example is a recent application by [REDACTED] for the position of [REDACTED] who had his application rejected due to errors on his application form.

It is shocking that the Environmental Officers have failed to spot such an obvious error, this supports my statement that the Environmental Officers lack the necessary expert knowledge and experience required when dealing with the complexities of Waste Incineration.

Being an accountant, I know all too well how, what might be considered to be an immaterial data input error or approximation, can lead to significantly inaccurate / misleading results which in turn potentially lead to incorrect interpretation thereof and subsequently incorrect decisions being made. The outputs of any model or formulae are only as accurate as the data input into the models or calculations in the first place.

I believe the R1 calculation to be formula driven (and a complex one at that) and the air quality modelling of the fumes dispersal results will be also based on data inputs and formulas.

If the Environmental Officers don't have the capacity or funding to recruit a suitable specialist resource it would be imprudent to approve the incinerator environmental permit. If the Environmental Officers don't have the relevant specialist experience and capacity to enforce an environmental permit, the environmental permit should not be approved as it will go unenforced putting the local communities' health at risk.

Given the £7.5m budget deficit for 2024/2025 and the Council's need to limit spending in non-critical areas. I very much doubt the recruitment of a specialist who has expert

knowledge of Waste Incinerator and the monitoring and enforcement thereof within the Environmental team would get approval as it would be deemed as a non-critical cost.

How can the Environmental Officers monitor and enforce conditions in respect of the proposed incinerator in real-time when the Officers have admitted that their only independent Air Quality monitoring option (their AQMA Monitoring Station at Wharf Street, Sowerby Bridge) cannot be relied upon and does not monitor the most dangerous particulates PM2.5? The Officers have recently resorted to appointing Air Quality expert consultants to carry out an adhoc Air Quality Monitoring and interpretation exercise.

Are the Council going to engage the expert consultants full time to monitor air pollution in real-time given they have committed to regulating the operation of the incinerator if it is approved but have obviously no means to do so in-house?

I have no confidence in the Council's ability or commitment to protecting the health of local residents through enforcing operating policy, monitoring and or policing what is being burnt and what gases etc are emitting from the incinerator chimney stack should the incinerator be approved. Due diligence and governance are key to the running of any organisation especially when decisions made by civil servants impact the health of the public they are supposed to protect and serve.

Inaccurate data in application submission documents

Being an accountant, I know all too well how, what might be considered to be an immaterial data input error or approximation, can lead to significantly inaccurate / misleading results which in turn potentially lead to incorrect interpretation thereof and subsequently incorrect decisions being made. The outputs of any model or formulae are only as accurate as the data input into the models or calculations in the first place. This makes me ponder how many other errors have been made in the application and or the vast array of supporting data or calculations.

The Applicant is proposing to burn 2 tonnes of waste per hour. However, in the application form they have stated 2 kilograms of waste per hour will be burnt. The difference between burning 2kgs and 2 tonnes is huge. The application should be rejected.

I understand that the R1 calculation is based on 1 tonne of material being burnt per hour instead of 2 tonnes per hour. I assume this will have a material impact on the results.

It is shocking that the Environmental Officers have not spotted these errors, this supports my case that the Environmental Team are lacking specialist waste incineration experienced resources.

Previously an incorrect postcode was used on the planning application documents leading to flood reports being based on the incorrect location.

The postcode quoted on the planning documents was 12 meters higher than the incinerator site and 100 meters further away from the River Ryburn which runs alongside the site.

Previously there have been statements that the River Ryburn has not flooded the site. However, the site has flooded on a number of occasions in the recent years, with the flood water running down and through the site, the source of the flooding has been land run off and drainage from the Norland Moor direction.

There is photographic evidence of the site under water, see pictures below sourced from the local community.





The above photo shows water running out of the incinerator building into the River Ryburn. There are no flood defences around the building. In the event of similar flooding ash which has not been raked and stored in sealed bins would be washed into the river as would any other contaminants below the flood water level.



The above photo was taken as recent as January 2023, you can see water pouring off the hillside down through blocks of waste material in the rear yard of the site. Worth noting this is the proposed location of the drying area.

Concerns in respect of the Calder Valley Skip Hire Environmental Management System for the Small Waste Incineration Plant

document provided by RPS

Document CVSH-220315-r-jer1902-th-ems-addendum-swip-v2-r0.pdf

Extracts below from Table 1 SWIP Risk Assessment Hazard Likelihood Score Consequence
Overall risk score Acceptability of risk Justification for acceptability (description of risk management measures)

