

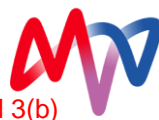
Medworth Energy from Waste Combined Heat and Power Facility

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Applicant's Comments on the Relevant Representations – Part 2 Other Interested Parties and 3(b) Statutory Parties – Representations RR-001 – RR-099

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Table 2.1 Applicant's Comments on relevant representations RR-001 – RR-099

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1. Introduction

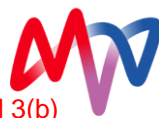
1.1.1 The Applicant (Medworth CHP Limited) submitted an application for development consent to the Secretary of State on 7 July 2022. The Application was accepted for examination on 2 August 2022. The Examination of the Application commenced on 21 February 2023.

1.1.2 During the pre-examination phase of the Application process, persons were invited to register as an Interested Party and provide a relevant representation. The registration period ran from 4 October 2022 to 15 November 2022. The deadline was extended to 30 November 2022 for a single person with an interest in land, as their original notification of the relevant representation period was undelivered.

1.1.3 A total of 666 relevant representations were received by the end of the relevant representation period [RR-001 – RR-666]. Three additional submissions [AS-011 – AS-013] were accepted at the discretion of the Examining Authority (ExA) on 23 January 2023. The Applicant has also commented on these additional submissions as part of their comments on the relevant representations which have been submitted at Examination Deadline 1 (10 March 2023).

1.1.4 The Applicant's comments are provided in the following volumes:

- **Volume 9.2 Applicant's Comments on the Relevant Representations – Part 1 Local Authorities and 3(a) Statutory Parties;** comprising of comments on the relevant representations from local authorities and statutory parties defined under Regulation 3(a) of the Infrastructure Planning (Interested Parties and Miscellaneous Prescribed Provisions) Regulations 2015 (as amended);
- **Volume 9.2 Applicant's Comments on the Relevant Representations - Other Interested Parties and 3(b) Statutory Parties;** comprising of comments on the relevant representations from persons with an interest in land (defined in Regulation 3(b) of the of the Infrastructure Planning (Interested Parties and Miscellaneous Prescribed Provisions) Regulations 2015), wider stakeholders, members of the public and businesses and community groups, split into the following parts:
 - **Part 2: Representations RR-001 – RR-099** (this volume);
 - **Part 3: Representations RR-100 – RR-199;**
 - **Part 4: Representations RR-200 – RR-299;**
 - **Part 5: Representations RR-300 – RR-399;**
 - **Part 6: Representations RR-400 – RR-499;**
 - **Part 7: Representations RR-500 – RR-599;**
 - **Part 8: Representations RR-600 – RR-666 and additional submissions;** and



3 Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties – Relevant Representations RR-001 – RR-099

- **Volume 9.2 Applicant's Comments on the Relevant Representations – Part 9 Appendices;** comprising of documents produced to support the Applicant's comments on the relevant representations.

1.1.5 This document **Volume 9.2 Applicant's Comments on the Relevant Representations – Part 2 Other Interested Parties and 3(b) Statutory Parties** presents the Applicant's comments in a tabular format for each relevant representation received.

1.1.6 The comments are supported by the following Appendices presented in **Volume 9.2**

- **Appendix 9.2A:** Technical Meeting Note Traffic and Transport – Algores Way;
- **Appendix 9.2B:** Landscape ZTVs and Cross Sections;
- **Appendix 9.2C:** Technical Note – Climate Change – Response to CCC Comments;
- **Appendix 9.2D:** Technical Note Response to the Waste Fuel Availability Assessment Representations; and
- **Appendix 9.2E:** Interested Party: Fountain Frozen Limited – Relevant Representation APP-015.



2. Other Interested Parties and 3(b) Statutory Parties

2.1 Introduction

2.1.1 Relevant representations were received from 650 other interested parties and 3(b) statutory parties comprising of:

- Persons with an interest in land (3(b));
- Wider stakeholders;
- Members of the public; and
- Businesses and community groups.

2.1.2 Any representations which fall into the category of local authorities or 3(a) Statutory Parties are excluded from these tables and presented in **Volume 9.2 Applicant's Comments on the Relevant Representations – Part 1 Local Authorities and 3(a) Statutory Parties.**

2.1.3 The Applicant's responses to Relevant Representations RR-001 – RR-099 are set out in Table 2.1 below.



Table 2.1 Applicant's Comments on relevant representations RR-001 – RR-099

Relevant Representation	Representee	Topic	Point raised	Applicant's comments
RR-001	Borough Council of Kings Lynn and West Norfolk	-	-	The Applicant's comments on the BCKLWN relevant representation are provided in Volume 9.2 Applicant's Comments on the Relevant Representations – Part 1 Local Authorities and 3(a) Statutory Parties.
RR-002	Cambridgeshire County Council	-	-	The Applicant's comments on the CCC relevant representation are provided in Volume 9.2 Applicant's Comments on the Relevant Representations – Part 1 Local Authorities and 3(a) Statutory Parties.
RR-003	Fenland District Council	-	-	The Applicant's comments on the FDC relevant representation are provided in Volume 9.2 Applicant's Comments on the Relevant Representations – Part 1 Local Authorities and 3(a) Statutory Parties.
RR-004	Norfolk County Council	-	-	The Applicant's comments on the NCC relevant representation are provided in Volume 9.2 Applicant's Comments on the Relevant Representations – Part 1 Local Authorities and 3(a) Statutory Parties.
RR-005	Leziate Parish Council	Comment	The Parish Council objects to the building of the Heat and Power Facility in	Comments noted.



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			Wisbech for the disposal of 625,000 Tnes/yr for the following reasons:	
RR-005	Leziate Parish Council	Traffic	<p>1. Delivery of 625,600 Tnes/yr. of waste and the necessary ash disposal results in an estimated total of 30 truck movements per hour plus any staff during the working day. This represents a totally unacceptable extra burden on the local road system, especially the non duelled A47, which is already at capacity for several hours per day.</p>	<p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Where necessary, embedded mitigation, such as onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013].



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
RR-005	Leziate Parish Council	Waste Need	2. This project has not been requested by the local councils and therefore is likely to take input from further afield in opposition to the 'PROXIMITY PRINCIPLE' of taking waste from the nearest areas of source.	The WFAA (Volume 7.3) [APP-094] has assessed both the local/ regional requirement for the Proposed Development as well as the national need. This has concluded that there is insufficient residual waste management capacity available to ensure that non-recyclable waste can be managed as far up the waste hierarchy as possible (i.e., diverted from landfill) and in a manner which complies with the proximity principle (i.e., treating waste as close as possible to its point of arising). Whilst this latter point is especially relevant for the significant quantities of residual waste that are presently exported from England for management via EfW in mainland Europe, it is also relevant in terms of the waste that is presently exported from the East of England region for final disposal.
RR-005	Leziate Parish Council	Air Quality	3. Stack emissions will have an unacceptable impact on the local schools, which are located immediately downwind from the stack, before being carried into West Norfolk and on to King's Lynn by the prevailing winds.	The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078] and Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052] respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has</p>



10 Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties

Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none">• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]• Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]• Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013];• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement



11 Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties

Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>12, Draft DCO (Volume 3.1) [APP-013];</p> <ul style="list-style-type: none">Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; andOdour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013].
RR-005	Leziate Parish Council	Air Quality	<p>4. No assurances have been given with respect to the 'BAT' rated discharge filter specification, which by choosing carefully at a higher cost, the emissions can be significantly reduced. This is expressly true for the most harmful 2.5pm's</p>	<p>ES Chapter 8: Air Quality, Volume 6.2) [APP-035] sets out the embedded measures to prevent pollution during the operational phase i.e., that the site will operate under an Environmental Permit (EP) which will require emissions to air to be limited and emissions to ground (soil or groundwater) will not be permitted. Air emissions will need to comply with mandatory emission limit values (ELV). The operator of the EfW CHP Facility will need to demonstrate to the Environment Agency in the permit application for the EfW CHP that they are using Best Available Techniques (BAT) for pollution prevention – including use of filters to prevent particulates and particle-bound pollutants such as heavy metals, being released to air.</p> <p>Filter bag manufacturers do not provide efficiency figures. However, the removal efficiency for PM2.5 is expected to be better than 99.9%.</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>The EP will set the emission limits and monitoring requirements for the facility and requires an operator to continuously monitor the emissions and submit results to the EA. Continuous Emissions Monitoring Systems (CEMS) will include total particulate matter (including PM2.5).</p>
RR-005	Leziate Parish Council	Waste Hierarchy	<p>5. The construction of the Incinerator results in sinking millions of pounds into a technology locking the UK into decades of garbage burning and making it harder for cash strapped local authorities to boost their composting and recycling rates.</p>	<p>One of the guiding principles, that underpins national and local waste management policy of sustainable waste management is the concept of a hierarchy of waste management options (waste hierarchy), where the most desirable option is not to produce the waste in the first place (waste prevention) and the least desirable option is to dispose of the waste with no recovery of either materials and/or energy i.e., landfill. Between these two extremes there are a wide variety of waste treatment options that may be used as part of a waste management strategy to recover materials.</p> <p>Residual waste, which the Proposed Development proposes to process, is mixed waste that cannot be usefully reused or recycled and is either destined for landfill, the least sustainable form of waste management or could be incinerated (under strict controlled conditions) to recover valuable</p>



13 Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties

Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>energy in the form of electricity and/or heat, via a process commonly known as Energy from Waste (EfW). By diverting residual waste away from landfill to EfW, the principles established by the waste hierarchy are met. Further details of the national and local planning policies that support the principle of sustainable waste management, including the waste hierarchy and how these are applied to the Proposed Development are reported in the Planning Statement (Volume 7.1) [APP-091].</p> <p>The Applicant is committed to providing community benefits, including waste awareness and education; these are set out in the following documents:</p> <p>Outline Employment and Skills Strategy (Volume 7.8) [APP-099] which has been developed in consultation with Norfolk County Council includes the following proposals:</p> <ul style="list-style-type: none">• A waste education programme and support for higher and further education establishments, including STEM support; and• Apprenticeships, Internships and work experience/placements.



14 Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties

Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>The Outline Employment and Skills Strategy (Volume 7.8) [APP-098] is secured by a DCO Requirement 21.</p> <p>The Outline Community Benefits Strategy (Volume 7.14) [APP-105] includes the following proposals:</p> <ul style="list-style-type: none">• Establishment of a local liaison committee;• Employment of a Community Liaison Manager;• Guided site tours and a visitor area within the administration building;• Establishment of a community fund and a sponsorship fund; and• Support for local initiatives that improve wellbeing and environmental improvements in the local area. <p>The final Community Benefits Plan will be published by the Applicant on its project website prior to commencement of the construction of the Proposed Development.</p>
RR-005	Leziate Parish Council	Climate Change	6. With the urgent push for the reduction of emissions by 2050 this proposal would seem to be counter productive.	It is acknowledged that as a standalone entity the Proposed Development results in net carbon emissions from the EfW combustion processes. The environmental impacts of the Proposed Development including climate change impacts, have been assessed and reported in the ES Chapter



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>14: Climate Change (Volume 6.2) [APP-041]. Chapter 14 includes a greenhouse gas (GHG) assessment. The GHG assessment reports a net reduction in emissions of - 2,570.80 kilotonnes carbon dioxide equivalent (ktCO₂e) in the 'with Proposed Development' scenario compared to a 'without Proposed Development' scenario which assumes that the residual waste will be sent to landfill. The assessment is based on assessing whether the Proposed Development would impede the UK in being carbon net zero by 2050, this being the UK position in terms of meeting international obligations to reduce carbon emissions. The assessment includes evaluation of emissions with respect to UK Government 5-year carbon budgets, indicating a minor reduction in emissions ranging from between 0.004% to 0.03% for the 4th, 5th and 6th carbon budgets. Therefore, GHG impacts of the Proposed Development will have a beneficial significant effect. The Proposed Development has net GHG emissions below zero, causing an indirect reduction in atmospheric GHG emissions which has a positive impact on the UK Government meeting its carbon budgets/targets. In 2050 when the UK net carbon budget is zero (and the Climate Change Committee state that waste sector emissions can be reduced by</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				75% from today's levels), the Proposed Development will have a beneficial impact equivalent to - 67ktCO ₂ e.
RR-005	Leziate Parish Council	Climate Change	7. The EU is already turning away from Waste to Energy to help reach 'Net Carbon Emissions' by 2050	<p>It is acknowledged that as a standalone entity the Proposed Development results in net carbon emissions from the EfW combustion processes. The environmental impacts of the Proposed Development including climate change impacts, have been assessed and reported in the ES Chapter 14: Climate Change (Volume 6.2) [APP-041].</p> <p>Chapter 14 includes a greenhouse gas (GHG) assessment. The GHG assessment reports a net reduction in emissions of - 2,570.80 kilotonnes carbon dioxide equivalent (ktCO₂e) in the 'with Proposed Development' scenario compared to a 'without Proposed Development' scenario. The assessment is based on assessing whether the Proposed Development would impede the UK in being carbon net zero by 2050, this being the UK position in terms of meeting international obligations to reduce carbon emissions. The assessment includes evaluation of emissions with respect to UK Government 5-year carbon budgets, indicating a minor reduction in emissions</p>



17 Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties

Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>ranging from between 0.004% to 0.03% for the 4th, 5th and 6th carbon budgets. Therefore, GHG impacts of the Proposed Development will have a beneficial significant effect. The Proposed Development has net GHG emissions below zero, causing an indirect reduction in atmospheric GHG emissions which has a positive impact on the UK Government meeting its carbon budgets/targets. In 2050 when the UK net carbon budget is zero (and the Climate Change Committee state that waste sector emissions can be reduced by 75% from today's levels), the Proposed Development will have a beneficial impact equivalent to - 67ktCO₂e.</p>
RR-006	Snettisham Parish Council	Air Quality	<p>Snettisham Parish Council are concerned that the parishes' proximity to the facility may affect the health and well being of residents. Concerns include - air pollution and the release of nanoparticles in processing the waste</p>	<p>The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and concludes the significance of effect is negligible.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.
RR-006	Snettisham Parish Council	Waste Need	- the need for the facility is not established as this area deals with its waste effectively, importing waste from other areas is unacceptable	The Waste Fuel Availability Assessment (WFAA) (Volume 7.3) [APP-094] , in line with the existing National Policy Statement for Renewable Energy Infrastructure (NPS EN-3) and the emerging updated version of NPS EN-3, considers the availability of waste in the context of local and national need. In terms of 'local' need, the extent of the study area has been informed by the 2-hour travel time and is defined as being the former East of England planning region and selected close Waste Planning Authorities in the East Midlands (i.e., Leicester and Leicestershire; Northamptonshire, Lincolnshire and Rutland). The assessment includes sensitivity analysis to understand how residual waste arisings may change over time with increased recycling. The conclusion of the assessment demonstrates the need for the Proposed Development to treat residual waste within the region. More information on the need for the Proposed



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Development is set out in the Planning Statement (Volume 7.1) [APP-091].</p> <p>ES Chapter 2: Alternatives (Volume 6.2) [APP-029] explains the Applicant's reason for selecting the location of the Proposed Development, highlighting the 'essential' and 'preferable' site selection criteria that were applied to the Proposed Development and suitably meet. In summary these are:</p> <p>There is a need for additional residual waste treatment within the area;</p> <ul style="list-style-type: none">• In close proximity to existing business that have a large heat and/or power demand;• A site of a suitable size to accommodate the EfW CHP Facility;• Good access to the strategic road network;• A brownfield site allocated for waste management; and• A site free of environmental designations.
RR-006	Snettisham Parish Council	Traffic	- the local highway infrastructure is not adequate to deal with an influx of vehicles carrying waste to the area	<p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p data-bbox="1368 276 1998 1042">6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p data-bbox="1368 1090 1998 1377">Where necessary, embedded mitigation, such as onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic and transportation will</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road). <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>
RR-007	South Wootton Parish Council	Comment	South Wootton Parish Council wish to add our opposition to the proposed Incinerator to be located at Algores Way, Wisbech.	Comments noted.
RR-007	South Wootton Parish Council		We were astonished to read that the Wisbech Incinerator will be twice the size of the	Comment noted. However, the Applicant was not involved in the King's Lynn incinerator planning application.



