Medworth Energy from Waste
Combined Heat and Power Facility

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June 2022

Outline Operational Traffic Management Plan

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

We inspire with energy.

Contents

1. Introduction

1.1 Background

1.1.1 Medworth CHP Limited (the Applicant) is applying to the Secretary of State (SoS) for a Development Consent Order (DCO) to construct operate and maintain an Energy from Waste (EfW) Combined Heat and Power (CHP) Facility on the industrial estate, Algores Way, Wisbech, Cambridgeshire. Together with associated Grid Connection, CHP Connection, Access Improvements, Water Connections, and Temporary Construction Compound (TCC), these works are the Proposed Development.

1.1.2 The Proposed Development would recover useful energy in the form of electricity and steam from over half a million tonnes of non-recyclable (residual), non-hazardous municipal, commercial and industrial waste each year. The Proposed Development has a generating capacity of over 50 megawatts and the electricity would be exported to the grid. The Proposed Development would also have the capability to export steam and electricity to users on the surrounding industrial estate. Further information is provided in **Chapter 3: Description of the Proposed Development (Volume 6.2)**.

1.1.3 The Proposed Development is a Nationally Significant Infrastructure Project (NSIP) under Part 3 Section 14 of the Planning Act 2008 (2008 Act) by virtue of the fact that the generating station is located in England and has a generating capacity of over 50 megawatts (section 15(2) of the 2008 Act). It, therefore, requires an application for a DCO to be submitted to the Planning Inspectorate (PINS) under the 2008 Act. PINS will examine the application for the Proposed Development and make a recommendation to the SoS for Business, Energy and Industrial Strategy (BEIS) to grant or refuse consent. On receipt of the report and recommendation from PINS, the SoS will then make the final decision on whether to grant the Medworth EfW CHP Facility DCO.

1.2 The Applicant and the project team

1.2.1 The Applicant is a wholly owned subsidiary of MVV Environment Limited (MVV). MVV is part of the MVV Energie AG group of companies. MVV Energie AG is one of Germany's leading energy companies, employing approx. 6,500 people with assets of around €5 billion and annual sales of around €4.1 billion. The Proposed Development represents an investment of approximately £450m.

1.2.2 The company has over 50-years' experience in constructing, operating, and maintaining EfW CHP facilities in Germany and the UK. MVV Energie's portfolio includes a 700,000 tonnes per annum residual EfW CHP facility in Mannheim, Germany.

1.2.3 MVV Energie has a growth strategy to be carbon neutral by 2040 and thereafter carbon negative, i.e., climate positive. Specifically, MVV Energie intends to:

- reduce its direct carbon dioxide (CO_2) emissions by over 80% by 2030 compared to 2018;
- reduce its indirect CO_2 emissions by 82% compared to 2018;
- be climate neutral by 2040; and
- be climate positive from 2040.

1.2.4 MVV's UK business retains the overall group ethos of 'belonging' to the communities it serves whilst benefitting from over 50 years' experience gained by its German sister companies.

1.2.5 MVV's largest project in the UK is the Devonport EfW CHP Facility in Plymouth. Since 2015, this modern and efficient facility has been using around 265,000 tonnes of municipal, commercial and industrial residual waste per year to generate electricity and heat, notably for Her Majesty's Naval Base Devonport in Plymouth, and exporting electricity to the grid.

1.2.6 In Dundee, MVV has taken over the existing Baldovie EfW Facility and has developed a new, modern facility alongside the existing facility. Operating from 2021, it uses up to 220,000 tonnes of municipal, commercial and industrial waste each year as fuel for the generation of usable energy.

1.2.7 Biomass is another key focus of MVV's activities in the UK market. The biomass power plant at Ridham Dock, Kent, uses up to 195,000 tonnes of waste and non-recyclable wood per year to generate green electricity and is capable of exporting heat.

1.2.8 To prepare the ES for the Proposed Development, the Applicant has engaged Wood Group UK Limited (Wood). Wood is registered with the Institute of Environmental Management and Assessment (IEMA)'s Environmental Impact Assessment (EIA) Quality Mark scheme. The scheme allows organisations that lead the co-ordination of EIAs in the UK to make a commitment to excellence in their EIA activities and have this commitment independently reviewed.

1.3 The Proposed Development

1.3.1 The Proposed Development comprises the following key elements:

- The EfW CHP Facility;
- CHP Connection;
- Temporary Construction Compound (TCC);
- Access Improvements;
- Water Connections; and
- Grid Connection.