	Hazard	Likelihood	Score	Consequence	Overall risk score	Acceptability of risk	Justification for acceptability (description of risk management measures)
1.1	Incorrect waste into the SWIP unit resulting in adverse reaction or environmental harm	Somewhat unlikely	4	Minor 1	4	Acceptable	The SWIP only processes RDF that is produced from the residual, non-recyclable fraction of the wastes treated at the adjacent WTS (of note these wastes have also been subject to waste pre-acceptance and waste acceptance checks as detailed in the WTS EMS). No other waste is accepted at the SWIP. All waste transferred to the SWIP is subject to an annual waste transfer note although not legally required. Front-end loader drivers visually inspect the material during loading and unloading. Should contraries be identified they are removed from the load and returned to the WTS where it would either be quarantined or if suitable for recovery placed with other segregated wastes for removal from the WTS. As the production of RDF to be used as feedstock for the SWIP will be managed by CVSH in the adjacent WTS it is not anticipated that there will be non-conforming materials within the RDF. However, in the event of there being any non-conforming materials within the RDF, details of any such non-conforming materials are recorded in the SWIP diary and will be reviewed to identify the need for improvements.
1.4	Transfer of substances - incorrect filling or emptying of tanks resulting in a major spillage.	Somewhat unlikely	4	Minor 1	5	Acceptable	All material transfer and storage operations associated with the SWIP take place within the thermal treatment building. Urea will be delivered in banded drums and transferred into the banded storage tank. The tank bund is sized to contain 110% of the tank contents. Hydrated lime and activated carbon are both solids and will be delivered and stored in 25kg bags. Any damaged bags are double bagged and split material cleaned up using dry techniques. The filling of the diesel tank within the SWIP will be carried out by a fully trained external contractor. The tank will be manually filled under human supervision. The tank will be double banded and on a sealed drainage. All bottom ash and APC residue handling will take place within the thermal treatment building. Bottom ash will be manually raked by trained staff directly into containers which will be sealed within the building once full. APC residue will be handled separately from bottom ash and will be loaded into fully enclosed skips using a vacuum which is then loaded onto collection vehicles within the building.
1.17	Pollution to river Calder (adjacent to the site)	Unlikely	3	Noticeable 2	6	Acceptable	All raw materials, waste and residues are stored within the thermal treatment building. RDF is stored within the RDF bunker. The dimensions of the RDF bunker are approximately 3.0 m high, 6.7 m wide and 5.5 m long. Diesel is stored within a banded tank, bund is sized to contain 110% of tank contents Urea is stored within 25l drums which are banded. Activated carbon is stored within 25kg bags. Hydrated lime is stored within 35kg bags. Bottom ash is stored within sealed containers. APC residues is stored within fully enclosed skips. Any spillage is expected to be contained within the thermal treatment building. Any spillages will be cleaned using site spill kits that are stored within the thermal treatment building.
1.18	Pests and Vermin	Fairly probable	5	Minor 1	5	Acceptable	RDF delivered to the SWIP does not contain food wastes or a high degree of putrescible waste that attract vermin. Storage of RDF within the SWIP is limited to 20 tonnes and storage of waste for more than one day is not expected. The RDF burnt at the SWIP has been pre-treated within the adjacent WTS. The RDF has been shredded. Therefore, fly eggs transportation to the SWIP will be minimised. Should flies be detected then the area of detection would be sprayed with insecticide and monitoring continued. Pest control measures are applied within the SWIP via independent contractor.

Risk 1.1 Incorrect waste into the SWIP unit resulting in adverse reaction or environmental harm states *"Front-end loader drivers visually inspect the material during loading and*

unloading. Should contraries be identified they are removed from the load and returned to the WTS where it would either be quarantined or if suitable for recovery placed with other segregated wastes for removal from the WTS."

Given the RDF has been shredded how is it possible for the loader driver to identify waste which could produce hazardous emissions if it was to be burnt – i.e. shredded plastics, rubber, tyres, asbestos or wood for example would all be difficult to identify in a load of shredded waste.

Given one of the communities' main concerns is what is likely to be burnt and given the RDF is shredded waste (as confirmed in Risk 1.18) I recommend that the Environmental Officers be tasked with taking ownership to undertake frequent random site visits to take independent samples of waste and carry out tests to confirm conformity of what is being burnt. This would alleviate some of the concerns and reassure residents within the local community.

Risk 1.1 Incorrect waste into the SWIP unit resulting in adverse reaction or environmental harm also states *"in the event of there being any non-conforming materials within the RDF, details of any such non-conforming materials are recorded in the SWIP diary and will be reviewed to identify the need for improvements."*

I do not feel simply logging this in the SWIP diary is sufficient. This action should be stronger, as a minimum any instances of non-conforming materials being found within the RDF should be reported to the Environmental Officers.

Risk 1.4 Transfer of substances - incorrect filling or emptying of tanks resulting in a major spillage also states *"APC residue will be handled separately from bottom ash and will be loaded into fully enclosed skips using a vacuum which is then loaded onto collection vehicles within the building."*

Given the size of the building and everything else that is proposed to be situated within the building I do not believe the building is large enough for the collection vehicle to be loaded within the building.

Risk 1.17 Pollution to River Calder (adjacent to the site) This is incorrect - The River Calder is not adjacent to the site, it is the River Ryburn which is adjacent to the site.

Risk 1.17 Pollution to River Calder (adjacent to the site) also states *Activated carbon is stored within 25kg bags and Hydrated lime is stored within 35kg bags.*

How and where are these bags stored once they have been opened or are the full bags injected into the SWIP in one injection?

Risk 1.17 Pollution to River Calder (adjacent to the site) also states *"Any spillage is expected to be contained within the thermal treatment building."*

This action needs to be stronger – “expected to” is not sufficient given the potential consequences.

Section 2.4.6 Fire Prevention within the same document states “*The following management measures are in place to reduce the risk from common causes of fire and are based on Guidance Fire prevention plans: environmental permits Published 29 July 2016.*

- *Arson - The SWIP sits within the thermal treatment building, which is located immediately adjacent to the WTS and can only be accessed through the WTS. The WTS has controlled access and security fencing around the boundary. The thermal treatment building is alarmed with CCTV and smoke and heat detection. A potential arsonist would have to travel, undetected, through the adjacent WTS and then break into the thermal treatment building to cause a fire at the SWIP.”*

There is a public footpath running through the site.

There is no security fencing around the boundary

The rear of the site backs onto open woodland

Council Officers failure to record complaints in respect of existing permit breaches

During the two day appeal hearing the Council Officers provided a list of complaints received in respect of Calder Valley Skip Hire. The Council Officers stated at the hearing that they were unable to provide any details behind the complaints on the list they provided as the data was from a system they struggle to access.