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			King's Lynn one which we opposed and was rejected by the Inspector at a Public Inquiry in 2013. We raised two main issues in opposition to the development, namely, Health and Safety issues and Traffic congestion issues.	No significant effects are anticipated in relation to health or traffic as a result of the Proposed Development
RR-007	South Wootton Parish Council	Air Quality	There was and is real concern about the potential adverse Health issues associated with the emissions from Waste Incinerators. Toxic compounds such as dioxins and furans are found in the exhaust gases as well as fine particles of PM10, PM2.5 and smaller. These can cause cardiac and respiratory problems as well as cancer. Heavy metals such as Lead and Mercury are present in the residual ash collected at the bottom of the Incinerator. Although we were told that emissions were constantly monitored	<p>The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078] and Figure 8.3, ES Chapter</p>



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			<p>and meet required standards, this was not the case as there have been many breaches (at 11 other modern Incinerators) in recent times. We are concerned that air pollution from its 95 metre chimney will be down wind of the triple SSI protected Wash area, Kings Lynn, Sandringham and all their inhabitants including South Wootton residents.</p>	<p>8: Air Quality Figures (Volume 6.3) [APP-052] respectively. This includes schools, medical facilities and residential properties. The assessment also confirms that there will be no impacts on sites protected for biodiversity interests.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> • Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013] • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013] • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013].
RR-007	South Wootton Parish Council	Waste Hierarchy	<p>There is a general agreement that the amount of waste going to landfill needs to be reduced but less costly, non-hazardous alternatives should be considered such as Mechanical Biological Treatment and Anaerobic Digestion Plants. These can be built at a fraction of the cost of an Incinerator Plant, especially in the case of the Wisbech Plant which would be twice the size of the rejected Kings Lynn Plant. We believe that the best practice for waste disposal is via a combination of methods, ie, by reducing waste in the first instance, reusing and recycling where possible and composting appropriate material using non-hazardous systems as mentioned above. There is no place for incineration.</p>	<p>One of the guiding principles, that underpins national and local waste management policy of sustainable waste management is the concept of a hierarchy of waste management options (waste hierarchy), where the most desirable option is not to produce the waste in the first place (waste prevention) and the least desirable option is to dispose of the waste with no recovery of either materials and/or energy i.e., landfill. Between these two extremes there are a wide variety of waste treatment options that may be used as part of a waste management strategy to recover materials.</p> <p>Residual waste, which the Proposed Development proposes to process, is mixed waste that cannot be usefully reused or recycled and is either destined for landfill, the least sustainable form of waste management or could be incinerated (under strict controlled conditions) to recover valuable energy in the form of electricity and/or heat, via a process commonly known as Energy from Waste (EfW). By diverting residual waste away from landfill to EfW, the principles established by the waste hierarchy</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>are met. Further details of the national and local planning policies that support the principle of sustainable waste management, including the waste hierarchy and how these are applied to the Proposed Development are reported in the Planning Statement (Volume 7.1) [APP-091].</p> <p>The Applicant is committed to providing community benefits, including waste awareness and education; these are set out in the following documents:</p> <p>Outline Employment and Skills Strategy (Volume 7.8) [APP-099] which has been developed in consultation with Norfolk County Council includes the following proposals:</p> <ul style="list-style-type: none"> • A waste education programme and support for higher and further education establishments, including STEM support; and • Apprenticeships, Internships and work experience/placements. <p>The Outline Employment and Skills Strategy (Volume 7.8) [APP-098] is secured by a DCO Requirement 21.</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Outline Community Benefits Strategy (Volume 7.14) [APP-105] includes the following proposals:</p> <ul style="list-style-type: none"> • Establishment of a local liaison committee; • Employment of a Community Liaison Manager; • Guided site tours and a visitor area within the administration building; • Establishment of a community fund and a sponsorship fund; and • Support for local initiatives that improve wellbeing and environmental improvements in the local area. <p>The final Community Benefits Plan will be published by the Applicant on its project website prior to commencement of the construction of the Proposed Development.</p>
RR-007	South Wootton Parish Council	Comment	South Wootton Parish Council wishes to join with the residents of Wisbech in opposing the location of the Incinerator close to local schools and other public amenities. Yours sincerely D Price David Price Chair, South Wootton Parish Council	Comments noted.



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
RR-008	Walsoken Parish Council	-	-	The Applicant's comments on Walsoken Parish Council's relevant representation are provided in Volume 9.2 Applicant's Comments on the Relevant Representations – Part 1 Local Authorities and 3(a) Statutory Parties.
RR-009	West Walton Parish Council	Comment	West Walton Parish Council requests to be kept up to date with all stages of this planning application and will decide to comment at a later date.	Comment noted.
RR-010	Wisbech Town Council	-	-	The Applicant's comments on Wisbech Town Council's relevant representation are provided in Volume 9.2 Applicant's Comments on the Relevant Representations – Part 1 Local Authorities and 3(a) Statutory Parties.
RR-011	Network Rail Infrastructure Limited	-	-	The Applicant's comments on Network Rail Infrastructure Limited's relevant representation are provided in Volume 9.2 Applicant's Comments on the Relevant Representations – Part 1 Local Authorities and 3(a) Statutory Parties.
RR-012	BNP Paribas Real Estate (BNP Paribas)	-	-	The Applicant's comments on Royal Mail's relevant representation are provided in Volume 9.2 Applicant's Comments on the



31 Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties

Relevant Representation	Representee	Topic	Point raised	Applicant's comments
	Real Estate) on behalf of Royal Mail)			Relevant Representations – Part 1 Local Authorities and 3(a) Statutory Parties. Comments noted.
RR-013	East of England Ambulance Service Trust	of -	-	The Applicant's comments on the East of England Ambulance Service Trust's relevant representation are provided in Volume 9.2 Applicant's Comments on the Relevant Representations – Part 1 Local Authorities and 3(a) Statutory Parties.
RR-014	Environment Agency	-	-	The Applicant's comments on the Environment Agency's relevant representation are provided in Volume 9.2 Applicant's Comments on the Relevant Representations – Part 1 Local Authorities and 3(a) Statutory Parties.
RR-015	Fraser Dawbarns LLP	Comment	I represent Fountain Frozen Limited who occupy premises next to the proposed site and object to the project and lodged their objections in the initial consultation stage by letter which did not seem to appear in the documents presented and upon which the approval for Examination was granted. My client	Please refer to Appendix 9.2E (Part 9) which provides a summary of how Frozen Fountain Limited's comments were taken into account during the stages of consultation.



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			wishes to continue to object to this project being approved due to the likely impact on it's business, staff and premises.	
RR-016	Historic England	-	-	The Applicant's comments on Historic England's relevant representation are provided in Volume 9.2 Applicant's Comments on the Relevant Representations – Part 1 Local Authorities and 3(a) Statutory Parties.
RR-017	Hundred of Wisbech Internal Drainage Board	-	-	The Applicant's comments on the Hundred of Wisbech Internal Drainage Board's relevant representation are provided in Volume 9.2 Applicant's Comments on the Relevant Representations – Part 1 Local Authorities and 3(a) Statutory Parties.
RR-018	Icon Engineering (Wisbech) Ltd	Comment	I will be commenting once I have examined the information.	Comments noted. The DCO Application documents are available on the Planning Inspectorate's website.
RR-019	King's Lynn Internal Drainage Board	-	-	The Applicant's comments on the King's Lynn Internal Drainage Board's relevant representation are provided in Volume 9.2 Applicant's Comments on the Relevant Representations – Part 1 Local Authorities and 3(a) Statutory Parties.



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
RR-020	Anglian Water	-	-	The Applicant's comments on Anglian Water's relevant representation are provided in Volume 9.2 Applicant's Comments on the Relevant Representations – Part 1 Local Authorities and 3(a) Statutory Parties.
RR-021	National Highways	-	-	The Applicant's comments on the National Highways relevant representation are provided in Volume 9.2 Applicant's Comments on the Relevant Representations – Part 1 Local Authorities and 3(a) Statutory Parties.
RR-022	Natural England	-	-	The Applicant's comments on Natural England's relevant representation are provided in Volume 9.2 Applicant's Comments on the Relevant Representations – Part 1 Local Authorities and 3(a) Statutory Parties.
RR-023	UK Health Security Agency	-	-	The Applicant's comments on the UK Health Security Agency's relevant representation are provided in Volume 9.2 Applicant's Comments on the Relevant Representations – Part 1 Local Authorities and 3(a) Statutory Parties.
RR-024	Waldersey Internal	-	-	The Applicant's comments on the Waldersey Internal Drainage Board's relevant representation are provided in Volume 9.2



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
	Drainage Board			Applicant's Comments on the Relevant Representations – Part 1 Local Authorities and 3(a) Statutory Parties.
RR-025	A1 Engraving LTD	Socio-economic	it will bring minimal jobs to the town (less than 50) but the potential for job losses could be much higher (particularly local food factories),	Section 3.5.53, ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030] confirms there will be 40 full time equivalent (FTE) jobs in a range of disciplines for the operational phase of the Proposed Development. Furthermore, ES Chapter 15 Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042] predicts that an additional 32 indirect jobs would be created at the County level. Indirect employment opportunities include (as a minimum), cleaning services, electrical engineering services, mechanical engineering services and other maintenance-related roles such as scaffolding teams. The assessment did not identify any potential job losses from nearby food businesses. The Applicant has included within the project description the proposal to construct a CHP connection which would be able to provide heat and power to local businesses at competitive rates. The
RR-025	A1 Engraving LTD	Property Prices	not to mention reduced house prices.	As part of the assessment undertaken in ES Chapter 15: Socio economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042] the Applicant reviewed the local



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>housing market. The review shows that house prices within the Study Area have been increasing. The review shows that house prices within the Study Area are lower than the county and national averages.</p> <p>House prices are driven by a range of factors and it is considered generally that the Proposed Development would not by itself decrease house prices in the Study Areas due to the implementation of the proposed mitigation measures. For a limited number of properties that may be affected by physical factors (such as noise) during the operation of the Proposed Development, and such factors results in a diminution in value, a claim for compensation can be made under Part 1 of the Land Compensation Act 1973.</p>
RR-025	A1 Engraving LTD	Traffic	horrendous congestion...	<p>traffic HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013];</p> <ul style="list-style-type: none"> • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road). <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>
RR-025	A1 Engraving LTD	Human Health	...and most importantly health consequences.	<p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p><i>“...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health</i></p> <p><i>(https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-</i></p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p><i>impact-on-health). PHE's risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small..."</i></p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043] assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme –



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013];</p> <ul style="list-style-type: none"> • For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, Draft DCO (Volume 3.1) [APP-013]; • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013];



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.
RR-026	A Jeffries Recruitment Ltd t/as Driver Hire Wisbech & The Fens	Traffic	I am concerned about traffic/gridlock issues on the industrial estate where my business is,	<p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and</p> <ul style="list-style-type: none"> Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road) <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013] .
RR-026	A Jeffries Recruitment Ltd t/as Driver Hire Wisbech & The Fens	Air Quality	I am concerned ...about pollution.	<p>The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The sensitive receptors considered within the assessment include:</p> <ul style="list-style-type: none"> • Schools including – Thomas Clarkson Academy, Meadowgate Academy, Elm Road Primary School, Nene Infant School, Cambrian Wisbech School, Anglia Way and TBAP Unity Academy, Weasenham Lane. • Medical including – Anglia Community Eye Service, North Cambridgeshire Hospital, Trinity Surgery, Orchard House Nursing Home and Smedley Trust Home. • Residential including properties on – New Bridge Lane, New drove, Weasenham Lane and Elm High Road.



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078] and Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052] respectively.</p> <p>International and local ecological receptors within 15km and 2km respectively have been assessed within the air quality assessment and include:</p> <ul style="list-style-type: none"> • Nene Wash Special Area of Conservation (SAC) Special Protection Area (SPA) and Ramsar; • Ouse Wash SAC, SPA, and Ramsar; and • River Nene County Wildlife Site (CWS). <p>The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and concludes the significance of effect is negligible.</p> <p>The assessment has considered the potential impacts from deposition on land for all relevant parameters as required by the regulator, the Environment Agency (EA). For example, impacts from nitrogen and acid</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>deposition (Chapter 8: Air Quality (Volume 6.2)) on sensitive ecological receptors and Impacts from heavy metal deposition on land, were assessed (Chapter 8: Air Quality (Volume 6.2)). The assessment concludes the potential effects are not significant.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA. The EA also have the power to undertake announced and unannounced site visits to verify emissions data, and in cases where</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>there is a risk of serious pollution, to suspend the environmental permit.</p> <p>ES Chapter 8: Air Quality, Volume 6.2 [APP-035] sets out the embedded measures to prevent pollution during the operational phase i.e., that the site will operate under an Environmental Permit which will require emissions to air to be limited and emissions to ground (soil or groundwater) will not be permitted. Air emissions will need to comply with mandatory emission limit values (ELV). The operator of the EfW CHP Facility will need to demonstrate to the Environment Agency in the permit application for the EfW CHP that they are using best available techniques for pollution prevention – including use of filters to prevent particulates and particle-bound pollutants such as heavy metals, being released to air. Other embedded measures include the likely requirement for regular soil and groundwater monitoring at the EfW CHP Facility as a permit condition.</p> <p>Following best practice, shortly after submitting the DCO Application, the Applicant submitted their Environmental Permit (EP) Application to the Environment Agency. The Environment Agency have acknowledged receipt of the EP application</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>and confirmed it will be prioritised to enable parallel tracking with the DCO Application.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> • Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013];



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013].
RR-027	Alderman Payne Primary school	Human Health	When they leave, the children at my school attend the secondary school in Wisbech which is next to the proposed incinerator. This is not good for childrens health (E.g. increased traffic fumes)	<p>The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The sensitive receptors considered within the assessment include local schools: Thomas Clarkson Academy, Meadowgate Academy, Elm Road Primary School, Nene Infant School, Cambrian Wisbech School, Anglia Way and TBAP Unity Academy, Weasenham Lane.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>Where necessary, embedded mitigation is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The management plans will be secured by either a DCO Requirement below or by the Environmental Permit.</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013].
RR-028	The Bramley Line Heritage Railway Trust	Traffic	Point 1. We consider that the investigative reports into traffic flows in Wisbech, and on main roads towards Wisbech, are significantly flawed. Gridlock in the areas approaching the proposed incinerator site is inevitable.	<p>The assessment of traffic and transport presented in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073] was produced by competent experts. The assessment methodology was discussed extensively, and agree with, the relevant highways authorities (NCC and CCC).</p> <p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Requirement 11, Draft DCO (Volume 3.1) [APP-013];</p> <ul style="list-style-type: none"> Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> Weasenham Lane (between Algores Way and Elm High Road). <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>
RR-028	The Bramley Line Heritage Railway Trust	Wisbech Railway	Point 2. The proposed incinerator site adjoins the rail line into Wisbech centre. MVV are intending to run a large steam supply pipe from their proposed property, alongside the rail line to supply energy to local factories. Based on the drawings seen, there is insufficient space for both.	<p>The Applicant supports the reopening of the March to Wisbech railway and the wider benefits this would bring to local community. Whilst there are currently no firm plans for its reopening, the Applicant has been in discussion with Network Rail to ensure both the Proposed Development and reopening of the railway can proceed without compromising one another. This is illustrated on Figure 3.17 of ES Chapter 3 Description of the Proposed Development Figures (Volume 6.3) [APP-049].</p> <p>The Applicant has set aside land within the EfW CHP Facility Site to accommodate a potential future rail unloading area and, should it be required, land for a road bridge embankment. Section 2.3.10 to 2.3.17, ES</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Chapter 2: Alternatives (Volume 6.2) [APP-029] and Section 3.4.82 to 3.4.86, ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030] provide further details.</p>
RR-028	The Bramley Line Heritage Railway Trust	Wisbech Railway	Point 3. If the bulk of the waste for incineration were brought in by rail, the effect on the local road infrastructure would be significantly reduced. Please note, this note does not indicate any support for the proposal from our organisation.	<p>The Applicant supports the reopening of the March to Wisbech railway and the wider benefits this would bring to local community. Whilst there are currently no firm plans for its reopening, the Applicant has been in discussion with Network Rail to ensure both the Proposed Development and reopening of the railway can proceed without compromising one another. The Applicant has set aside land within the EfW CHP Facility Site to accommodate a potential future rail unloading area and, should it be required, land for a road bridge embankment. Section 2.3.10 to 2.3.17, ES Chapter 2: Alternatives (Volume 6.2) [APP-029] and Section 3.4.82 to 3.4.86, ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030] provide further details.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] assesses the impact on local road infrastructure and concludes that the effects would not be significant.</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
RR-029	Cambian Home tree school	Traffic	Object. ... Increased traffic and related dangers	<p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational</p>