1.3.2 A summary description of each Proposed Development element is provided below. A more detailed description is provided in **ES Chapter 3: Description of the Proposed Development (Volume 6.2)** of the ES. A list of terms and abbreviations

can be found in **Chapter 1 Introduction, Appendix 1F Terms and Abbreviations (Volume 6.4)**.

- EfW CHP Facility Site: A site of approximately 5.3ha located south-west of Wisbech, located within the administrative areas of Fenland District Council and Cambridgeshire County Council. The main buildings of the EfW CHP Facility would be located in the area to the north of the Hundred of Wisbech Internal Drainage Board (HWIDB) drain bisecting the site and would house many development elements including the tipping hall, waste bunkers, boiler house, turbine hall, air cooled condenser, air pollution control building, chimneys and administration building. The gatehouse, weighbridges, 132kV switching compound and laydown maintenance area would be located in the southern section of the EfW CHP Facility Site.
- CHP Connection: The EfW CHP Facility would be designed to allow the export of steam and electricity from the facility to surrounding business users via dedicated pipelines and private wire cables located along the disused March to Wisbech railway. The pipeline and cables would be located on a raised, steel structure.
- TCC: Located adjacent to the EfW CHP Facility Site, the compound would be used to support the construction of the Proposed Development. The compound would be in place for the duration of construction.
- Access Improvements: includes access improvements on New Bridge Lane (road widening and site access) and Algores Way (relocation of site access 20m to the south).
- Water Connections: A new water main connecting the EfW CHP Facility into the local network will run underground from the EfW CHP Facility Site along New Bridge Lane before crossing underneath the A47 (open cut trenching or horizontal directional drilling (HDD)) to join an existing Anglian Water main. An additional foul sewer connection is required to an existing pumping station operated by Anglian Water located to the northeast of the Algores Way site entrance and into the EfW CHP Facility Site.
- Grid Connection: This comprises a 132kV electrical connection using underground cables. The Grid Connection route begins at the 132kV switching compound in the EfW CHP Facility Site and runs underneath New Bridge Lane, before heading north within the verge of the A47 to the Walsoken Substation on Broadend Road. From this point the cable would be connected underground to the Walsoken DNO Substation.

1.4 Purpose of this Document

1.4.1 ES **Chapter 6: Traffic and Transport (Volume 6.2)** considers the anticipated operational HGV vehicle routing to the EfW CHP Facility. This assessment is based on a series of vehicle routing assumptions, summarised on **Figure 6.16 (Volume 6.3)**. These assumptions have been used to prepare an Outline Operational Traffic Management Plan (Outline OTMP) for the EfW CHP Facility. The Outline OTMP establishes the permitted HGV routing to and from the EfW CHP Facility. The main objective is to route HGV traffic along the strategic road network and only in the

event of local collections/deliveries or temporary road closures that are beyond the control of the Applicant, avoid travelling though Wisbech town and surrounding villages

1.4.2 Prior to the date of final commissioning of the EfW CHP Facility, a detailed OTMP, to be in substantial accordance with this Outline OTMP, will be submitted for approval to the relevant planning authority in consultation with the Highways Authority.

2. Outline Operational Traffic Management Plan

2.1 Operational hours

2.1.1 The EfW CHP Facility would be capable of processing up to 625,600 tonnes of residual commercial, industrial and household waste 24-hours a day, up to 365-days a year. Operational hours for the acceptance of waste would be limited to 07:00 to 20:00 during the 365-days. Outside of these hours, to ensure the EfW CHP Facility's continued operation, and for security purposes, a shift team would be present.

2.1.2 There may be some occasions when waste deliveries are accepted outside the normal opening hours; for example, in the case of an emergency or to accommodate the delivery of waste where vehicles have been unavoidably delayed, or in other similar circumstances. It is therefore proposed that the EfW CHP Facility be able to accept waste outside the operating hours stated above in these circumstances.