The below table relates to 54 complaints which I have had sight of, these complaints have been made by the local community to Council Officers. The table shows how many of the 54 complaints had been included in the Council’s log of complaints over the same time period.

It is shocking that 49 (90%) of the 54 complaints have not been logged by the Council Officers. Of the 49 complaints the Council Officers have failed to log 11 have replies from the Officers evidencing that they received the complaint.

It should be noted that it is likely that some of the remaining 38 complaints categorised as complaint only may have received a reply. Not being the complainant, I may have only seen the original correspondence to the Officers and not had sight of any reply from the Officers.

I do not consider failure to record such a high percentage of complaints as the behaviour of a very high performing team doing their best.

These stats questions how seriously the Council Officers take complaints made by the community.

Correspondence		Present on Calderdale Council Complaints List		
Type	Number of	Yes	Possibly	No
complaint	41	1	2	38
complaint + reply	12	1	0	11
complaint + visit	1	1	0	0
Reply only	0	0	0	0
Total:	54	3	2	49
Percentage to all		6%	4%	90%

Detailed below is a summary of the 11 complaints which received a reply but are not on the list Council Officers provided.

Date	Reported to	Brief Details of Complaint
Thu 03-Jul-2014	[REDACTED]	Working and noise on site passed 1830hrs
Thu 17-Dec-2015	enforcement.planning@calderdale.gov.uk	Working beyond permitted hours, gone 1900hrs & still working
Thu 10-Mar-2016	[REDACTED]	JCB working on top of a 6 metre high pile of waste
Sat 28-May-2016	[REDACTED]	It has now passed 1430hrs and CVSH is still working
Thu 16-Feb-2017	Calderdale planning enforcement	Changing the use of the site.
Fri 22-Dec-2017	enforcement.planning@calderdale.gov.uk	This morning the noise was unbelievable.
Sun 12-May-2019	enforcement.planning@calderdale.gov.uk	8.53am Sunday large piece of machinery was started in yard & moved to front of offices
Sat 29-Jun-2019	enforcement.planning@calderdale.gov.uk	Two articulated lorries parked on Rochdale Rd Both went down into the site at 7:50
Sat 27-Jul-2019	enforcement.planning@calderdale.gov.uk	articulated lorry was parked on Rochdale Road at 7:04 and it entered the site at 7:16.
Wed 18-Mar-2020	enforcement.planning@calderdale.gov.uk	5.30am staff working & noise from shed immense piles of shredded material above 3m
Mon 04-May-2020	enforcement.planning@calderdale.gov.uk	It is now past 8pm & CVSH are still operating. shredder in main building is still running

A commitment that the Council Officers will do their best to discharge their responsibilities in my opinion is woefully inadequate when you consider the potential high risks to public health especially given the Council Officers cannot undertake the simple straight forward task of logging complaints.

Given the potential risks associated with incinerators Environmental Officers must be able to act immediately should issues arise, and should carry out regular unscheduled spot check site visits which should include regular sampling and testing of material to be incinerated.

Other Relevant Points

Calderdale Council have a Clean Air Strategy. Sowerby Bridge, due to the town's topography, road layout, volume of traffic and high pollution levels is already an AQMA with one of the highest levels of air pollution in the region. I fully support Clean Air Initiatives but fail to understand why a Council championing Clean Air would approve an incinerator at this location where the topography is totally wrong, the incinerator being situated in the bottom of a steep narrow valley.

Most of the materials currently disposed of in incinerators, can be reused, recycled or composted. Incinerators simply legitimise the generation of waste since more waste is required to keep the incinerator functioning.

The disused railway line, adjacent to the site, offers fantastic walks with lots of wildlife and also lots of interesting historic railway related engineering, attracting visiting walkers etc. We should protect this green space in the interests of the community's health and encourage people to stay fit and healthy.

Incinerators can have serious detrimental impact on the local community's health and well-being if they are not strictly managed. I have no faith in the enforcement team enforcing any operating conditions. They have proved, as demonstrated by their management of the previous appeal and lack of scrutiny of the current application, that they are incapable of doing their role's responsibly.

Once waste materials are shredded the original material components will be difficult to identify without detailed investigation and analysis. Who is responsible for controlling what is being incinerated?

I believe this is the wrong location, the wrong topography and wrong operator for an incinerator.

I would like to know who will be liable for future health compensation claims relating to illnesses and deaths caused by the exposure to dangerous incinerator produced toxins. I strongly believe there is a presidency set by asbestos claims. I assume such a claim could be made against yourselves as well as the Applicant should you approve this application, given you have access to pertinent information on the dangers associated with incinerations especial given the topography of the location. The Inspector's decision to reject the Applicant's appeal on the basis of potential risk to human health will add weight to any future compensation case brought against the Council should you choose to approve the application for an Environmental Permit.

APPENDIX A - Clean Air for All in Calderdale

Clean Air for All in Calderdale

Introduction

The quality of the air we breathe has an important influence on the wellbeing of people, communities, the borough, and the whole planet. Good air quality and the things that are needed for clean air will help us achieve our Vision 2024. This is our aspiration to be a place where everyone can realise their potential; a place of talent and enterprise; kindness and resilience; and is distinctive; a place to live a longer life. Air quality is also an important contributor to our three organisational priorities: tackling the climate emergency, reducing inequalities and strong and resilient towns.

The purpose of this document is to set out, at a strategic level, the Calderdale Council's aspirations for air quality and the actions that need to be taken to ensure clean air for all in Calderdale.