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				<p>management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013].
RR-029	Cambian Home tree school	Environmental	Object. Impact of pollution on the school children.	The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling from the chimney and



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				<p>includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The sensitive receptors considered within the assessment include:</p> <ul style="list-style-type: none"> • Schools including – Thomas Clarkson Academy, Meadowgate Academy, Elm Road Primary School, Nene Infant School, Cambrian Wisbech School, Anglia Way and TBAP Unity Academy, Weasenham Lane. • Medical including – Anglia Community Eye Service, North Cambridgeshire Hospital, Trinity Surgery, Orchard House Nursing Home and Smedley Trust Home. • Residential including properties on – New Bridge Lane, New drove, Weasenham Lane and Elm High Road. <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA. The EA also have the power to undertake announced and unannounced site visits to verify emissions data, and in cases where there is a risk of serious pollution, to suspend the environmental permit.</p>
RR-030	Clarke Mowers	Traffic	Traffic Jams	<p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The</p>



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				<p>junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013];



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013].
RR-030	Clarkes Mowers	Traffic	Traffic Jams	<p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The</p>



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				<p>Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013];



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				<ul style="list-style-type: none"> Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013].
RR-031	Cambridge Friends of the Earth	Environmental	Cambridge Friends of the Earth wishes to comment on a variety of issues regarding this application including, but not limited to: CO2 emissions Other emissions (including heavy metals and dioxins) Residual waste (fly and bottom ash) disposal its impact on local recycling rates increased vehicle movements, impact on local wildlife impact on local soil condition	<p>Comments noted.</p> <p>Climate change:</p> <p>It is acknowledged that as a standalone entity the Proposed Development results in net carbon emissions from the EfW combustion processes. The environmental impacts of the Proposed Development including climate change impacts, have been assessed and reported in the ES Chapter 14: Climate Change (Volume 6.2) [APP-041]. Chapter 14 includes a greenhouse gas (GHG) assessment. The GHG assessment reports a net reduction in emissions of - 2,570.80 kilotonnes carbon dioxide equivalent (ktCO2e) in the 'with Proposed Development' scenario compared to a 'without Proposed Development' scenario. The assessment is based on assessing whether the Proposed Development would</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>impede the UK in being carbon net zero by 2050, this being the UK position in terms of meeting international obligations to reduce carbon emissions. The assessment includes evaluation of emissions with respect to UK Government 5-year carbon budgets, indicating a minor reduction in emissions ranging from between 0.004% to 0.03% for the 4th, 5th and 6th carbon budgets.</p> <p>Air Quality:</p> <p>The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p data-bbox="1368 276 1998 419">6.4) [APP-078] and Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052] respectively. This includes schools, medical facilities and residential properties.</p> <p data-bbox="1368 464 1998 970">Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p data-bbox="1368 1015 1998 1265">All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p data-bbox="1368 1310 1998 1374">With respect to air quality, including odour, further environmental measures to be</p>



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				<p>implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> • Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013]. <p>IBA/APCr:</p>



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				<p>Section 3.5.38 to 3.5.41, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] describes the quantities and handling arrangements for Incinerator Bottom Ash (IBA). This equates to approximately 165,600tpa of IBA assuming a maximum waste throughput of 625,600tpa.</p> <p>Section 3.5.42 to 3.5.46, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] describes the quantities and handling arrangements for Air Pollution Control residues (ACPr). This equates to approximately 31,280tpa of APCr assuming a maximum waste throughput of 625,600tpa.</p> <p>Both IBA and APCr will be exported off-site for processing at suitably licenced facilities.</p> <p>Waste hierarchy:</p> <p>One of the guiding principles, that underpins national and local waste management policy of sustainable waste management is the concept of a hierarchy of waste management options (waste hierarchy), where the most desirable option is not to produce the waste in the first place (waste prevention) and the least desirable option is to dispose of the</p>



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				<p>waste with no recovery of either materials and/or energy i.e., landfill. Between these two extremes there are a wide variety of waste treatment options that may be used as part of a waste management strategy to recover materials.</p> <p>Residual waste, which the Proposed Development proposes to process, is mixed waste that cannot be usefully reused or recycled and is either destined for landfill, the least sustainable form of waste management or could be incinerated (under strict controlled conditions) to recover valuable energy in the form of electricity and/or heat, via a process commonly known as Energy from Waste (EfW). By diverting residual waste away from landfill to EfW, the principles established by the waste hierarchy are met. Further details of the national and local planning policies that support the principle of sustainable waste management, including the waste hierarchy and how these are applied to the Proposed Development are reported in the Planning Statement (Volume 7.1) [APP-091].</p> <p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p data-bbox="1368 277 1998 1155">associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p data-bbox="1368 1203 1998 1410">Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated</p>



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				<p>appropriately. The operational management plans related to traffic and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013] • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>Biodiversity:</p> <p>ES Chapter 11: Biodiversity Rev 2 (Volume 6.2) [APP-008] considers a wide range of ecological Receptors which together make up the natural environment and it identifies the extent to which significant</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>effects may occur. International and local ecological receptors have been assessed within the biodiversity assessment and include:</p> <ul style="list-style-type: none">• Nene Wash Special Area of Conservation (SAC) Special Protection Area (SPA) and Ramsar;• Ouse Wash SAC, SPA, and Ramsar; and• River Nene County Wildlife Site (CWS). <p>The effect of the Proposed Development on species which are legally protected or otherwise conservation notable has been considered within the assessment and includes; breeding birds, bats, water voles, reptiles, including great crested newts and badgers. No potential negative significant effects have been identified. The effect of land take/land cover change and fragmentation of habitat on sensitive biodiversity receptors has been assessed and land take has avoided nature conservation sites and other high-quality habitats. No potential negative significant effects have been identified.</p> <p>Figure 3.14: Outline Landscape and Ecology Management Strategy (Volume 6.3) [APP-049] includes features designed to maintain</p>



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				<p>and enhance ecological connectivity in line with the Natural Habitat Network and local strategies and provide refugia and foraging habitats targeted to species found in the locality. The Outline Landscape and Ecology Management Strategy (Volume 6.3) [APP-049] illustrates the locations of the proposed native planting that will be provided within the operational EfW CHP Facility Site. This landscape planting will include native shrub mix; native hedgerow with trees; native wet woodland, native species rich grassland, brown roof, and green walls. The full details of the final scheme will be based on the Outline Landscape and Ecology Strategy and secured by Requirement 5, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>The Proposed Development will deliver Biodiversity Net Gain (BNG) and the biodiversity and landscape planting following the completion of the construction period will be subject to a 30-year maintenance period, the first five of which will ensure establishment of the planting. The Applicant has set out the options it will consider delivering BNG within Appendix 11M (Volume 6.4) [APP-009].</p> <p>Soil conditions:</p>



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				The site of the proposed EfW CHP Facility is currently occupied by a waste transfer station and aggregate recycling centre whilst the proposed CHP and grid connections follow a disused railway and highway(s) respectively. The Proposed development does not directly affect agricultural land and therefore no best most versatile land is affected. ES Chapter 13 Geology, Hydrogeology and Contaminated Land (Volume 6.2) provides further detail.
RR-032	CPRE Cambridgeshire and Peterborough	General	CPRE Cambridgeshire & Peterborough objects in the strongest possible terms to this application. Following a request by local residents, CPRE have reviewed this proposal which is located close to an area of national heritage importance, the town centre of Wisbech.	Comment noted.
RR-032	CPRE Cambridgeshire and Peterborough	Historic Environment	Effect on Conservation Areas. The proposed development would be within 950 metres to the south of the Wisbech Conservation Area, which includes 227 listed buildings	The effects of the proposed development on Wisbech and Elm Conservation Areas are assessed in Section 9 of Volume 6.2 ES Chapter 10 Historic Environment (Volume 6.2) [APP-037] . This assessment was undertaken in accordance with relevant guidance (English Heritage 2017, The Setting of Heritage Assets) concluded that



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			<p>and the town centre character areas which are 1.5 km north of the site. The development would be approximately 1.6 km to the north-west of Elm Conservation Area. Both Conservation Areas demonstrate their medieval heritage in the form of street layout and a number of buildings. These historic settlements pre-date the drainage of the Fens by some five hundred years and it is possible that if archaeology were carried out in these areas, artefacts as significant as those discovered at Flag Fen near Peterborough might be found. The looming mass of the proposed building and the visible plume from its 95-metre, high, chimney will clearly affect the character of the town and will negate any improvements that could be made to the town setting in the future by removal of less attractive buildings between</p>	<p>there would not be significant effects on these assets. The Wisbech Conservation Area Management Plan sets out a number of proposals for improvements within the conservation area, including HLF funded improvements to High Street, improved guidance on shop fronts and windows, better management of buildings at risk, improvements to the Market Place and development of a better understanding of buildings of local importance and trees within the conservation area. The Proposed Development will not affect these objectives. It is not clear which 'less attractive buildings' are being referred to or what, if any, proposals there are for their removal.</p>



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			<p>the Conservation Areas and the proposed site. The Wisbech Conservation Area Appraisal dated March 2016 demonstrates clearly the historical and architectural richness and significance of the Conservation Area which forms an unusually large proportion of the town centre. This is an area of national significance which should be protected and improved, not put at risk due to the negative influence on local property that the proposed development will have. The Wisbech Conservation Area is listed on Historic England's Heritage at Risk Register. CPRE fully supports Fenland District Council's plans and objectives for improvement and restoration of the Conservation Area as set out in the Wisbech Conservation Area Management Plan dated March 2016.</p>	



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RR-032	CPRE Cambridgeshire and Peterborough	Historic Environment	<p>Effect on Key Heritage Assets.</p> <p>Historic buildings are not confined to the two Conservation Areas. Historic England records 290 listings in Wisbech, Fenland, Cambridgeshire. It is clear the effect on most of these has not been considered individually at all as part of the preparation for this development, despite their being listed in the PEIR document. Wisbech is of particular significance to both CPRE and the National Trust because it contains the birthplace of Octavia Hill, at what is now Octavia Hill's birthplace museum (Grade II*). Wisbech is a town with a wealth of heritage assets and a history of involvement in the national conservation movement. It is of major importance that this heritage is not lost, damaged or belittled. Rather, the efforts of the local council should be</p>	<p>The assessment of heritage assets and the impact of proposals thereon was carried out in accordance with EN-1 paragraph 5.8.8, which stress that the level of assessment detail should be proportionate to the importance of assets and the potential impact of the proposal on the significance of the heritage asset. In accordance with relevant guidance (English Heritage 2017, The Setting of Heritage Assets) a Step 1 assessment was undertaken in order to identify which assets and their settings could be affected by the proposed development. This was completed with reference to an appropriate study area and other information, including the Zone of Theoretical Visibility. The proposed scope was shared with consultees and comments incorporated into the assessment in Volume 6.2 ES Chapter 10 Historic Environment [APP-037]. The completed assessment identified that there will be no significant impacts to heritage assets.</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			applauded and the heritage of the town should be restored, developed and protected for the economic and leisure benefit of current and future generations.	
RR-032	CPRE Cambridgeshire and Peterborough	Climate	Climate Emergency Parliament has declared a Climate Emergency in the UK and the Government has set a target for the UK to be carbon neutral by 2050. Local councils including Cambridgeshire County Council and Cambridge City Council have also declared Climate Emergencies. The past 36 months have seen an undoubted acceleration in the effects of climate change. We are experiencing wildfires burning in the Arctic Circle, much of the west coast of North America, Brazil, Bolivia, southern Europe, Turkey and Australia. There have been major flood events and storms in China, India, Pakistan, Bangladesh	The assessment described in ES Chapter 14: Climate Change (Volume 6.2) [APP-041] Section 14.9 is based on assessing whether the Proposed Development would impede the UK in being carbon net zero by 2050, this being the UK position in terms of meeting international obligations to reduce carbon emissions. The assessment includes quantification of emissions from operational transport, considering the likely origin of the residual waste as assessed in the Waste Fuel Availability Assessment (Volume 7.3) [APP-094] . Relative to the 'without Proposed Development' scenario (where waste is landfilled), the Proposed Development would reduce GHG emissions, which will support the UK Government in meeting its carbon budgets/targets.



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			<p>and Australia as well as parts of the USA. In the UK, intense rainfall has caused floodwater to run into parts of the London Underground and in Peterborough, in a single event, two months' rainfall occurred in two hours and many roads, homes and businesses were flooded. During the 2020/21 winter local Internal Drainage Boards (IDBs) reported water levels and flooding at levels not experienced since 1947 and 1953. Several started pumping 24/7 on 23rd December and continued until mid-February. The significance of this is that the Fens are an entirely man-made area which is kept drained or flooded only by a managed process overseen by the IDBs. Without further major investment in flood protection, the Fens will be lost completely, and if this occurs it will become impossible to continue</p>	



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			<p>growing on the Fens 60% of the food crops grown in this country. In 2019 the UK Government was warned by the Environmental Audit Committee that climate change will likely make it impossible for the UK to continue relying on food imports from southern countries. We make these points to demonstrate just how urgent it is that every organisation and every individual does everything they can to minimise greenhouse gas emissions. Burning waste plastic and other recyclable or compostable materials adds unnecessarily to these emissions This proposal takes no responsibility for local greenhouse gas emissions or the efforts of elected local councils to reduce them. Instead, it seeks to hide an irresponsible approach in national or even international figures where someone else</p>	



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			<p>can do the saving while this proposal adds to the problem. Furthermore, the PEIR Chapter 14 attempts to prove that building and operating this plant and transporting waste from outside the local area to it, and fly-ash away from it, will create less greenhouse gas emissions than not building it. It seeks to do this by assuming that if this waste is not burned, it will end up permanently in landfill. This is a deliberately false assumption. The Climate Change Committee in its 2019 annual report to Parliament and more recently stated that 'surface transport' is now the largest source of greenhouse gas emissions in the UK. In this context deliberately adding significantly to routine HCV movements is unacceptable. We therefore regard this proposal to transport large quantities (c. 200 lorry loads per week, 400 HCV</p>	



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			movements) of waste over significant distances and burn it for profit as totally irresponsible in the context of the now extant Climate Emergency.	
RR-032	CPRE Cambridgeshire and Peterborough	Waste need	Waste hierarchy and alternative waste management The DEFRA document "Guidance on applying the Waste Hierarchy" produced under regulation 15(1) of the Waste (England and Wales) Regulations 2011 requires that any person subject to the regulation 12 duty must have regard to it. Section 1 describes the waste hierarchy which shows that incineration with energy recovery is the next to worst option in the waste hierarchy.	See separate, stand alone Technical Note entitled 'Responses to the Waste Fuel Availability Assessment Representations' (Appendix 9.2D Part 9) .
RR-032	CPRE Cambridgeshire and Peterborough	Waste need	(5) Waste Mix In the document PEIR, Chapter 3: Description of the Proposed Development, it is stated in	See separate, stand alone Technical Note entitled 'Responses to the Waste Fuel Availability Assessment Representations' (Appendix 9.2D Part 9) .