2.2 Operational workforce

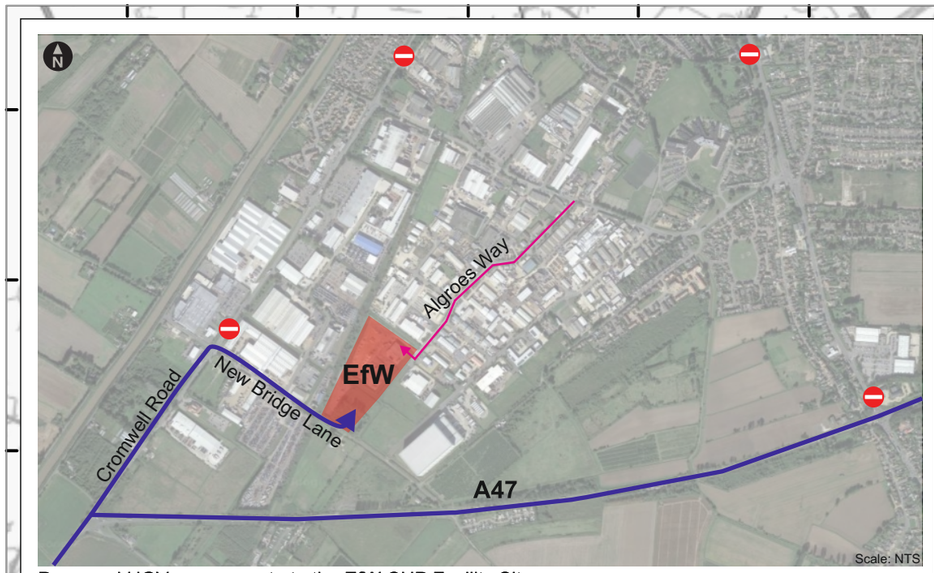
2.2.1 It is anticipated that up to 40 Full-Time Equivalent (FTE) jobs would be created as a result of the Proposed Development. These would include direct employment opportunities for the operation of the EfW CHP Facility, in a mixture of skilled and unskilled roles, as well as indirect employment opportunities for local services such as cleaning and catering. Direct employment opportunities include shift teams, to cover 24-hour operation of the EfW CHP Facility.

2.3 Operational traffic routes and restrictions

2.3.1 The operational traffic routes and restrictions are displayed on **Figure 2.1**.

2.4 Security and monitoring

2.4.1 A high definition (1080p) Closed-Circuit Television (CCTV) monitoring system would be provided to cover and record key areas including the weighbridge, queuing area, access routes, pedestrian routes, un-loading and loading areas. The system would also cover unauthorised access to the EfW CHP Facility Site and be operational 24 hours a day. Space would be provided for storing the recorded material and information for 90-days.



Proposed HGV assess route to the EfW CHP Facility Site

EfW EfW CHP Facility Site
HGV access routes
Operational HGV route restrictions (unless local collections)
Staff and visitor access route to the EfW CHP Facility Site

510000 515000 520000 525000 530000 535000 540000 545000 550000 555000 560000

330000 325000 320000 315000 310000 305000 300000 295000 290000 285000

Holbeach
Long Sutton
A17
A1101
Marshland
A47
Wisbech
see inset
A47
A1122
A47
North Level
The Fens
Soke of Peterborough
A47
A141
A47
Peterborough
A1
A1260
A1139
Whittlesey
March
A10
A605
A141
Middle Level
A1(M)
Chatteris
Ramsey
Market Deeping
Crowland

Key

EfW CHP Facility Site

Permitted HGV access routes

Operational HGV route restrictions (unless local collections)

Aim of the operational traffic routes and restrictions:
HGV traffic to use the access routes identified, thereby avoid unnecessary journeys through Wisbech town and local villages.

HGV access:
HGV traffic shall access the EfW CHP Facility Site from the A47 (and its connecting routes) via Cromwell Road and New Bridge Lane.

The Applicant will require waste and consumable contractors to adhere to the permitted HGV routes to access EfW CHP Facility Site.

HGV routing exemptions:
1) Local collections of waste and consumables to and from the EfW CHP Facility.
2) In the event of matters beyond the control of the Applicant, such as, temporary road closures, HGV access route restrictions would be temporary suspended.

Staff and Visitor Access:
Staff and visitor traffic shall access the EfW CHP Facility Site via Algores Way and are not subject to route restrictions.

0 2,000 4,000 6,000 8,000 10,000 m
Scale at A3: 1:180,000

Client

Medworth CHP Limited
Medworth Energy from Waste Combined Heat and Power Facility DCO
Outline Operational Traffic Management Plan

Figure 2.1
Operational traffic routes and restrictions

June 2022

wood.