Key pollutants in outdoor air are regulated by the Air Quality Standards Regulations 2010. These Regulations seek to control human exposure to pollutants in outdoor air to protect human health and the environment by requiring concentrations to be within specified limit values. In the event of exceedances, the Regulations require the Council to publish Air Quality Plans setting out appropriate measures that will ensure that the exceedance period is kept as short as possible.

The Council has a number of wider responsibilities for and contributions to make to, air quality, including through functions delivered by Environmental Health, Public Health, Highways, Planning and Community Engagement. These combine in our role as place leader, working with communities and other local partners to maximise quality of life in local neighbourhoods.

This strategy describes out why air quality is so important in Calderdale, the local situation in relation to air quality and the key contributors to poor air quality in the borough. It also sets out our air quality goals and the strategic actions that we will take and what partners and communities can do to contribute to air quality.

Calderdale Council is required to produce and publish an Air Quality Annual Status Report under IV of the Environment Act 1995 Local Air Quality Management. The most recent status report was developed in October 2021 and its contents have informed the development of this strategy.

Why Is Air Quality Important?

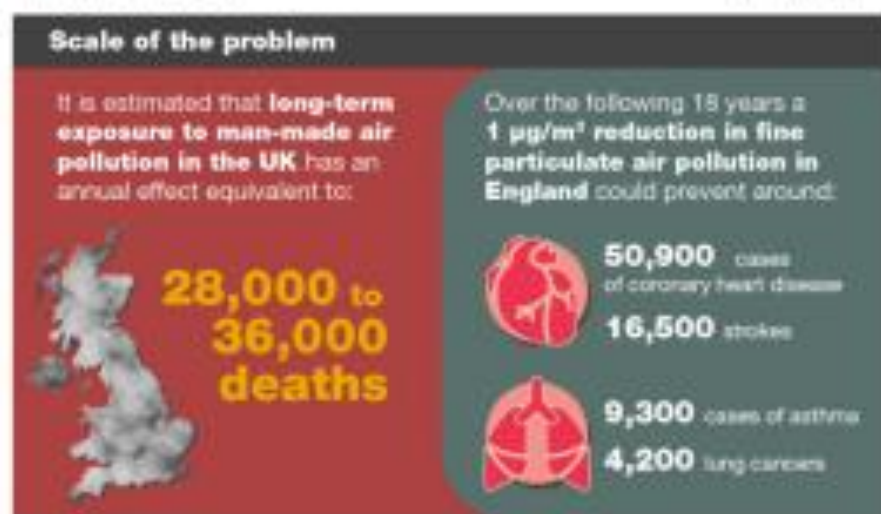
The air we breathe is made up of a complex combination of gases and tiny particles. Some of these are harmful. Air pollution has a significant effect on public health, and poor air quality is the largest environmental risk to public health in the UK.

Health effects of air pollution

Studies have shown that long-term exposure to air pollution (over years or lifetimes) reduces life expectancy, mainly due to cardiovascular and respiratory diseases and lung cancer. Short-term exposure (over hours or days) to elevated levels of air pollution can also cause a range of health impacts, including effects on lung function, exacerbation of asthma, increases in respiratory and cardiovascular hospital admissions and death.

Public Health England

Health Matters



Air pollution affects people throughout their life from conception to older age.

Public Health England

Health Matters



Pollutants that affect our air quality come from both natural and manmade sources. There are 2 groups of pollutants that are of particular concern in Calderdale: nitrogen oxides and particulate matter.

Nitrogen Oxides (NO_x) are made up mainly of two pollutants nitric oxide (NO) and nitrogen dioxide (NO₂) which come from the combustion of fossil fuels. High levels of nitrogen dioxide cause inflammation of the airways and long-term exposure can affect lung function and respiratory symptoms. It can also increase asthma symptoms.

Particulate matter (PM) is a complex mixture of particles of various chemicals and is categorised by the size of the particles. PM₁₀ is particles with a diameter of less than 10 microns and PM_{2.5} is particles with a diameter of less than 2.5 microns. Most PM emissions are caused by road traffic with engine emissions and tyre and break wear the main sources. Particulate matter exacerbates respiratory and cardiovascular conditions. It is also associated with lung cancer and particles with a diameter of 10 microns or less are likely to be inhaled deep into the lungs.

Air pollution and climate change

Climate Change is concerned with a reduction in greenhouse gasses in the atmosphere to slow the warming of the planet, whereas in air quality the concentration of pollutants at the surface and their impact on human and animal health is the most important issue.

Although there are differences in the focus of air quality and climate change, they can be addressed through similar measures. Improving air quality can also help address climate change. Ozone, which is formed by pollutants including nitrogen oxides reacting in sunlight is a powerful greenhouse gas that contributes to global warming directly and by reducing carbon uptake by vegetation. Black carbon which is part of particulate matter emitted by diesel engines through incomplete combustion, contributes to climate change by absorbing heat.

The measures that most clearly benefit both climate change and air quality are those which result in the reduction in the demand for fossil fuels, such as by making homes and workplaces more energy efficient and by using petrol and diesel vehicles less. Therefore, this strategy will also contribute to Calderdale's climate change goal of net zero by 2038, and progress towards our net zero ambition will contribute to improved air quality.

The effects of climate change will also have an important impact on air quality. Longer, hotter summers could increase the frequency and severity of summer smogs though wetter winters may reduce emission concentrations.

Inequalities in the impacts of air quality

Although air pollution can be harmful to everyone, some people are more affected because they live in a polluted area, are exposed to higher levels of air pollution in their day-to-day lives or are more susceptible to health problems caused by air pollution. The most vulnerable face all of these disadvantages.