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			<p>paragraph 3.7.5 “The focus will be on categories 19 and 20 with an anticipated 90-95% of the EfW CHP Facility’s fuel coming from waste streams within these categories.” Waste categories 19 and 20 are defined as follows by the European Waste Catalogue: 19 – waste from waste management facilities, off-site wastewater treatment plants and the preparation of water intended for human consumption and water for industrial use; 20 – municipal waste (household waste and similar commercial, industrial and institutional wastes) including separately collected fractions. Put simply, these are all combustible organic materials, with high carbon content. Many of these materials are relatively reactive, such as food waste, bio-waste, wood, paper, cloth, plastics etc. It is because they are relatively</p>	



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
RR-032	CPRE Cambridgeshire and Peterborough	Waste need	<p>reactive organics that they are combustible. However, that does not mean they have to be burned. Quite the opposite. There are now alternative treatments that are higher in the waste hierarchy. This proposal is based entirely on an outdated, greenhouse gas emitting, redundant technology.</p> <p>Alternatives to burning – anaerobic digestion of biodegradable material. Anaerobic digestion is a well proven process used both to manage waste and to produce fuels. It is used to treat biodegradable waste and sewage sludge. As part of an integrated waste management system, anaerobic digestion reduces the emission of landfill gas into the atmosphere and is now widely used as a source of renewable energy. The process produces a biogas, consisting of methane,</p>	<p>See separate, stand alone Technical Note entitled 'Responses to the Waste Fuel Availability Assessment Representations' (Appendix 9.2D Part 9).</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			<p>carbon dioxide, and traces of other 'contaminant' gases. The gas can be used directly as fuel in combined heat and power gas engines or upgraded to natural gas-quality bio-methane. The nutrient-rich residue can be used as a soil improver. A significant proportion of the material contained in waste streams 19 and 20, such as food wastes and paper, are suitable for anaerobic digestion. For example, near Baldock in Hertfordshire an anaerobic digestion plant designed specifically to process food waste has been operating successfully for several years. Wood wastes do not break down easily under anaerobic digestion due to their lignin content. However, there is a global shortage of wood and even waste wood can now be used as the source material for the manufacture of building and packaging materials such as chipboard,</p>	



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			hardboard and industrial cardboards. In other words, these materials can be reused/recycled, processes that are higher up the waste hierarchy.	
RR-032	CPRE Cambridgeshire and Peterborough	Waste need	<p>Alternatives to burning – plastic waste re-use and re-processing Plastic waste is insufficiently reactive for anaerobic digestion. However, it does not decompose in landfill either but, if necessary, it can be stored there until it can be processed and either re-used or recycled using developing technologies. Many companies are now making great strides in the recycling and re-use of plastics and these processes include: Chemical recycling of plastics which involves the decomposition of the plastic into its basic materials (e.g. oils) by chemical processes. These raw materials can then be reused. Chemical recycling is particularly</p>	See separate, stand alone Technical Note entitled 'Responses to the Waste Fuel Availability Assessment Representations' (Appendix 9.2D Part 9) .



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			<p>suitable for plastics for which materials recovery is either impossible or difficult. Materials recovery is ecologically and economically more advantageous, since the processes required are less complex than the production of plastics from raw materials during chemical recycling. An important prerequisite for material recycling is collections being sorted by type. The technical processes involved in material recycling are diverse. In general, the recycling process consists of various steps such as shredding, cleaning, separating and reprocessing, mostly by melting the materials collected in order to obtain raw materials for new products. Thermoplastic materials are easier to recycle than other types of plastic, as they can be melted and reshaped at a</p>	



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			<p>certain temperature range and hence re-used without any chemical processing. Composite plastic materials, such as some building materials, are more difficult to recycle, since separating the different component materials can be energy intensive, complex and difficult to do cost effectively. However, even for these, more processes are being developed, such as the removal of the plastic filler in glass fibre reinforced plastics by thermal means, allowing it to be re-used. New technologies. The available technologies for managing the re-use and recycling of plastic waste are increasing rapidly in capability, capacity and number all the time. Below are seven examples which have been reported recently.</p> <p>1. A process reported in Materials World in April 2019 makes black plastic food-packaging waste identifiable</p>	



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			<p>and hence available for recycling using existing waste sorting machinery. 2. A second process designed to segregate plastic waste used in the food chain that was reported in Material World in August 2019. Chemical markers had been proven to quickly and accurately segregate food-grade plastics for recycling. 3. The feasibility of producing plastic railway sleepers to UK standards from mixed plastic waste was demonstrated by TRL Limited in 2006. Manufacturing and use is now established in the UK. 4. The Trifol process turns plastic waste into waxes which can be used for new plastic, lubricants or fuels. Reclaimed polyolefin derived soft plastics are turned into polyolefin waxes as a substitute for materials that would otherwise be crude oil-derived. Polyolefin materials are derived at a key stage in</p>	



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			<p>the oil-refining process and are then further refined into product streams for fuels, lubricants and plastics. Details of this process were published in Materials World in September 2019. Following the oil shortages arising from the Ukraine war, this process has the potential to significantly reduce the UK's oil import requirements.</p> <p>5. Waste plastic can be used as a component of road surfaces. Used in a Scottish development - Feb 2020. Plastic that is currently hard to recycle is increasingly being used in the UK and other countries as an alternative to bitumen.</p> <p>6. Genetically engineered microbes have been developed which convert waste PET (Polyethylene terephthalate) plastic into vanillin. Vanillin is the extract from the vanilla plant widely used in food and cosmetics and as an industrial platform chemical. Global demand</p>	



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			<p>currently outstrips supply. In June 2021 it was announced that two researchers at the University of Edinburgh had found a way of using microbes to make vanillin from waste plastic. A briefing paper about the vanillin producing process was published in Chemistry World. The full scientific paper was published in July 2021 in another of the Royal Society of Chemistry journals, Green Chemistry, and is free to access S Wallace and J Sadler, Green Chem., 2021, 7. Upcycling Plastic Waste Into High-Performing Mechanical Lubricants – ongoing project In the USA a research team led by Iowa State University is working on upcycling plastic waste into liquid lubricants, including oil, hydraulic fluids, heat transfer fluids and greases. The details are here: New processes for sorting and re-processing waste or</p>	



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RR-032	CPRE Cambridgeshire and Peterborough	Waste need	<p>replacing the materials, mainly plastics, which would be incinerated are being successfully researched and developed constantly. Cambridge University and Cranfield University are heavily involved in such research. CPRE regard it as unsustainable to burn materials that are already, or in future are likely to become, reusable or recyclable.</p> <p>Cambridgeshire and Peterborough Local Minerals & Waste Plan.</p> <p>CPRE believes that this application must be considered in the context of the Cambridgeshire and Peterborough Minerals and Waste Plan which was adopted by the County Council on July 21 2021 and that it is the County Council who should have the final say on the waste processing requirements of the County.</p>	See separate, stand alone Technical Note entitled 'Responses to the Waste Fuel Availability Assessment Representations' (Appendix 9.2D Part 9) .



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			<p>It is significant that in the introductory notes to the emerging Minerals and Waste Local Plan on the County Council web site, it is stated "No allocations are being proposed for waste management development over the plan period as the plan area has, on the whole, sufficient capacity to manage the forecast waste arising." Furthermore, the adopted Plan makes no reference to a need for a major waste incineration facility in the County. Policy 1 states: "Proposals should, to a degree proportionate with the scale and nature of the scheme, set out how this will be achieved, such as: a. demonstrating how the location, design, site operation and transportation related to the development will help to reduce greenhouse gas emissions (including through the adoption of emission reduction measures based</p>	



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			<p>on the principles of the energy hierarchy); and take into account any significant impacts on human health and air quality;" This application does not appear to be consistent at all with that Policy statement. It could be argued that the proposed development is consistent with the next paragraph of Core Policy 1: "b. where relevant, setting out how the proposal will make use of renewable energy including opportunities for generating energy from waste for use beyond the boundaries of the site itself, and the use of decentralised and renewable or low carbon energy;" Except that this proposal cannot be considered in any way to be providing either renewable or low carbon energy. It is very largely the once-off burning of bio-degradable materials and re-usable or recyclable oil-derived plastics. Appendix 3:</p>	



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			<p>The Location and Design of Waste Management Facilities states very clearly the air quality issues likely to arise from Energy from Waste facilities: "3.33. Air quality issues may arise from on and off site dust, this may come from different sources for example, traffic, and from the on site operations of the facility. Emissions from most Energy from Waste facilities will be monitored and regulated by the Environment Agency through their environmental permitting regime. Particulate concentrations are particularly high in parts of Cambridgeshire and Peterborough, and the contribution of any waste management could be relevant to attainment of local air quality objectives." Policy 3 states: "The Waste Planning Authorities will seek to achieve net self-sufficiency in relation to the management of wastes</p>	



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			<p>arising from within the plan area, plus additional provision until 2026 in order to accommodate needs arising from London (specifically regarding non-apportioned household and commercial & industrial waste).” This proposal as written shows clearly in the document “PEIR Draft Waste Fuel Availability Assessment” that it is totally dependent upon the import of waste for incineration from many other local authorities external to Cambridgeshire and Peterborough in order to make its project financially viable. These are listed as:</p> <ul style="list-style-type: none"> • Bedford (Unitary Authority); • Central Bedfordshire (Unitary Authority); • Essex County Council; • Hertfordshire County Council; • Leicestershire County Council; • Lincolnshire County Council; • Luton (Unitary Authority); • Norfolk County Council; • Northamptonshire County 	



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			<p>Council (as of 1 April 2021, North Northamptonshire and West Northamptonshire Unitary Authorities); • Nottinghamshire County Council; • Rutland (Unitary Authority); • Suffolk County Council. • City of Leicester (Unitary Authority); • Coventry City Council (Unitary Authority); • Milton Keynes (Unitary Authority); • North Lincolnshire (Unitary Authority); • North-East Lincolnshire (Unitary Authority); • Nottingham City Council (Unitary Authority); • Warwickshire County Council. This will clearly put the achievement of Policy 3 at risk and it is not consistent with government guidance which is intended to reduce waste movements and not encourage waste swapping over long distances. Furthermore, we have found no clear evidence that any of these authorities have actually committed to using this facility if development</p>	



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			were permitted. Several of these authorities already have sufficient waste management capacity within their area, as have Cambridgeshire and Peterborough.	
RR-032	CPRE Cambridgeshire and Peterborough	Air quality / health	<p>Health Hazards arising from Emissions of Fine Particulates (PM2.5)</p> <p>It is now well recognised that the health risks arising from the presence of small particulates, PM2.5, in the atmosphere are considerable. Over recent years many respected publications have addressed this risk and built upon the considerable knowledge base which has developed since the mid-twentieth century. The Chief Medical Officer of Health devoted the whole of her 2017 Annual Report, published in March 2018, to the health risks arising from pollution and three Committees of</p>	<p>Noted. The Applicant has assessed the potential effects arising from particulate matter including PM2.5 particles generated by construction and operational traffic and from the chimneys. Section 8.8 of ES Chapter 8 Air Quality (Volume 6.2) [APP-035] states that the assessment methodology was agreed with the Environment Agency, CCC and Natural England. The assessments conclude that effects upon residential receptors would not be significant. The Air Quality Assessment is supported by a Human Health Risk Assessment (ES Chapter 8 Appendix 8B Annex G) (Volume 6.4) [APP-079]. This considers the effects arising from emissions from the public health standpoint. It also concludes effects would not be significant.</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			<p>Parliament came together in the same month to issue a joint report on the subject of improving air quality. In the last few years many more organisations and research groups, ranging from NICE and UNICEF to recognised academic institutions, have published reports on the mechanisms and effects of air pollution on health and the need for controls and reductions. In December 2020, a London coroner made legal history by ruling that air pollution was a cause of the death of a nine-year-old girl. A list of recent reports relevant to the subject of air pollution in the United Kingdom and wider is given in the full publications list below at Appendix 1. These demonstrate the seriousness with which the current situation is being taken. For example, the Guideline from NICE published in 2017 recommends to: "Include air</p>	



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			<p>pollution in 'plan making' by all tiers of local government, in line with the Department for Communities and Local Government's National Planning Policy Framework. This includes county, district and unitary authorities, as well as regional bodies and transport authorities.” and “When 'plan making' consider: • minimising the exposure of vulnerable groups to air pollution by not siting buildings (such as schools, nurseries and care homes) in areas where pollution levels will be high”. However, the overarching document which is relevant to this subject is the European Union (EU) Air Quality Directive 2008/50/EC, implemented in the UK as the Air Quality Standards Regulations 2010. These regulations remain in force in the UK. The EU were late in publishing its Air Quality Directive compared to earlier</p>	



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			<p>World Health Authority, (WHO), recommendations for air quality limits. This was because it was argued by many consultees that in a situation where it was considered there are no safe limits, the publication of limits would be misused by those seeking to cause pollution within those limits, just as this proposal is doing. Ultimately, the EU did publish limits for PM2.5. However, the Directive makes the situation very clear that because there are no safe limits for PM2.5, these limits are set on the basis of regular review with targeted reduction rates. The following two paragraphs are taken from the Directive 2008/50/EC: "(2) In order to protect human health and the environment as a whole, it is particularly important to combat emissions of pollutants at source and to identify and implement the most effective emission</p>	



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			reduction measures at local, national and Community level. Therefore, emissions of harmful air pollutants should be avoided, prevented or reduced and appropriate objectives set for ambient air quality taking into account relevant World Health Organisation standards, guidelines and programmes.	
RR-032	CPRE Cambridgeshire and Peterborough	Air quality / health	Fine particulate matter (PM _{2.5}) is responsible for significant negative impacts on human health. Further, there is as yet no identifiable threshold below which PM _{2.5} would not pose a risk. As such, this pollutant should not be regulated in the same way as other air pollutants. The approach should aim at a general reduction of concentrations in the urban background to ensure that large sections of the population benefit from improved air quality. However, to ensure a	Noted. The Applicant has assessed the potential effects arising from particulate matter including PM _{2.5} particles generated by construction and operational traffic and from the chimneys. Section 8.8 of ES Chapter 8 Air Quality (Volume 6.2) [APP-035] states that the assessment methodology was agreed with the Environment Agency, CCC and Natural England. The assessments conclude that effects upon residential receptors would not be significant. The Air Quality Assessment is supported by a Human Health Risk Assessment (ES Chapter 8 Appendix 8B Annex G) (Volume 6.4) [APP-079] . This considers the effects arising from emissions from the public health standpoint. It also concludes effects would not be significant.



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			<p>minimum degree of health protection everywhere, that approach should be combined with a limit value, which is to be preceded in a first stage by a target value." Furthermore, Annex XIV of the Directive 2008/50/EC sets out how exposure reduction targets should be applied to PM2.5 because, as stated in Para 11 above, there is no safe limit for PM2.5. The reduction process is quite complex to read but simple in principle. Basically, member states were obliged to carry out background measurements and then follow a reduction target regime based on percentage reductions of the measured background levels. Additionally, with effect from January 2015, an absolute limit value of 25 µg/m3 was applied. This was to be reviewed in 2013 when it was expected to be reduced to 20 µg/m3 with effect from January 2020.</p>	<p>The Applicant is willing to commit to undertaking regular monitoring for air quality at location to be agreed with the Environmental Health Officers of Fenland and Kings Lynn Councils. The Applicant has prepared an Outline Local Air Quality Monitoring Strategy (Volume 9.21) which is submitted at Deadline 1. The requirement for a detailed strategy to be submitted to and agreed by the relevant local authorities and implemented has been secured via a new requirement to the Draft DCO submitted at Deadline 1.</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			<p>However, the 2013 review decided upon a different approach as indicated by the EU document "Clean Air Outlook -COM(2018) 446" published in June 2018 which states: "The 2013 Clean Air Programme concluded that it was not at that time appropriate to revise the Ambient Air Quality Directives 2008/50/EU and 2004/107/EC, stressing the need to ensure compliance with existing standards, and bring down emissions through the NECD." This decision does not alter the fact that there is no safe limit for small, PM2.5, particulates but the EU had decided upon a complementary approach and in 2016 the EU set national emission targets for these and other pollutants in the National Emissions Ceilings Directive 2016/2284/EU, (NECD), referred to in the previous</p>	



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			<p>quotation. The above principles are followed by the UK Air Quality Standards Regulations 2010. The proposal document, PEIR Chapter 8 Air Quality, states that “all changes in concentration at human receptors as a result of the EfW CHP Facility Site, CHP Connection and Access Improvements are considered to be not significant.” CPRE disputes that conclusion in respect of PM2.5 because although emissions are claimed to be low and well within statutory limits, as stated above in paragraph 11 of Directive 2008/50/EC, “there is as yet no identifiable threshold below which PM2,5 would not pose a risk.”. Just as feared by the EU and its scientific advisers, this application is seeking to hide its irresponsibility behind the cloak of meeting air quality limits whose setting was considered inadvisable for</p>	



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			<p>this very reason. There is currently a significant background level of PM2.5 particulates in the air across the UK, with local variations. Table 8C.5 provided in the PEIR Chapter 8, indicates in its modelled results this background is at a level around 40% of the current limit value at around 9–10 ug/m3 locally. This is consistent with DEFRA's mapped results for the area, Table 8.11 which are shown as 8.7 – 9.9ug/m3. This is significantly higher than the latest published measured average at urban background sites in the UK of 7.9 ug/m3. https://www.gov.uk/government/statistics/air-quality-statistics/concentrations-of-particulate-matter-pm10-and-pm25 A rural area like Wisbech should not be demonstrating higher pollution levels than urban conurbations. Therefore, any emissions should be avoided</p>	



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			<p>by all responsible persons because all such emissions, no matter how small, are additive to that background which appears to have doubled in the last ten years. There are further issues with respect to PM2.5 particulates. Because of their small size, they are extremely difficult to remove from emitted exhausts using current technology while simultaneously allowing a furnace to 'breathe'. Compliance inspections by the Environment Agency, due to its reduced budget, tend to be infrequent, perhaps annual, and so it is well known from third parties that frequently such sites exceed their permitted emission targets with impunity. CPRE would recommend a condition, whereby frequent, preferably continuous, independent, measurement of emissions are funded by the operator and managed by the</p>	



110 Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties

Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			<p>Environment Agency. It is a simple rule of physics that what goes up must come down. However, we can find no modelling of the deposition of particulates in the proposal. Such deposition results in particulates being found in street and playground dusts, which can be dangerous to health, as well as on crops grown for human consumption. Unfortunately, there is no statutory consideration of the deposition effects of PM2.5 particulates. However, with a school very close nearby and this site being located in the centre of a nationally significant food crop growing area, CPRE believe that consideration should be given to this issue by the relevant authorities in order to evaluate the long-term health risk it poses.</p>	
RR-032	CPRE Cambridgeshir	Air quality / health	Health Hazards arising from Emissions of Toxic Metals	Noted. The Human Health Risk Assessment (Appendix 8B Annex G)



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
	e and Peterborough		and Polycyclic Aromatic Hydrocarbons Following the Seveso disaster in July 1976, people were reporting high levels of several diseases and follow-up studies in the 1990s led to the conclusion that exposure to dioxins was a root cause. In 1996, the EU decided that it would fix binding concentration levels for thirteen air pollutants. Later, for five other pollutants – cadmium, arsenic, nickel, mercury and polycyclic aromatic hydrocarbons, mostly emitted from industrial installations, Directive 2004/107/EC introduced target air concentration values. Directive 2004/107/EC is also implemented in the UK by the Air Quality Standards Regulations 2010. This pragmatic approach should not be taken as allowing complacency because it is clear that it is an EU and UK	Volume 6.4 [APP-079] consider the effects of accumulation. It states at paragraph 1.5.3 that it considers substances that have the potential to cause effects through long term, cumulative exposure and states that a lifetime is the conventional period over which effects are evaluated stating that a lifetime is considered to be 70 years.



112 Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties

Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			<p>national objective to ensure that people are not exposed to these substances at all if possible. The following paragraph is taken from Directive 2004/107/EC. "(3) Scientific evidence shows that arsenic, cadmium, nickel and some polycyclic aromatic hydrocarbons are human genotoxic carcinogens and that there is no identifiable threshold below which these substances do not pose a risk to human health. Impact on human health and the environment occurs via concentrations in ambient air and via deposition. With a view to cost-effectiveness, ambient air concentrations of arsenic, cadmium, nickel and polycyclic aromatic hydrocarbons, which would not pose a significant risk to human health, cannot be achieved in specific areas. In the case of polycyclic aromatic hydrocarbons, aka dioxins, and heavy metals</p>	



113 Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties

Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			<p>such as cadmium and nickel, again the proposal seeks to claim the safety of the airborne concentrations of emissions from the proposed installation by treating the published target values as limits. As can be seen from reading the legislation they are not and should never be treated as such. As written above in paragraph 3 of Directive 2004/107/EC there is no safe airborne concentration limit for these materials. Furthermore, paragraph 11 of Directive 2004/107/EC makes it very clear that these materials exhibit a second major hazard to human health and that is their deposition and build up in soils. (11) The effects of arsenic, cadmium, mercury, nickel and polycyclic aromatic hydrocarbons on human health, including via the food chain, and the environment as a whole, occur through concentrations in ambient air</p>	



114 Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties

Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			<p>and via deposition; the accumulation of these substances in soils and the protection of ground water should be taken into account. In order to facilitate review of this Directive in 2010, the Commission and the Member States should consider promoting research into the effects of arsenic, cadmium, mercury, nickel and polycyclic aromatic hydrocarbons on human health and the environment, particularly via deposition." Where there are no soils, this build up will be on surfaces and in dusts. This will present a long term health hazard to the local population, including the children in the nearby school. The area surrounding the proposed plant is a nationally important growing area for horticultural crops such as potatoes, root vegetables, leeks and onions, brassicas and salad crops. Immediate rates of</p>	



115 Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties

Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			<p>deposition on crop surfaces under normal operating conditions will likely be low. However, deposition and build up in soils of the fall-out from the proposed plant over its working life as well as direct deposition onto the leaves of growing edible crops if there is an accidental high concentration release, does not appear to have been considered. Far more attention has been paid, attention which we welcome, to the deposition effects on local wildlife sites. We consider that further serious consideration should be given to the issues of deposition and airborne emission concentrations as recommended in Directive 2004/107/EC for these dangerous materials. Our greatest concern is cadmium and nickel emissions which will occur because tiny batteries, often discarded carelessly, cannot be easily</p>	



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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			separated from the proposed waste stream.	
RR-032	CPRE Cambridgeshire and Peterborough	MADS	<p>11 "Control of Major Accident Hazards Regulations 2015 (COMAH) Following the Seveso disaster, in order to avoid similar industrial accidents in the future, the EU passed the Seveso Directive, 82/501/EC in 1982. This has since been updated by Directive 96/82/EC, known as the "Seveso II Directive" and Directive 2012/18/EU, known as the "Seveso III Directive". The Seveso III Directive is currently implemented in the UK as the Control of Major Accident Hazards Regulations 2015 (COMAH).</p> <p>Because the starting point for the Seveso directives and COMAH was the prevention and minimisation of the effect of accidents involving particular hazardous substances, there has</p>	This is noted, and largely represent the heritage of the COMAH Regulations.



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			always been a concentration of COMAH applicability to the chemical industry and accidents involving locations where large quantities of chemicals are stored and used.	
RR-032	CPRE Cambridgeshire and Peterborough	MADS	<p>Frequently, sites declare themselves as non-COMAH sites solely because they do not hold dangerous quantities of listed chemicals. However, COMAH applies to any industrial site which has the potential to cause a major accident, especially one where the result may be the creation and uncontrolled emission of major volumes of airborne hazards.</p> <p>Major fires at waste processing sites are relatively frequent and good examples of such an accident.</p>	<p>Under the COMAH Regulations, Regulation 2 states that the regulations apply to establishments where a 'dangerous substance is present in one or more installations... in a quantity equal to or in excess of the quantity' specified in Schedule 1.</p> <p>Regulation 2 also defines a Major Accident as: "major accident" means an occurrence such as a major emission, fire, or explosion resulting from uncontrolled developments in the course of the operation of any establishment to which these Regulations apply, and leading to serious danger to human health or the environment (whether immediate or delayed) inside or outside the establishment, and involving one or more dangerous substances;</p> <p>Therefore, the statement that 'COMAH applies to any industrial site which has the potential to cause a major accident' is</p>



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RR-032	CPRE Cambridgeshire and Peterborough	MADS	According to the Environment Agency, during 2012 there were 232 fires at permitted and exempt waste management sites, with some of these sites having repeated fires. The number of fire incidents involving waste sites varies year on	<p>misleading. The COMAH Regulations apply only to sites which have an inventory of 'Dangerous Substances' above the threshold levels specified in Schedule 1 of the Regulations.</p> <p>It should be noted that the definition of the term 'Major Accident' is different for EIA and COMAH. The COMAH Definition is much more limited and only considers events at COMAH sites involving COMAH Dangerous Substances.</p> <p>Therefore, major fires at waste processing sites are not a good example of a COMAH Major Accident as the majority of waste processing sites are not COMAH Establishments nor handle COMAH Dangerous Substances and therefore these are not major accidents as defined under the COMAH Regulations.</p> <p>It is acknowledged that the waste industry has a history of fire related incidents. Within Chapter 17 of the ES (Volume 6.2) [APP-044], the potential for a Major Accident involving fire is considered and the relevant risk management measures are described. The ES concludes that there are no significant effects arising from the risk of fire.</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			<p>year. The Agency stated there is no discernible downward trend. On average there are 23,000 pollution incidents per year, 3,000 due to fire arising from waste management sites. This is consistent with the National Fire Chiefs Council advisory on waste site fires which states "UK fire and rescue services attend around 300 significant fires in waste sites each year."</p>	<p>It is also noted that an Outline Fire Prevention Plan (Volume 7.10) [APP-101] which describes the planned fire suppression systems and the arrangements for managing firewater run-off has been prepared and is secured through the Draft DCO Requirement 17 (Volume 3.1) [APP-013].</p>
RR-032	CPRE Cambridgeshire and Peterborough	MADS	<p>[REDACTED] HSE Guidance Document L111 (Third edition) published 2015, for COMAH, states: "43 It is not necessary for the dangerous substance(s) to cause serious danger but it must play a part in the chain of events leading to the danger. The substance that ultimately causes the harm may not be a dangerous substance in COMAH terms, but such substances can still cause serious danger to the environment, for example</p>	<p>What has been presented in the response as Paragraph 50 is actually sections of two different sections of the L111 guidance and as presented is misleading.</p> <p>The guidance states: "50 Presence of dangerous substances can be split into two categories: firstly, substances that are or could be present as part of normal activity; and secondly, substances that could be produced during loss of control of a process. The regulation uses the term 'reasonable to foresee' which refers to being able to predict, within reason, that a scenario is possible. For example, it may not be reasonable to foresee that two incompatible substances stored in</p>



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			<p>through releases into water. An example is an explosion or fire involving a dangerous substance that leads to vessel failure and the release of a non-COMAH substance that could then cause harm.” and “50 Presence of dangerous substances can be split into two categories: firstly, substances that are or could be present as part of normal activity; and secondly, substances that could be produced during loss of control of a process.</p> <p>The regulation uses the term ‘reasonable to foresee’ which refers to being able to predict, within reason, that a scenario is possible. For example, it may not be reasonable to foresee that two incompatible substances stored in separate areas within an establishment could come into contact leading to the generation of an unwanted third</p>	<p>separate areas within an establishment could come into contact leading to the generation of an unwanted third substance.”</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			substance. This incident was caused when a reaction between two substances went wrong and generated a third chemical, a dioxin named TCDD, resulting in a major accident.”	
RR-032	CPRE Cambridgeshire and Peterborough	MADS	and “73 Only landfill sites are excluded by regulation 3(2)(g). Waste incineration sites will be within scope if they meet the qualifying criteria. If a landfill site also has other activities involving dangerous substances which would bring the establishment under the COMAH Regulations then advice should be sought from the competent authority.	This section is noted. However, the CPRE should be aware, that waste incinerations still must meet the qualifying criteria to be considered as an establishment under the COMAH Regulations. The Proposed Development does not meet the qualifying criteria as it will not store of process sufficient quantities of Dangerous Substances (as defined in Schedule 1 of the Regulations) and is therefore not a COMAH Establishment.
RR-032	CPRE Cambridgeshire and Peterborough	MADS	74 A waste landfill site will be within the scope if metallic mercury is stored there under the cited regulation.”	The Proposed Development is not a landfill and therefore Regulation 3(2)(g)(ii) as summarised in this line of the guidance does not apply to the Proposed Development.
RR-032	CPRE Cambridgeshire	MADS	Given the high volumes of waste that the proposed plant would handle, the	No hazardous wastes of any kind will be accepted at the Proposed Development and any flammable materials would be classified



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
	e and Peterborough		flammable nature of these materials and the admission that they can burn to emit materials for which there is no safe limit, such as dioxins, the proposed installation should be registered and managed as a COMAH site.	<p>as Hazardous Waste under the appropriate waste classification system. Chapter 3 of the ES (Volume 6.2) [APP-030] clearly states that 90-95% of the waste will be either waste from waste management facilities or municipal waste. None of this material is anticipated to be flammable.</p> <p>Within the application, there is no 'admission' or otherwise that the Proposed Development will emit substances for which there is 'no safe limit'. In fact, Chapter 8 Air Quality of the ES (Volume 6.2) [APP-035] assessed the impact of the potential for dioxins, furans and dioxin-like PCBs and concluded that the effects were not significant. The Environmental Permit will also set emission limits for discharges to air.</p>
RR-032	CPRE Cambridgeshire and Peterborough	MADS	<p>51 Where a substance has multiple properties, ie toxic and environmental hazards, the appropriate aggregation calculation should be performed for each group. There is further guidance on applying the aggregation rule in note 4 to Schedule 1.</p> <p>52 The requirement to consider substances that</p>	<p>These paragraphs of the guidance document are acknowledged.</p> <p>However, Paragraph 57 of the HSE Guidance (L111) also states: 57 The definition is not intended to bring into scope premises which do not manufacture, use or store dangerous substances, solely because of dangerous substances being generated in an accident. For example, a warehouse holding non-dangerous</p>



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			could be produced during loss of control of a process has its origin in the incident at Seveso in 1976, which led to the original Seveso Directive.	substances is not in scope of the Regulations solely because a fire might generate dangerous substances above threshold quantities.
RR-032	CPRE Cambridgeshire and Peterborough	MADS	Our view and that of our expert consultant of many years standing, is that the legislation is being misinterpreted with respect to these major waste burning sites.	<p>The wording of the Regulations and the approach of the COMAH Competent Authority which is comprised of the Health and Safety Executive (HSE) and the Environment Agency (EA) acting jointly does not agree with the view of the CPRE or expert consultant.</p> <p>For the avoidance of doubt, the Proposed Development does not have a significant inventory of Dangerous Substances (as defined in COMAH). This will be limited to a small amount of diesel (or HVO) for back-up generators and fire water pumps and limited gas cylinders for maintenance activities.</p>
RR-032	CPRE Cambridgeshire and Peterborough	MADS	This site, if approved, would contain a further major hazard, its furnace, boiler and steam turbine. Any of these could be the subject of explosion and if that occurred in this relatively close proximity to built-up	The COMAH Regulations are not intended to regulate boilers and steam turbines, and as described above, the regulations apply to those sites where there is a reasonably foreseeable inventory of Dangerous Substances, which does not include the Proposed Development.