Groups that are more affected by air pollution include:

- older people
- children
- individuals with heart disease or respiratory disease
- pregnant women
- communities in areas of higher pollution, such as close to busy roads
- low-income communities

Children are more vulnerable to breathing in polluted air than adults because their airways are smaller and still developing. They also breathe more rapidly than adults, which means that they will take in more polluted air.

Studies have found links between living near busy roads and dementia, and that improving air quality reduces dementia risk.

There is also an important social justice challenge as evidence suggests that these vulnerable groups are responsible for less air pollution emissions but are impacted more by them.

Air Quality in Calderdale

Calderdale Council actively monitors three main pollutants: NO₂, PM₁₀ and PM_{2.5}. Monitoring takes place at three fixed Air Quality Monitoring stations: Huddersfield Road, Halifax; Wharf Street Sowerby Bridge; and Market Street Hebden Bridge.

Air quality data gathered at these sites is available on the Calderdale Council Air Quality Dashboard on the [dataworks](#) website. Detailed analysis of air quality and in the borough is available in the 2021 [Air Quality Status Annual Report](#) published on Calderdale Council's website.

Passive monitoring of NO₂ is also carried out using diffusion tubes which take air quality samples for a fixed period of time. In 2020, passive NO₂ monitoring was undertaken at 54 sites across the borough.

In Calderdale, the air quality is generally good due to the large amount of rural land in the borough. However, there are some areas where vehicle emissions are trapped in the small space created by buildings near roads, resulting in elevated concentrations of pollution.

During 2020 and 2021, air quality improved across the borough, as a result of reduced traffic because of the lockdowns, working from home and school closures associated with the COVID-19 pandemic.

There are a range of ways partners in Calderdale are already tackling air quality. These include the council working with schools and local communities to implement school streets, which involve street closures at school drop off and pick up times when traffic in the vicinity is often at its heaviest. We know that the 'school run', is a key contributor to traffic-based air pollution. A Safe and Active Travel to School project is planned to gather insight from children, parents, schools and residents to inform locally specific measures to increase active travel, address road safety, improve air quality and reduce congestion.

A community engagement project in Sowerby Bridge called 'Something in the Air' is a partnership between Calderdale Library service, the Sowerby Bridge Community and the University of Manchester, funded by the Carnegie UK trust. The aim is to engage people in research and evidence about air quality and its relationship with health.

Calderdale's Green and Healthy Streets Policy, guides Council decisions about the urban environment so that they contribute to our climate action, health and wellbeing air quality and environmental goals.

Consultation with residents and businesses is taking place in Skircoat Green, to explore ways that the environment can be designed so that cars don't dominate public space, while giving space for those who need a car, to park.

Partners are working towards an Age-friendly Calderdale, to enable older people to live a larger life. This includes ensuring that the environment enables older people to be actively involved in the local community and be healthy and independent for as long as possible. Breathing clean air is an important element of this.

Calderdale also has eight Air Quality Management Areas (AQMAs), all of which have been declared alongside major roads in response to exceedances of the annual mean objective for NO₂ being exceeded.

Calderdale's Air Quality Annual Status report for 2021, sets out the Council's plans for improving air quality in the coming year.

- Promoting alternatives to private vehicle use, primarily through developing cycling infrastructure and encouraging car sharing.
- Providing accessible information to the public to influence behavioural change

- Facilitating the use of low emission transport by improving the network of electric recharging points, bidding for ULEV funding, and placing conditions on planning permissions requiring the installation of electric vehicle recharge points.
- Improving infrastructure to increase the interconnectivity of the transport hub to control traffic congestion and prioritising public transport

What Causes Air Pollution?

The main drivers of air pollution have been identified by Public Health England. The table below shows the percentage of each pollutant emitted by each cause.

This shows that road transport, residential / small businesses and industries make the largest contributions to air pollution.

Cause of air pollution	Nitrogen Oxides	Particulate Matter
Road Transport	34%	12%
Energy Industry	22%	3%
Manufacturing industries and construction	17%	16%
Residential and small-scale commercial combustion (including gas boilers/ cookers and solid fuel burning appliances)	10%	43%
Agriculture	4%	1%
Non road transport	4%	17%
Industrial processes	Less than 1%	13%

Calderdale's Emission reduction pathway study looked at the sources of emissions in Calderdale. It found that the major emissions sources in Calderdale are from road transport (primarily private vehicles) and from energy use in buildings and industry (primarily gas boilers) (

Figure 1).

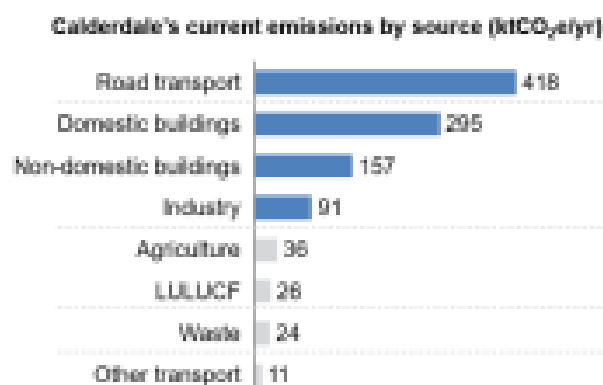


Figure 1 Calderdale's current emissions profile (modelled emissions for 2020)

The range of drivers of air pollution indicates that a combination of actions is needed to improve air quality and its impacts on health, wellbeing, and the environment. The greatest impact will be achieved by co-ordinated packages of interventions, so a strategic approach involving a combination of legislative, policy, behavioural and technological interventions is required in order to achieve the greatest benefits.

Calderdale's Air Quality Aspiration

Our overall aim is to ensure **Clean Air for All in Calderdale**.