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			<p>areas and a school, could lead to serious injury and/or multiple loss of life.</p>	<p>ES Chapter 17 Major Accidents and Disasters (Volume 6.2) [APP-044] considers the potential effects of Major accidents involving the EfW CHP process and determines that the risk is not significant on the basis of embedded measures.</p> <p>It is noted that there are specific regulations relating to pressure vessels such as boilers and steam turbines in the form of the Pressure Systems Safety Regulations 2000 which will be incorporated into the Integrated Management System of the Proposed Development.</p> <p>It is also noted that on existing COMAH establishments, steam turbines and boilers which do not involve Dangerous Substances do not form part of the COMAH Safety Report unless they can initiate a Major Accident elsewhere on site.</p>
RR-032	<p>CPRE Cambridgeshire and Peterborough</p>	MADS	<p>For this reason, if approved, it should be managed as a COMAH site."</p>	<p>As described above, the COMAH Regulations in Regulation 2 and Schedule 1 set clear and prescriptive requirements for defining which sites are COMAH Establishments and therefore by exception, those which are not.</p> <p>The Proposed Development will have a minimal inventory of Dangerous Substances</p>



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				<p>which will be used to power generators or fire pumps, or for maintenance activities. These substances will be present at a fraction of the quantities which would be required for the Proposed Development to be a COMAH Establishment.</p> <p>It is also worth noting, that there are no foreseeable accident scenarios where a COMAH Dangerous Substance would be generated.</p> <p>If an establishment does not meet the criteria laid down in the regulations, it is not possible to voluntarily opt in to the regulations. For these reasons, the site will not be a COMAH Establishment.</p>
RR-032	CPRE Cambridgeshire and Peterborough	Hydrology	<p>Drainage.</p> <p>The proposed development is on a low-lying site which clearly has drainage issues and potential conflicts with drainage infrastructure and systems, including nearly 60 km of drains and 5 major drainage structures. The site is located within flood zone 3 (high risk). This development could well alter the</p>	<p>Noted. The Applicant has undertaken extensive consultation with HWIDB, KLIDB, EA, CCC and NCC during pre-application which remains ongoing following the submission of the DCO application.</p>



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RR-032	CPRE Cambridgeshire and Peterborough	Landscape and visual	<p>hydrological pressures in the surrounding area and cause additional drainage issues for neighbouring properties and farm land. CPRE recommends that the Waldersey Internal Drainage Board, the Hundred of Wisbech Internal Drainage Board and the Middle Level Commissioners must be consulted about the run-off and drainage issues likely to arise from this proposed development. It is their water management and drainage expertise which results in this part of the Fens being a safe and economically productive place to live and work and their opinion and advice on these issues must take precedence over all others, including the local Councils and the Environment Agency.</p> <p>Countryside and landscape.</p> <p>This application will have a significant negative impact</p>	The LVIA assessed the effects of the Proposed Development on 19 local landscape character areas/types all of which lie within NCA 46 - The Fens. The



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			<p>on the Fen Landscape as defined by The Fens National Character Area. The Fens' characteristics are "expansive, flat, open low-lying wetlands ... offering extensive vistas to level horizons and huge skies ...". In our view it will also have a significant negative effect on the locally designated Landscape Character Types and Areas in Cambridgeshire, Peterborough, South Lincolnshire and West Norfolk.</p>	<p>assessment concluded that there would be the potential for locally significant effects within the Wisbech Settled Fen LCA closest to the EfW CHP Facility. No other significant landscape effects were identified as reported in paragraphs 9.9.2 to 9.2.20 of Volume 6.2 ES Chapter 9 Landscape and Visual [APP-036].</p>
RR-032	CPRE Cambridgeshire and Peterborough	Landscape and visual	<p>This area is also a key part of the planned Fens Biosphere for which UNESCO biosphere designation is being sought by the partners Natural Cambridgeshire, Cambridgeshire Acre and the BCN Wildlife Trust in a Post Code lottery-funded project. CPRE consider that this project could put that designation at risk.</p>	<p>The planned Fens Biosphere Reserve is not a landscape designation and whilst landscape character contributes to the designation it is assessed that the Proposed Development on a brownfield site on the edge of Wisbech would not comprise the ability of a future Reserve to function as a "site of excellence to explore and demonstrate approaches to conservation and sustainable development on a regional scale" (Cambridgeshire ACRE. 2018. ROUTE MAP towards developing a Biosphere for the Fens. Available at:</p>



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				<p>https://www.fensbiosphere.org.uk/resources-advice/reports-and-downloads/). The draft map of the Fens Biosphere at page 62 of the Route Map, illustrates Wisbech in a peripheral location on the edge of the transition zone and is distant from mapped core areas (SSSI's), Biosphere buffer areas, Wicken Vision Area, The Great Fen and Environmental Stewardship schemes. The identification of the geographical extent of indirect significant landscape and visual effects as a result of the proposed development would not come close to overlapping any of the aforementioned areas. In reality, many types of built development including power stations, wind farms and overhead transmission lines with the potential for significant landscape and visual effects already exist, are permitted, or will be required within the planned Biosphere Reserve that covers over 3,000km².</p>
RR-032	CPRE Cambridgeshire and Peterborough	Landscape and visual	As usual with any planning application that we see, the presented documents try to play down the significance and unique character of the Fen landscape. We consider that this proposal would have significant and adverse visual impact on the local	<p>1. The initial viewpoint schedule was included in the Scoping Report for consultee comment. The final list of 30 viewpoints set out in Table 9.8 of Volume 6.2 ES Chapter 9 Landscape and Visual [APP-036] was selected in consultation with stakeholders, most notably the consultant team advising the Host Authorities.</p> <p>2. The LVIA included a receptor based visual</p>



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			<p>character and surrounding countryside due to its prominence, large scale and industrial appearance. The 95-metre, high, chimney would be clearly visible from public viewpoints on higher ground and it would be visible for miles across the surrounding low-level and open Fenland. Consider how visually intrusive this giant industrial structure will be in that landscape. Not just from the few carefully chosen locations of the landscape professionals but through the eyes of ordinary people who live and work here and the tourists who come to visit our historic cities of Ely and Peterborough as well as the towns of Wisbech, March and Kings Lynn, while experiencing the wide-open vistas and skies of the Fens. The Fens have very few massive buildings. The largest by far are the ancient cathedrals of Ely and Peterborough. This proposal</p>	<p>assessment which considered the effects on the views of 89 groups of visual receptors living, visiting and travelling through the study area, which is set out in Appendix 9J of Volume 6.4 ES Chapter 9 Landscape and Visual Appendices [APP-079]. This is in addition to the detailed viewpoint assessments from the 30 agreed viewpoint locations as set out in Appendix 9I (Volume 6.4 ES Chapter 9 Landscape and Visual Appendices [APP-079]) which are accompanied by visualisations as presented in Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.17 to 9.24 [APP-058], Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.25 to 9.32 [APP-059], Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.33 to 9.39 [APP-060] and Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.40 to 9.46 [APP-061]. 3. The effects of the Proposed Development on 19 local landscape character areas/types have been considered in the LVIA with the assessment concluding that there would be the potential for locally significant effects within the Wisbech Settled Fen. LCA closest to the EfW CHP Facility. No other significant landscape effects were identified as reported in paragraphs 9.9.2 to 9.2.20 of Volume 6.2 ES Chapter 9 Landscape and Visual [APP-036].</p>



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			<p>will create a building significantly more massive in every dimension than either cathedral or any village church. This demonstrates incredible insensitivity to any form of environmental, social, artistic or cultural value associated with the English countryside and our unique Fen landscape. To quote Fenland District Council from the current Local Plan: "Fenland has a unique environmental character, with its flat, open landscapes, big skies and complex network of drainage channels and watercourses. Although much of the land outside settlements is intensively farmed, there are areas, including within the watercourses, which remain important for their biodiversity and/or heritage value. Each of the four market towns in the district has its own individual character which has evolved over time in response to key</p>	<p>4. Ely, Peterborough and Kings Lynn all lie well beyond the 17km radius LVIA Study Area and there would be no potential for significant visual effects with views within the settlement screened by intervening buildings. The ZTVs and assessment demonstrate that the impact of the proposed development upon March would be limited, with a potential minor adverse effect from some locations at the periphery of the town as summarised at page 9-140 of Table 9.171 of ES of Volume 6.2 ES Chapter 9 Landscape and Visual [APP-036]. Views of the proposed development from the historic centre of Wisbech would be typically fully screened due to intervening buildings. Significant effects on potential tourists on the periphery of Wisbech would be localised in extent and typically perceived in the context of the existing industrial estate. The receptors would comprise users of the Nene Way south of Wisbech, localised sections of the A47 and B198 on the edge of Wisbech and a short section of Sustrans NCR 63, also outside Wisbech, that is summarised in Table 9.17 at pages 9-142 and 9-145 and in Table 9.18 at pages 9-156 and 9-157 of ES Volume 6.2 ES Chapter 9 Landscape and Visual [APP-036].</p>



131 Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties

Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			changes in history – the drainage of the fens, the arrival of the railways and the growth of the motor car.	
RR-032	CPRE Cambridgeshire and Peterborough	Historic Environment	There are 20 scheduled monuments, 10 conservation areas and over 650 listed buildings of special architectural or historic interest. The gardens of Peckover House in Wisbech are included in English Heritage's register of parks and gardens of special historic interest." One of the most treasured views in Cambridgeshire is from the top of the South Tower of Ely Cathedral, from where on fine days, it is possible to see Peterborough Cathedral across the Fen landscape. This enormous structure will create a major industrial intrusion, larger and taller than both cathedrals in this view that attracts tourists globally. It is unacceptable.	Heritage assets likely to be impacted by the proposed development are identified and the impacts assessed in the ES chapter, Volume 6.2 ES Chapter 10 Historic Environment [APP-037] . This includes a detailed assessment of effects on the setting of Peckover House Registered Park and Garden. Ely Cathedral is 29km from the site of the proposed development, at which distance the proposed development could not be expected to be a prominent feature. The view toward Peterborough Cathedral from is oriented northwest from Ely and the Proposed Development would not appear in this orientation.



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RR-032	CPRE Cambridgeshire and Peterborough	Landscape and visual	Light Light pollution prevents us all from seeing the wonders of the night sky. It is also becoming apparent that it has a significant negative effect on wildlife whose body clocks and habits are attuned to the natural rhythms of day and night. CPRE are concerned that the light emitting from the buildings and car parks during the 24-hour, year-round operation of the proposed plant will add to the light pollution in this primarily rural landscape. This will add to the urbanisation of the landscape within the district, within this area of Fenland and on the edge of West Norfolk. This will have most effect closest to the site leading to a very negative impact on the Wisbech conservation area and the surrounding residential areas of Wisbech. We are very concerned that much of	Pollution 1. Figure 9.8 of Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.1 to 9.14 [APP-053] , the night-time photography in Figure 9.16i - 9.16xi (Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.16 [APP-057]) and the baseline description in paragraphs 9.5.21 to 9.5.25 and Table 9.8 of Volume 6.2 ES Chapter 9 Landscape and Visual [APP-036] demonstrate that the brightest levels of radiance within the LVIA Study Area (>16 nw/cm ² /sr) are found within the core of Wisbech (including the Wisbech and Bowthorpe Conservation Areas) extending south to cover the industrial estate which includes the EfW CHP Facility Site. The Site is not therefore located within a dark landscape. 2. The visualisations for Viewpoints 10 and 11 in Figures 9.26 and 9.27 (Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.25 to 9.32 [APP-059]) which are located within the Wisbech and Bowthorpe Conservation Areas indicate that the Proposed Development would not be visible and hence any proposed lighting would also not be visible. The exception is from Viewpoint 7 on the southern edge of the Wisbech Conservation Area from which the chimneys and associated lighting would be visible beyond the highway lighting columns



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			<p>the good work by the County Council recently in replacing all its streetlights with much more directional and less polluting technology will be undone. The proposal will create a major source of light pollution in the wider night time landscape, particularly the bright red, omnidirectional, flashing, navigation lights that will be needed at the top of the smokestack and at intervals from bottom to top in order to warn aircraft of its hazardous presence.</p>	<p>as shown in Figure 9.16iii (Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.16 [APP-057]). 3. Volume 6.4 ES Chapter 3 Description of the Proposed Development Appendix 3B Outline Lighting Strategy [APP-071] makes a commitment at paragraph 1.1.1 to designing and controlling the lighting so as to avoid sky glow and light pollution. Paragraph 1.1.8 outlines the measures that would be taken to minimise light spill and glare. The implementation of the Lighting Strategy is secured in Requirement 18 of the Draft DCO [APP-013].</p>
RR-032	CPRE Cambridgeshire and Peterborough	Planning policy	<p>Planning</p> <p>The proposed development appears to be inconsistent with the following planning policies of the current Fenland Local Plan 2014 which is currently under review. Policy LP2 – includes: “Development proposals should positively contribute to creating a healthy, safe and equitable</p>	<p>Policy LP2 Facilitating the Health and Wellbeing of Fenland Residents sets out that development proposals should positively contribute to a number of criteria, not all of which will fall within the remit of all applications including that for the Proposed Development. Those considered to have greater relevance include creating a healthy, safe and equitable living environment and references the promotion of high levels of residential amenity, creating opportunities for employment in accessible locations and avoiding adverse impacts. In the context of</p>



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			living environment..." This development puts the healthy and safe living environment at risk.	the application for the Proposed Development the environmental statement and supporting documentation, including Chapter 15 Socio Economics, Tourism, Recreation and Land Use and Chapter 16 Health (both Volume 6.2 APP-042 and 043) assess the effects arising from the Proposed Development and conclude that upon matters such as health, they would not be significant. Furthermore the ES identifies mitigations to reduce effects upon residential amenity whilst recognising the employment opportunities created by the Proposed Development's construction and operation. Such that it is relevant to the Proposed Development, it is considered compliant.
RR-032	CPRE Cambridgeshire and Peterborough	Planning policy	Policy LP3 – includes: "Development should create strong, sustainable, cohesive and inclusive communities,". This development would not meet that objective.	Policy LP3 establishes the spatial strategy, settlement hierarchy and the countryside objectives for the plan. It recognises that sustainable growth is best delivered in and around the four market towns that development should support the delivery of strong, sustainable, cohesive and inclusive communities making the most of previously developed land and enabling a larger number of people to access jobs locally. Wisbech is identified as one of two primary market towns. The Proposed Development is located within the primary market town of Wisbech consistent with this policy. This



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				means that it will be in a location which provides a larger number of people with the ability to access jobs during construction and operation. The site for the EfW CHP Facility is predominantly previously developed. The Proposed Development is considered to be compliant with this policy.
RR-032	CPRE Cambridgeshire and Peterborough	Planning policy	Policy LP6 – includes: “Employment proposals will be assessed against the following selection criteria: 1. Fit with the Council’s spatial strategy (in terms of distribution and scale) 2. Fit with the specific and broad locations for growth identified in this Local Plan, or in other suitable locations on the edge of Market Towns where it can be demonstrated that such growth would be compatible with adjacent urban land uses 3. The size of the settlement and scale of housing growth proposed 4. Availability of and accessibility to public transport services 5. Site suitability in terms of physical	The Proposed Development is considered compliant. With regard to item 1, it is located within the primary market town of Wisbech which Policy LP3 identifies as being one of two locations at the top of the settlement hierarchy and therefore most suitable for large scale development. It aligns with the Local Plan broad location of growth for South Wisbech (Policy LP8) and it is an allocated site for waste management (item 2). Regarding item 3, it is located in the largest settlement with the largest allocation for new housing, thus best placed to access the employment created. The site is close to the existing public transport network along Cromwell Road and would be in proximity to the March to Wisbech Railway should it be reopened. With the Applicant’s proposed access improvements in place the site would be accessible to the SRN and as a site allocated within the local plan for waste management activities the Council will have taken into consideration the issue of flood



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			<p>constraints (e.g. access, flood risk) 6. Impact on natural and heritage assets 7. Impact in terms of urban/landscape character, and setting of settlements 8. Infrastructure capacity (see LP13) 9. Availability and deliverability of sites” Apart from point 9, this proposal meets none of the above criteria in our opinion.</p>	<p>risk. The Applicant has also prepared an FRA. The Environmental Statement concludes that effects upon natural and heritage assets will not be significant whilst the Landscape and Visual Assessment reported in ES Chapter 9 (Volume 6.2) [APP-036] considers effects both upon landscape and townscape and concludes that these would not be significant. The Applicant has points of connection agreed with UKPN and Anglian Water consistent with item 8 whilst, as recognised by the relevant representation the site for the EfW CHP Facility is available and deliverable. The Proposed Development is considered to be compliant with this policy.</p>
RR-032	CPRE Cambridgeshire and Peterborough	Planning policy	<p>Policy LP8 – Wisbech includes: “Wisbech, alongside March, is the main focus for housing, employment and retail growth. All development should contribute to the promotion of Wisbech into a strong, safe and community focussed market town, preserving and enhancing its unique historic character and making appropriate use of its heritage assets to benefit its</p>	<p>The policy describes the Council's proposals for the South Wisbech broad location for growth within which the EfW CHP Facility would be located. It recognises that development at this location will be predominantly for business purposes that existing high quality woodland and mature orchards should be retained and that (not relevant to the Proposed Development) noise mitigation should be provided along the A47. Reference is also made to improved transport access to reduce pressure along Weasenham Lane. The Access Improvements proposed as part of the</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			<p>regeneration, tourism potential and sense of place. However, the growth of Wisbech is constrained by the capacity of the highway network both internal (i.e. within the town) and external (i.e. the A47). As such, all Wisbech development proposals, and especially the urban extensions described below, must have an exceptionally strong focus on the provision of deliverable measures which should result in a modal shift to sustainable transport modes for residents and workers of both the new development themselves and, where possible, for existing communities." This proposal contravenes both of these objectives. It will detract from the historic character of the town and it will clearly add significantly to the HCV traffic on the over-loaded A47.</p>	<p>application will reduce HGV movements along Weasenham Lane because the large number of vehicles which access the current (and allocated) waste management facility have travel along it to access Algores Way. Once the Access Improvements are in place, HGVs will no longer need to use this route. The Proposed Development will not lead to the loss of mature orchards and trees lost fronting New Bridge Lane will be replaced with new planting and a commitment to 10% biodiversity net gain.</p>