To do this, we need a clear understanding of how we can use the resources under the Council's control, such as Highways, Public Health, Planning and Environmental Health to improve the Borough's air quality, but we also need a clear and consistent relationship with our many partners - from the Combined Authority to local communities - to tackle this important agenda.

Improving Air Quality requires coordinated action across a number of areas and needs to comprise a combination of monitoring and analysis, specific projects or programmes of work, and a range of measures to enable and, where necessary, enforce, behavioural change.

We want to achieve an improvement in air quality through everything we do, aligning our policies and enabling air quality improvement to be everyone's business, so Calderdale is a place where residents are healthy, businesses can flourish, and visitors enjoy themselves and want to return.



We want everybody to feel safe in the knowledge that the air that they are breathing in Calderdale is clean. We know that improving air quality will lead to a wide range of benefits for the place and its people. The diagram above, summarises what Calderdale will be like when we have clean air for all.

How We Will Achieve Clean Air for All

Our Strategic Objectives

1. To have a good understanding of air quality issues in Calderdale so that we can take an intelligence led approach
2. To ensure air quality is considered in everything we do
3. To raise awareness and understanding of air quality in Calderdale
4. To design the physical and natural environment to improve air quality
5. To reduce pollution from vehicle journeys
6. To protect the health of those most vulnerable to the harmful effects of air pollution

Principles

Work to achieve our objectives will be guided by some important principles:

- We will provide **leadership**, by advocating for clean air, by influencing and enabling others to lead air quality improvement

- We will work in **partnership** across the Council, with partner organisations and with local communities and residents. No single organisation can improve air quality alone
- We will **engage with communities** about air quality and empower them to take action to improve air quality
- We will **target** air quality action to areas and groups at greatest risk of harm from air pollution
- We will use our **regulatory and enforcement** powers when necessary to improve air quality

What We Can All Do to Improve Air Quality

What Calderdale Council will do	What communities can do	What partner organisations can do
Objective 1: To have a good understanding of poor air quality and its causes in Calderdale so that we can take an intelligence led approach		
Undertake air quality monitoring, publish the results, and help the public understand what the data means	Look at and understand air quality monitoring data for your neighbourhood	Share data about the impacts of poor air quality on people's health and wellbeing
Engage with people and communities to enable them to have a better understanding of air quality, how they can contribute to monitoring and improving air quality	Get involved in community air quality monitoring projects and share your views about air quality	Engage with communities to enable them to have a better understanding of air quality, how they can contribute to monitoring and improving air quality
Objective 2: To ensure air quality is considered in everything we do		
Consider the impact of all Council policies and decisions on air quality. Understand and influence West Yorkshire Combined Authority contribution to clean air in Calderdale	Consider how the choices we make influence air quality	Consider the impact of your organisation's policies, decisions, and equipment on air quality
Apply for funding and provide grants and other support to enable air quality improvement measures, including community led air quality improvement projects and gas boiler replacement schemes	Develop and get involved in air quality improvement initiatives, including community led projects and check whether you are eligible for a grant to help cover the costs of a boiler replacement or low emission vehicle	Contribute to local air quality improvement projects and encourage your customers and employees to get involved in community led air quality projects
Objective 3: To increase awareness and understanding of air quality in Calderdale		
Develop and deliver air quality communications campaigns linked to the actions in this strategy and support national campaigns (e.g., clean air day)	Find out about local and national air quality campaigns and think about how you can get involved and support them	Communicate with the employees, the public and customers about the harm that air pollution causes people and how people can help improve it

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What Calderdale Council will do	What communities can do	What partner organisations can do
Promote the benefits of active travel for the planet, air quality and health and wellbeing	Talk to people and groups in the community about air quality and the main contributors to air pollution in the local area	Promote the benefits of active travel for the planet, air quality and health and wellbeing to customers and service users
Raise awareness of the impact of polluting domestic appliances on air quality	Limit use of polluting domestic appliances such as solid fuel burners and gas appliances	Raise awareness of the impact of polluting domestic appliances on air quality
Objective 4: To design the physical and natural environment to improve air quality		
Work with communities to improve or increase green spaces, biodiversity and tree cover and make spaces feel more welcoming for cyclists and pedestrians, building on our Green and Healthy Streets policy	Identify improvements that can be made in local neighbourhoods that will make it easier to reduce car use and increase active travel such as (e.g., street lighting, road crossings)	Take opportunities to plant trees and increase green space on your estate
Embed air quality improvement measures in new transport, housing, and business developments	Get involved in community activities to improve air quality in your neighbourhood	Include air quality improvement measures in new developments and refurbishments
Create a usable borough wide active travel network to make it easier for people to walk, run and cycle around the borough	Consider how your family can increase active travel	Put in place active travel plans, making it easier for employees, customers, and service users to use the active travel infrastructure
Identify ways to design the environment so that cars don't dominate public space, while giving space for those who need a car to park, building on our Green and Healthy Streets Policy	Consider how the environment in your neighbourhood could be changed to reduce the dominance of the car	Consider how you can design your spaces to reduce the dominance of the car

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What Calderdale Council will do	What communities can do	What partner organisations can do
Objective 5: To reduce pollution from vehicle journeys		
Enable residents to travel short distances to essential local services, such as shops, schools and community health and care services; on foot, by bike or by public transport instead of by car	Consider the way we travel. Where journeys are less than a mile, consider walking or cycling rather than driving. Consider increasing the number of journeys you take using public transport	Consider how services can be provided closer to people's homes, (including digital meetings and service delivery). Where this isn't possible identify ways to encourage employees and service users to use public transport.
Develop service delivery models that reduce journeys for employees and service users	Consider alternative ways of using services where there is an alternative to face to face	Develop service delivery models that reduce journeys for employees and service users
Improve the electric vehicle charging infrastructure in the Council's estate and across the borough, especially in areas where it is more difficult for individuals to install chargers	Consider whether your car can be replaced by a lower emission vehicle (e.g., hybrid, electric vehicle). Even using a petrol car rather than a diesel can make a big difference, especially in urban areas where NO ₂ levels are highest	Install electric vehicle charging points on your estate and consider making them available to partner organisations
De-carbonise Calderdale Council fleet by 2030 in line with our net zero target and encourage suppliers to decarbonise through procurement policies		Set a target for decarbonising your fleet
Influence public transport providers so there are more clean buses and trains in Calderdale	Try and use low emission public transport and taxis	Encourage suppliers and contractors to use low emission vehicles and reduce car use through procurement policies
Review Calderdale Council Parking Strategy and consider other parking related policies (e.g. workplace parking levy) to incentivise active travel and public transport, while ensuring there is adequate parking where it is needed for Blue Badge Holders	Consider using active travel or public transport when visiting local towns	Consider how car parking provision for customers, service users and employees can incentivise active travel and public transport use
Explore introducing a clean air zone in Calderdale, engaging with communities and businesses	Participate in debate and engage in consultation about a potential clean air zone in Calderdale	Participate in debate and engage in consultation about a potential clean air zone in Calderdale

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What Calderdale Council will do	What communities can do	What partner organisations can do
Objective 6: To protect the health of those most vulnerable to the harmful effects of poor air quality		
Engage with children, parents, schools and communities about how to increase safe and active travel to and from school and improve air quality around schools	Consider what can be done to make it easier for safe and active travel to school in your area and how air quality around local schools can be improved. If you have a school aged child, encourage them to walk, cycle or use public transport to get to school	Consider what you can do to make it easier for the children of your customers, service users and employees to walk, cycle or use public transport to get to school
Work with partners to identify people at risk from poor air quality so they can receive information about protecting themselves	Those that have a health condition that can be exacerbated by poor air quality can join a peer support group and share experiences of how to reduce exposure to poor air quality	Increase understanding of the health effects of poor air quality, how exposure to air pollution can be reduced and support employees, customers and service users manage health conditions affected by poor air quality
Develop and promote an alert system for those most vulnerable to harmful effects of poor air quality so they can receive information about when air quality risks are high and advice about what to do to reduce their risk of exposure	If you have a condition that puts you at high risk of poor air quality, sign up to the alert system when it is available, to get useful information about reducing your risk	Promote the alert system to employees, customers, and service users

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How We Will Oversee Air Quality Improvement

Governance is provided by two separate but interrelated Air Quality Management groups - one focussing on the strategic dimension and one concentrating on delivery at an operational level.

The respective role of each group is set out below.

Strategic Group	Operational group
<p>Purpose</p> <ul style="list-style-type: none"> • To better understand air pollution in Calderdale (across the borough and when benchmarked with other areas) and the challenges and opportunities in improving air quality • To develop, review and oversee the implementation of an air quality vision and strategy for Calderdale, including the development of outcomes and performance indicators against which success can be measured • To provide overall governance and accountability for the Council's action to improve air quality • To engage with partners that can influence air quality, in local communities, the borough, sub-regionally, regionally, and nationally • To support political leadership for air quality improvement • To ensure effective links and influence with West Yorkshire Combined Authority • To ensure that engagement is undertaken with communities impacted by poor air quality so that community views influence strategic priorities • To deploy Council resources to address air quality improvement strategic priorities • To enable organisation-wide and Calderdale-wide action to achieve air quality outcomes and unblock barriers • To identify, escalate and recommend resolutions to policy conflicts across the council in relation to air quality improvement 	<p>Purpose</p> <ul style="list-style-type: none"> • To identify the action already being undertaken to improve air quality in Calderdale • To co-ordinate the delivery of Calderdale Council functions and programmes that contribute to improving air quality • To deliver action to achieve the outcomes set out in Calderdale's air quality strategy • To develop and monitor success criteria for the Air Quality strategy • To report on progress with the delivery of air quality action to the Cabinet Member for Climate Change and the Air Quality Strategic group • To develop and deliver a programme of air quality projects and initiatives • To mobilise and support community action to improve air quality, e.g., coordinating and supporting local activity for Clean Air Day • To deliver Calderdale's statutory air quality action plan

Membership of both groups includes the Cabinet Member with responsibility for Climate Change in order to reflect the need for clear political leadership and involvement, and the Strategic Group will report to the Council's Cabinet on a regular basis.