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RR-032	CPRE Cambridgeshire and Peterborough	Planning policy	Policy LP13 includes: "Planning permission will only be granted if it can be demonstrated that there is, or will be, sufficient infrastructure capacity to support and meet all the requirements arising from the proposed development. Conditions or a planning obligation are likely to be required for many proposals to ensure that new development meets this principle." Clearly this proposal does not meet this criteria and will place an excessive burden on the already stretched local road network.	The Applicant has consulted with CCC, NCC and National Highways with regard to its plans and its approach to the assessment of effects upon the highway. The traffic and transport assessment reported within ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] reports upon the modelling which the Applicant has undertaken and concludes that effects upon the local highway network would not be significant. The Applicant proposes to improve local highway infrastructure by implementing plans to widen New Bridge Lane and install streetlights from the proposed site entrance back to the junction with Cromwell Road. With regard to other infrastructure, UKPN has agreed that a grid connection can be made to the Walsoken substation whilst Anglian Water has agreed to a connection with the existing water main east of the A47. The Applicant is of the opinion that there is sufficient infrastructure capacity to meet its requirements.
RR-032	CPRE Cambridgeshire and Peterborough	Planning policy	Policy LP16 - This development does not appear to: (a) protect and enhance any affected heritage assets and their settings to an extent commensurate with policy in	The Environmental Statement Chapter 10 Historic Environment (Volume 6.2) [APP-037] presents the Applicant's assessment of the effects upon the historic environment and concludes that these would not be significant. The design of the EfW CHP facility has evolved with a view to minimising



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			<p>the National Planning Policy Framework and in accordance with Policy LP18. (b) protect and enhance biodiversity on and surrounding the proposal site. (c) retain and incorporate natural and historic features of the site such as trees, hedgerows, field patterns, drains and water bodies. (d) make a positive contribution to the local distinctiveness and character of the area, enhance its local setting, respond to and improve the character of the local built environment, provide resilience to climate change, reinforce local identity and not adversely impact, either in design or scale terms, on the street scene, settlement pattern or the landscape character of the surrounding area. (e) not adversely impact on the amenity of neighbouring users such as noise, light pollution, loss of privacy and loss of light.</p>	<p>environmental effects including those upon biodiversity, trees ditches etc. This has resulted in the proposal to underground a grid connection to Walsoken for example rather than take forward an overhead line to Walpole for example as originally proposed. In so doing the requirement to cross fields, cut back hedgerows and straddle drains for example has been negated. Whilst some trees will be lost need planting is proposed and the Applicant has design a landscaping strategy with a view to maximising biodiversity and has also committed to delivering biodiversity net gain (see AS-009). Located on a site allocated for waste management use and in a broad location for growth the opportunities to contribute to local character are limited. However the Design and Access Statement (Volume 7.5) [APP-096] explains how the design has evolved and the influence that the surrounding industrial buildings have had upon the design, most notably lineage logistics. The Proposed development is considered to be consistent in its appearance with the surrounding industrial buildings. The Environmental Statement includes measures to mitigate adverse effects and also includes for a number of construction and operational management plans. The aim of the mitigation and management plans is to reduce the</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				significance of effects upon neighbouring users and includes for example the proposal to construction an acoustic fence to 10 New Bridge Lane. With measures in place, the Proposed development should not significantly adversely affect neighbouring users by reason of noise, light, pollution, privacy or light.
RR-032	CPRE Cambridgeshire and Peterborough	Planning policy	Policy LP18 – It appears to us that this development will negatively affect the Conservation Areas and significant heritage assets.	ES Chapter 10 Historic Environment (Volume 6.2) [APP-037] presents an assessment of the potential effects upon conservation areas during both the construction and operational phases and concludes that these would not be significant.
RR-033	Elgood & Sons Ltd	Traffic	Traffic congestion,	The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073] . Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none">• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013];• Construction Traffic Management Plan (CTMP) – secured by



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Requirement 11, Draft DCO (Volume 3.1) [APP-013];</p> <ul style="list-style-type: none"> Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013].
RR-033	Elgood & Sons Ltd	Human Health	health consequences	<p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p><i>“...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health</i> <i>(https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health). PHE's risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects</i></p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p data-bbox="1368 276 2007 379"><i>from these incinerators completely, any potential effect for people living close by is likely to be very small...</i></p> <p data-bbox="1368 424 2007 935">The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043] assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul data-bbox="1368 943 2007 1417" style="list-style-type: none"><li data-bbox="1368 943 2007 1270">• Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013];<li data-bbox="1368 1273 2007 1417">• For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise



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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>awareness within the community of the Proposed Development – secured by Requirement 22, Draft DCO (Volume 3.1) [APP-013];</p> <ul style="list-style-type: none">• Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013];• Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013];• Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013];• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013];• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013];• Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and• Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
RR-033	Elgood & Sons Ltd	Socio-economic	and impact on local jobs	Paragraph 15.9.77, ES Chapter 15 Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042] considers the project effects with regard to the creation of jobs rather than job losses. It predicts that 32 indirect jobs will be created at the County level in addition to the 40 full time equivalent direct jobs created that will be created. These jobs are described in Section 3.5.53, ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030] .
RR-034	Elgood & sons ltd	Environmental	It is also hard to ignore that they have chosen to locate this on the county boundary, presumably all factored in to try and minimise opposition.	Section 2.3.1 to 2.3.3 ES Chapter 2 Alternatives (Volume 6.2) [APP-029] and ES Chapter 3 (Volume 6.2) [APP-030] explains the Applicant's reason for selecting the location of the Proposed Development, highlighting the 'essential' and 'preferable' site selection criteria that were applied and suitably meet. In summary, the selection criteria included: <ul style="list-style-type: none"> • There is a need for additional residual waste treatment within the area; • In close proximity to existing business that have a large heat and/or power demand; • A site of a suitable size to accommodate the EfW CHP Facility; • Good access to the strategic road network;



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> • A brownfield site allocated for waste management; and • A site free of environmental designations.
RR-034	Elgood & sons ltd	Comment	I am writing on behalf of Elgood & Sons Limited, the second oldest business in Cambridgeshire and owner of over forty properties in and around Wisbech including ten grade II listed buildings in Wisbech alone.	Comments noted.
RR-034	Elgood & sons ltd	Traffic	The infrastructure of Wisbech does not lend itself to a project on this scale. When you factor in the regular closures of the A47 and A17 due to road traffic accidents, in addition to the lack of any motorway, dual carriageway or rail link, the extra HGV vehicular movements this is going to create makes the decision to locate here all the more incomprehensible.	<p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none">• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013];• Construction Traffic Management Plan (CTMP) – secured by



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Requirement 11, Draft DCO (Volume 3.1) [APP-013];</p> <ul style="list-style-type: none">Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; andOperational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>



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				<p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none">• A1101 north of A47 Elm Road roundabout;• Churchill Road (north of Elm High Road); and



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				<ul style="list-style-type: none"><li data-bbox="1368 277 2000 341">• Weasenham Lane (between Algores Way and Elm High Road). <p data-bbox="1368 389 2000 708">Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p data-bbox="1368 756 1899 788">Alternatives – March to Wisbech Rail:</p> <p data-bbox="1368 836 2000 1410">The Applicant supports the reopening of the March to Wisbech railway and the wider benefits this would bring to local community. Whilst there are currently no firm plans for its reopening, the Applicant has been in discussion with Network Rail to ensure both the Proposed Development and reopening of the railway can proceed without compromising one another. The Applicant has set aside land within the EfW CHP Facility Site to accommodate a potential future rail unloading area and, should it be required, land for a road bridge embankment. Section 2.3.10 to 2.3.17, ES Chapter 2: Alternatives (Volume 6.2) [APP-029] and Section 3.4.82 to 3.4.86, ES</p>



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				Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030] provide further details.
RR-034	Elgood & sons ltd	Human Health	As advised by the WHO, best practice for siting incinerators has the goal of finding a location for the incinerator that minimizes potential risks to public health and the environment. It further advises "minimizing the number of people potentially exposed, e.g., areas near the incinerator should not be populated, containing housing, athletic fields, markets or other areas where people congregate. Areas near the incinerators should not be used for agriculture purposes." So how many other sites were considered, and why was Wisbech deemed most appropriate?	<p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p><i>"...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health (https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health). PHE's risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small..."</i></p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>and reported in the ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043] assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, Draft DCO (Volume 3.1) [APP-013]; • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013];



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				<ul style="list-style-type: none">• Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013];• Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013];• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013];• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013];• Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and• Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards. <p>Site selection:</p> <p>The Applicant selected the site for the reasons set out Section 2.3.1 to 2.3.3 ES Chapter 2 Alternatives (Volume 6.2) [APP-029] and ES Chapter 3 (Volume 6.2) [APP-030] which explains the Applicant's reason</p>



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				<p>for selecting the location of the Proposed Development, highlighting the 'essential' and 'preferable' site selection criteria that were applied and suitably meet. In summary, the selection criteria included:</p> <ul style="list-style-type: none">• There is a need for additional residual waste treatment within the area;• In close proximity to existing business that have a large heat and/or power demand;• A site of a suitable size to accommodate the EfW CHP Facility;• Good access to the strategic road network;• A brownfield site allocated for waste management; and• A site free of environmental designations.
RR-034	Elgood & sons ltd	Socio-economic	Waste incinerators are three times as likely to be situated in the most deprived and ethnically diverse areas of the UK.	<p>Comment noted. The Applicant selected the site for the reasons set out Section 2.3.1 to 2.3.3 ES Chapter 2 Alternatives (Volume 6.2) [APP-029] and ES Chapter 3 (Volume 6.2) [APP-030] which explains the Applicant's reason for selecting the location of the Proposed Development, highlighting the 'essential' and 'preferable' site selection criteria that were applied and suitably meet. In summary, the selection criteria included:</p> <ul style="list-style-type: none">• There is a need for additional residual waste treatment within the area;



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none">• In close proximity to existing business that have a large heat and/or power demand;• A site of a suitable size to accommodate the EfW CHP Facility;• Good access to the strategic road network;• A brownfield site allocated for waste management; and• A site free of environmental designations.
RR-035	Engineering & Environmental Factory Supplies Ltd	Environmental	The impact on my business as well as the wellbeing of my staff is too great. My rejection is based on three things: Traffic, Health & Economy.	Traffic: The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2) , [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none">• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013];



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				<ul style="list-style-type: none">Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; andOperational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>Health:</p> <p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p><i>“...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health (https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health). PHE’s risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects</i></p>



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				<p><i>from these incinerators completely, any potential effect for people living close by is likely to be very small..."</i></p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043] assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>awareness within the community of the Proposed Development – secured by Requirement 22, Draft DCO (Volume 3.1) [APP-013];</p> <ul style="list-style-type: none">• Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013];• Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013];• Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013];• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013];• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013];• Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and• Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Economy:</p> <p>ES Chapter 15: Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042] assesses impacts on local businesses and residents and concludes, there will be not significant effects. Where necessary, embedded mitigation is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans will be secured by either a DCO Requirement or by the Environmental Permit and include:</p> <ul style="list-style-type: none"> • Outline Construction Environmental Management Plan (Volume 7.12) [APP-103] (includes a range of mitigation measures to control e.g., noise, dust, and travel management), secured by Requirement 10 of the draft DCO (Volume 3.1) [APP-013]; • Outline Operational Odour Management Plan (Volume 7.11) [APP-102] which details all sources of odour, control measures, monitoring, and reporting. Odour awareness training will be undertaken as part of



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
<div style="display: flex; justify-content: space-between;"> <div style="width: 60%;"></div> <div style="width: 35%;"> <p>general site operational training, and daily checks for odour levels will be carried out, secured by Requirement 16 of the draft DCO (Volume 3.1) [APP-013];</p> <ul style="list-style-type: none"> • Outline Operational Noise Management Plan (Volume 6.4) [APP-077], secured by Requirement 19 of the draft DCO (Volume 3.1) [APP-013]; • Outline Operational Fire Prevention Plan (Volume 7.10) [APP-101], secured by Requirement 17 of the draft DCO (Volume 3.1) [APP-013]; • Outline Operational Flood Emergency Management Plan (Volume 7.9) [APP-100], secured by Requirement 13 of the draft DCO (Volume 3.1) [APP-013]; • Outline Operational Workers Travel Plan (Volume 6.4) [APP-074], secured by Requirement 15 of the draft DCO (Volume 3.1) [APP-013]; and • Outline Landscape and Ecology Management Plan (Volume 7.7) [APP-098], secured by Requirement 5 of the draft DCO (Volume 3.1) [APP-013]. </div> </div>				



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
RR-035	Engineering & Factory Supplies Ltd	Comment	As a business situated on the industrial estate where this project is going to be built, it is important for us to note our rejection against this project. The impact on our business as well as the wellbeing of our staff is too great. Our rejection is based on three things:	Comments noted.
RR-035	Engineering & Factory Supplies Ltd	Comment	As an owner of a business situated on the industrial estate where this project is going to be built, it is important to note my rejection against this project.	Comments noted.
RR-035	Engineering & Factory Supplies Ltd	Traffic	My business is based down the very road this project is set to be built on. Anyone who works down this road or indeed on this industrial estate, will tell you that traffic congestion is a huge problem, as are the quality of the roads, which are poorly maintained. The roads in their current state cannot cope with the traffic current businesses around us	The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073] . Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways



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			<p>generate. The number of lorries that travel into our industrial estate already have a negative impact on our road conditions, and when road works are scheduled to fix an issue such as potholes, sunken roads or burst water pipes, the knock-on effect to businesses in the area is detrimental. The road infrastructure that is currently in place, coupled with the support and maintenance provided, simply cannot cope. Our industrial estate doesn't stand a chance if this project goes ahead. In 2014 the government established the road investment strategy and identified the East of England as an area that needed major investments. Within this area 17 major road schemes were put into place and 6 of those schemes are solely for the A47. This alone highlights the already noted congestion</p>	<p>safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic. Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The CTMP also sets out the process of surveying and repairing any damage made to the highway as a result of the construction works. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013]. Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3</p>