Appendix B Table of Daily Averages of the PM10 data for Jan to Jun 2022

The table below shows the Daily Averages of the PM10 data for Jan to Jun 2022

Daily Average

Date	PM10	Date	PM10	Date	PM10	Date	PM10
01/01/2022	22.7	19/02/2022	54.9	09/04/2022	30.3	31/05/2022	55.8
02/01/2022	21.3	20/02/2022	12.8	10/04/2022	42.3	01/06/2022	56.8
03/01/2022	25.6	21/02/2022	23.3	11/04/2022	44.4	02/06/2022	61.1
04/01/2022	42.6	22/02/2022	22.8	12/04/2022	59.0	03/06/2022	50.0
05/01/2022	54.7	23/02/2022	22.2	13/04/2022	29.8	04/06/2022	40.7
06/01/2022	50.9	24/02/2022	21.4	14/04/2022	41.5	05/06/2022	44.9
07/01/2022	35.8	25/02/2022	44.3	15/04/2022	42.4	06/06/2022	59.8
08/01/2022	38.4	26/02/2022	76.7	16/04/2022	43.1	07/06/2022	38.4
09/01/2022	21.6	27/02/2022	79.5	17/04/2022	36.4	08/06/2022	29.2
10/01/2022	59.2	28/02/2022	75.3	18/04/2022	23.5	09/06/2022	25.5
11/01/2022	61.9	01/03/2022	75.1	20/04/2022	34.4	10/06/2022	22.3
12/01/2022	50.9	02/03/2022	56.2	21/04/2022	43.2	11/06/2022	16.0
13/01/2022	41.2	03/03/2022	73.0	22/04/2022	33.6	12/06/2022	9.4
14/01/2022	50.9	04/03/2022	65.9	23/04/2022	30.0	13/06/2022	22.7
15/01/2022	62.2	05/03/2022	41.9	24/04/2022	21.8	14/06/2022	36.9
16/01/2022	39.4	06/03/2022	50.8	25/04/2022	47.3	15/06/2022	44.6
17/01/2022	37.7	07/03/2022	59.4	26/04/2022	52.0	16/06/2022	49.5
18/01/2022	56.1	08/03/2022	58.6	27/04/2022	49.6	17/06/2022	34.9
19/01/2022	30.3	09/03/2022	58.5	28/04/2022	65.4	18/06/2022	19.9
20/01/2022	54.9	10/03/2022	60.2	29/04/2022	58.0	19/06/2022	20.8
21/01/2022	36.0	11/03/2022	59.7	02/05/2022	24.8	20/06/2022	27.9
22/01/2022	21.0	12/03/2022	45.2	03/05/2022	58.8	21/06/2022	31.4
23/01/2022	27.4	13/03/2022	41.7	04/05/2022	28.2	22/06/2022	25.1
24/01/2022	49.5	14/03/2022	41.3	05/05/2022	30.8	23/06/2022	54.1
25/01/2022	48.4	15/03/2022	65.0	06/05/2022	35.4	24/06/2022	44.4
26/01/2022	39.7	16/03/2022	62.1	07/05/2022	36.4	25/06/2022	23.9
27/01/2022	24.6	17/03/2022	38.4	08/05/2022	34.7	26/06/2022	18.6
28/01/2022	44.1	18/03/2022	63.6	09/05/2022	43.7		
29/01/2022	10.8	19/03/2022	40.4	10/05/2022	28.9		
30/01/2022	27.9	20/03/2022	43.6	11/05/2022	29.9		
31/01/2022	24.3	21/03/2022	65.6	12/05/2022	29.1		
01/02/2022	11.7	22/03/2022	68.3	13/05/2022	25.4		
02/02/2022	20.1	23/03/2022	75.5	14/05/2022	46.3		
03/02/2022	29.8	24/03/2022	35.6	15/05/2022	48.2		
04/02/2022	28.8	25/03/2022	71.4	16/05/2022	57.8		
05/02/2022	14.7	26/03/2022	56.4	17/05/2022	50.0		
06/02/2022	8.2	27/03/2022	46.0	18/05/2022	52.9		
07/02/2022	41.1	28/03/2022	56.8	19/05/2022	43.3		
08/02/2022	18.0	29/03/2022	59.2	20/05/2022	44.1		
09/02/2022	23.6	30/03/2022	49.2	21/05/2022	32.2		
10/02/2022	14.8	31/03/2022	30.8	22/05/2022	30.8		
11/02/2022	56.4	01/04/2022	43.7	23/05/2022	37.2		
12/02/2022	18.3	02/04/2022	52.4	24/05/2022	30.4		
13/02/2022	27.1	03/04/2022	23.3	25/05/2022	26.5		
14/02/2022	28.2	04/04/2022	14.1	26/05/2022	23.6		
15/02/2022	44.6	05/04/2022	15.0	27/05/2022	21.0		
16/02/2022	19.7	06/04/2022	17.4	28/05/2022	46.0		
17/02/2022	53.0	07/04/2022	22.9	29/05/2022	37.6		
18/02/2022	30.5	08/04/2022	43.4	30/05/2022	46.4		

Appendix C – Transcript of Capacity related questions and responses from full Council meeting on the evening of 30 November 2022

A transcript of the question and the response is below.

Question

“What capacity is there within the Environmental Health team to manage the additional workload that the Environmental permit would necessarily produce by way of monitoring of that site?”

_____ response

"I would make similar comments made by Councillor Scullion just now about planning Officers. Environmental Health Officers also remain a discipline where sometimes it is hard to recruit it isn't necessarily a career that people think of as one that they will go into straight away. So there are issues about the sheer capacity of the Environmental Health workforce right across the country really but as far as here in Calderdale is concerned, people will be aware that the environmental health functions which are a statutory duty of this Authority are very wide ranging, it is everything from noise, from the inspection of a food establishment, from the consideration of housing disrepair and we've got the memory of what's just been happening in Rochdale to remind us of that and of course the monitoring of situations such as incinerator proposal which is currently being considered by the government inspector. What I would say is that I think that my own view is that it would be extremely beneficial for this Authority were we in a better financial situation in relation to the amount of money we get from central government to enable us to significantly increase the size of our environmental health team but I have absolutely no particular confidence that we're going to be given a lot of extra money so all I can say is that we will do our best to discharge our statutory functions, be that in relation to incinerator permits, food hygiene, noise monitoring and everything else we do. The team I have to say we've got a team of very high performing Officers who work extremely hard and I know that they will do their level best to discharge their responsibilities whatever is put onto them."

In summary, Officers please do the right thing this time by rejecting the application.