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			<p>problems with the A47 and none of the above scheme's factor Wisbech into them. The resulted delays highlighted the concerns regarding safety for all road users. It should also be noted that in the entirety of the Fens there is only ½ a mile of dual carriage way – the rest is all single carriage ways and small country lanes, none of which would cope with the incinerator project.</p>	<p>Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none">• A1101 north of A47 Elm Road roundabout;• Churchill Road (north of Elm High Road); and• Weasenham Lane (between Algores Way and Elm High Road). <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15)</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				[APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013] .
RR-035	Engineering & Factory Supplies Ltd	Socio-economic	It is my responsibly as an employer to my staff and their families to consider the health risks that this project poses a threat to. Those that have moved to this area for a quieter and healthier life may, as a result of this project being successful, choose to leave and move away. This will impact smaller businesses in the town, as well as our property prices and economic growth.	<p>Health:</p> <p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p><i>"...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health</i> <i>(https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health). PHE's risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small..."</i></p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043] assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts.</p> <p>Property prices:</p> <p>As part of the assessment undertaken in ES Chapter 15: Socio economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042] the Applicant reviewed the local housing market. The review shows that house prices within the Study Area have been increasing. The review shows that house prices within the Study Area are lower than the county and national averages.</p> <p>House prices are driven by a range of factors and it is considered generally that the Proposed Development would not by itself decrease house prices in the Study Areas</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>due to the implementation of the proposed mitigation measures. For a limited number of properties that may be affected by physical factors (such as noise) during the operation of the Proposed Development, and such factors results in a diminution in value, a claim for compensation can be made under Part 1 of the Land Compensation Act 1973.</p> <p>Businesses and economic growth:</p> <p>The environmental impacts of the Proposed Development including those that could affect local residents and businesses, such as noise and odour, have been assessed and reported in the ES and summarised in the Non-Technical Summary (Volume 6.1) [APP-027]. ES Chapter 15: Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042] assesses impacts relevant to the topic on local residents and concludes, there will be not be significant negative effects. In reaching this conclusion the Chapter presents a profile of the existing, baseline social and economic conditions pertaining to the Study Area. These include for the identification of levels of deprivation. The Proposed Development will create new jobs during its construction and operation. The Applicant has committed to supporting the</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				local community in gaining access to these jobs via The Outline Employment and Skills Strategy (Volume 7.8) [APP-099] which is secured by a DCO requirement.
RR-035	Engineering & Factory Supplies Ltd	Air Quality	The pollution that will be generated is not something ANY town should be subjected to.	<p>The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078] and Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052] respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA),</p>



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				<p>ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none">• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013];



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				<ul style="list-style-type: none">• Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013];• Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013];• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013];• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013];• Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and• Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013].
RR-035	Engineering & Alternatives Factory Supplies Ltd		This project, quite simply, should be built offshore where it cannot affect our children and our future generations.	Section 2.3.1 to 2.3.3 ES Chapter 2 Alternatives and ES Chapter 3 (Volume 6.2) [APP-029] explains the Applicant's reason for selecting the location of the Proposed Development, highlighting the 'essential' and 'preferable' site selection criteria that were applied and suitably meet. In summary, the selection criteria included:



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> • There is a need for additional residual waste treatment within the area; • In close proximity to existing business that have a large heat and/or power demand; • A site of a suitable size to accommodate the EfW CHP Facility; • Good access to the strategic road network; • A brownfield site allocated for waste management; and • A site free of environmental designations. <p>The Applicant did not consider any offshore sites for an energy from waste combined heat and power facility.</p>
RR-036	Fenland Branch of Unite Community Union	Socio-economic	The construction of this huge incinerator would run counter to the interests and welfare of the people of Wisbech and district.	<p>The environmental impacts of the Proposed Development including those that could affect local residents and businesses, such as noise and odour, have been assessed and reported in the ES and summarised in the Non-Technical Summary (Volume 6.1) [APP-027]. ES Chapter 15: Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042] assesses impacts on local businesses and concludes, there will be not significant effects.</p> <p>The environmental impacts of the Proposed Development including those that could</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043] assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"><li data-bbox="1368 719 1998 1046">• Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013];<li data-bbox="1368 1054 1998 1343">• For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, Draft DCO (Volume 3.1) [APP-013];



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and • Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.
RR-037	Fenland & West Norfolk Friends of the Earth Group	Comment	Members of our group have deep concerns about the impact of this proposed project.	Comments noted.



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RR-038	Floorspan Contracts Ltd	Traffic	The poor road system in and around Wisbech is not suitable for a government project of this scale. The A47 itself isn't of a suitable standard to accommodate the increased traffic volume. The industrial estate that the incinerator is proposed only has one entry/exit route so congestion would be multiplied tremendously.	<p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as onsite HGV queuing lanes, is</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none">• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013];• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013];• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and• Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Construction</p> <p>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p>



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				<p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none">• A1101 north of A47 Elm Road roundabout;• Churchill Road (north of Elm High Road); and• Weasenham Lane (between Algores Way and Elm High Road). <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>
RR-039	F&W Ltd	Taylor	Socio-economic	<p>We are a local family business established 50 years ago and have built up</p> <p>ES Chapter 15: Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042] assesses impacts</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			<p>a portfolio of commercial properties renting to mainly local businesses. Already for us and our tenants the stigma surrounding the proposed waste incinerator is causing concerns over the future our businesses.</p>	<p>on local businesses. It considers both the potential benefits arising from local supply chain opportunities through to the potentially negative effects arising from disruption during construction for example. In all cases the conclusion reached is that negative effects would not be significant. The environmental impacts of the Proposed Development including those that could affect local residents and businesses, such as noise and odour, have been assessed and reported in the ES and summarised in the Non-Technical Summary (Volume 6.1) [APP-027]. ES Chapter 15: Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042] assesses impacts on local land use including businesses relevant to the topic and concludes that there will not be significant negative effects, such as the ability for commercial premises to be rented out. The Applicant is committed to operating within the remit of many construction and operational management plans. These include the Outline Construction Environmental Management Plan (Volume 7.12) [APP-103] which sets out measures to be taken to control matters such as construction dust.</p>



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				For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, Draft DCO (Volume 3.1) [APP-013] ;
RR-039	F&W Ltd	Taylor	Human Health	<p>There are considerable worries over the potential health risks and contamination within the food related factories leading to empty and unrentable buildings and furthermore mass unemployment.</p> <p>The potential effects of emissions to air on the natural environment are considered in the ES Chapter 8: Air Quality (Volume 6.2) [APP-035]. A Human Health Risk Assessment Annex G, Appendix 8B: (Volume 6.4) [APP-078] has also been undertaken to assess potential impacts from bioaccumulation of metals in the food chain. The assessment addresses potential impacts of particulates and nitrogen deposition on the local area, including farmland. The assessment concluded that impacts are not significant. The EfW CHP Facility will be operated in accordance with an Environmental Permit, which will include strict emissions limits, and which is monitored and regulated by the Environment Agency.</p> <p>ES Chapter 15: Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042] assesses impacts on local businesses. It considers both the</p>



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				<p>potential benefits arising from local supply chain opportunities through to the potentially negative effects arising from disruption during construction for example. In all cases the conclusion reached is that negative effects would not be significant. The environmental impacts of the Proposed Development including those that could affect local residents and businesses, such as noise and odour, have been assessed and reported in the ES and summarised in the Non-Technical Summary (Volume 6.1) [APP-027]. ES Chapter 15: Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042] assesses impacts on local land use including businesses relevant to the topic and concludes that there will not be significant negative effects, such as the ability for commercial premises to be rented out. The Applicant is committed to operating within the remit of many construction and operational management plans. These include the Outline Construction Environmental Management Plan (Volume 7.12) [APP-103] which sets out measures to be taken to control matters such as construction dust.</p> <p>ES Chapter 15: Socio-Economics, Tourism, Recreation and Land Use</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>(Volume 6.2) assesses impacts on local businesses and concludes, there will be no significant effects and that the creation of jobs during the construction of the Proposed Development, for example, will give rise to locally significant effects in terms of the employment opportunities created. the Applicant is committed to working with the local community to deliver local employment, an approach undertaken at MVA's other UK facilities. These benefits are set out in the Outline Employment and Skills Strategy (Volume 7.8) [APP-099] which has been developed in consultation with Norfolk County Council and includes the following proposals:</p> <ul style="list-style-type: none">• A waste education programme and support for higher and further education establishments, including STEM support; and• Apprenticeships, Internships and work experience/placements.• Local employment during construction and operation; and• Support the local supply chain. <p>The final version of the Employment and Skills Strategy is secured by Requirement 21, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments	
				<p>Outline Community Benefits Strategy (Volume 7.14) [APP-105] and includes the following proposals:</p> <ul style="list-style-type: none"> • Establishment of a local liaison committee; • Employment of a Community Liaison Manager; • Guided site tours and a visitor area within the administration building; • Establishment of a community fund and a sponsorship fund; and • Support for local initiatives that improve wellbeing and environmental improvements in the local area. <p>The final Community Benefits Plan will be published by the Applicant prior to commencement of the construction of the Proposed Development.</p>	
RR-039	F&W Ltd	Taylor	Property Prices	House prices will drop leading to negative equity.	<p>As part of the assessment undertaken in ES Chapter 15: Socio economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042] the Applicant reviewed the local housing market. The review shows that house prices within the Study Area have been increasing. The review shows that house prices within the Study Area are lower than the county and national averages.</p> <p>House prices are driven by a range of factors and it is considered generally that the</p>



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				Proposed Development would not by itself decrease house prices. For a limited number of properties that may be affected by physical factors (such as noise) during the operation of the Proposed Development, and such factors results in a diminution in value, a claim for compensation can be made under Part 1 of the Land Compensation Act 1973.
RR-039	F&W Ltd	Taylor Traffic	The traffic congestion will be horrendous, 300 lorries per day in a small market town with an already poor road network will be a disaster and extremely dangerous. Every road in and out of Wisbech will be totally gridlocked.	The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073] . Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic. Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013]. Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local</p>



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RR-040	Hair at AKA	Traffic	Not keen it will cause problems with Traffic,..	<p>community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road). <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic and transportation will</p>



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				<p>be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction</p>



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				<p>was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road). <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>
RR-040	Hair at AKA	Air Quality	Not keen it will cause problems with ...,and Pollution	The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was



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				<p>undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078] and Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052] respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none">• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013];• Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013];• Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013];• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013];• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
RR-040	Hair at AKA	Socio-economic	This will not improve life chances	<p>surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013];</p> <ul style="list-style-type: none"> • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013]. <p>The Applicant is committed to providing community benefits, including education; these are set out in the following documents.</p> <p>Outline Employment and Skills Strategy (Volume 7.8) [APP-099] which has been developed in consultation with Norfolk County Council includes the following proposals:</p> <ul style="list-style-type: none"> • A waste education programme and support for higher and further education establishments, including STEM support; • Apprenticeships, Internships and work experience/ placements; • Local employment during construction and operation; and • Support the local supply chain.



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>The Outline Employment and Skills Strategy (Volume 7.8) [APP-099] is secured by a DCO Requirement 21.</p> <p>The Outline Community Benefits Strategy (Volume 7.14) [APP-015] includes the following proposals:</p> <ul style="list-style-type: none">• Establishment of a local liaison committee;• Employment of a Community Liaison Manager;• Guided site tours and a visitor area within the administration building;• Establishment of a community fund and a sponsorship fund; and• Support for local initiatives that improve wellbeing and environmental improvements in the local area.
RR-041	HHA Grounds Maintenance Ltd	Comment	Once I have read all the documents I will comment further	Comments noted. The DCO Application documents are available on the Planning Inspectorate website.
RR-042	Hutchinson Group Limited	Traffic	This is not the right location for the site and as a result we believe it will have an adverse impact on our business. Initial concerns are the amount of HGV traffic this will generate and the	<p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			<p>impact on the health, safety and wellbeing of our employees from the expected adverse impact on air quality at our premises as a result of issuance from the site (and the increased road traffic).</p>	<p>6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic and transportation will</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP</p>



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				<p>includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County</p>



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				<p>Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none">• A1101 north of A47 Elm Road roundabout;• Churchill Road (north of Elm High Road); and• Weasenham Lane (between Algores Way and Elm High Road). <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>TRAFFIC – AIR QUALITY</p> <p>The environmental impacts of the Proposed Development including HGV movements during operation and construction and their impact on air quality have been assessed and reported in the ES. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling, including traffic modelling, to predict potential impacts</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>on human and ecological receptors. The assessment was undertaken considering Air Quality objectives for a series of pollutants including metals and particulate matter, set for the protection of human health and concludes the significance of effect is negligible.</p> <p>Where necessary, embedded mitigation is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans will be secured by either a DCO Requirement or by the Environmental Permit.</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and</p> <ul style="list-style-type: none"> Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>The environmental impacts of the Proposed Development including HGV movements during operation and construction and their impact on air quality been assessed and reported in the ES. ES Chapter 8: Air Quality (Volume 6.2) includes detailed dispersion modelling, including traffic modelling, to predict potential impacts on human and ecological receptors. The assessment was undertaken considering Air Quality objectives for a series of pollutants including metals and particulate matter, set for the protection of human health and concludes the significance of effect is negligible.</p> <p>Where necessary, embedded mitigation is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The management plans will be secured by either a DCO Requirement or by the Environmental Permit.</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013] Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013].
RR-043	James Mackle Ltd	Socio-economic	I am concerned about the disruption this project will have on our business and town.	ES Chapter 15: Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042] assesses impacts on local businesses. It considers both the potential benefits arising from local supply chain opportunities through to the potentially negative effects arising from disruption during construction for example. In all cases the conclusion reached is that negative effects would not be significant. The environmental impacts of the Proposed



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				Development including those that could affect local residents and businesses, such as noise and odour, have been assessed and reported in the ES and summarised in the Non-Technical Summary (Volume 6.1) [APP-027]. ES Chapter 15: Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042] assesses impacts on local residents relevant to the topic and concludes that there will not be significant negative effects.
RR-044	Kings Lynn Without Incineration (KLWIN)	Climate Change	The Medworth proposal will.... Significantly contribute to CO2 emissions which will harm UK National efforts to meet its National and International climate change targets and undertakings.	It is acknowledged that as a standalone entity the Proposed Development results in net carbon emissions from the EfW combustion processes. The environmental impacts of the Proposed Development including climate change impacts, have been assessed and reported in the ES Chapter 14: Climate Change (Volume 6.2) [APP-041] . Chapter 14 includes a greenhouse gas (GHG) assessment. The GHG assessment reports a net reduction in emissions of - 2,570.80 kilotonnes carbon dioxide equivalent (ktCO2e) in the 'with Proposed Development' scenario compared to a 'without Proposed Development' scenario. The assessment is based on assessing whether the Proposed Development would impede the UK in being carbon net zero by 2050, this being the UK position in terms of



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RR-044	Kings Lynn Without Incineration (KLWIN)	Waste Need	Significantly contribute to the already high National excess waste combustion capacity which is over and above HMG targets. Burn materials that should be recycled. HMG has published a breakdown of waste with regard to the levels of ease/difficulty with which fractions can be recycled. Since 2019 the UK has been progressively combusting increasing amounts of those fractions that can and should	<p>meeting international obligations to reduce carbon emissions. The assessment includes evaluation of emissions with respect to UK Government 5-year carbon budgets, indicating a minor reduction in emissions ranging from between 0.004% to 0.03% for the 4th, 5th and 6th carbon budgets. Therefore, GHG impacts of the Proposed Development will have a beneficial significant effect. The Proposed Development has net GHG emissions below zero, causing an indirect reduction in atmospheric GHG emissions which has a positive impact on the UK Government meeting its carbon budgets/targets.</p> <p>One of the guiding principles, that underpins national and local waste management policy of sustainable waste management is the concept of a hierarchy of waste management options (waste hierarchy), where the most desirable option is not to produce the waste in the first place (waste prevention) and the least desirable option is to dispose of the waste with no recovery of either materials and/or energy i.e., landfill. Between these two extremes there are a wide variety of waste treatment options that may be used as part of a waste management strategy to recover materials.</p>



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			<p>be recycled. The Medworth plant will add significantly to this problem and move the UK further from the circular economy.</p>	<p>Residual waste, which the Proposed Development proposes to process, is mixed waste that cannot be usefully reused or recycled and is either destined for landfill, the least sustainable form of waste management or could be incinerated (under strict controlled conditions) to recover valuable energy in the form of electricity and/or heat, via a process commonly known as Energy from Waste (EfW). By diverting residual waste away from landfill to EfW, the principles established by the waste hierarchy are met. Further details of the national and local planning policies that support the principle of sustainable waste management, including the waste hierarchy and how these are applied to the Proposed Development are reported in the Planning Statement (Volume 7.1) [APP-091].</p>
<p>RR-044</p>	<p>Kings Lynn Without Incineration (KLWIN)</p>	<p>Human Health /</p>	<p>Produce electric power by the combustion of waste which kw for kw is more polluting than power generated by the combustion of coal. Discharge levels of harmful pm2.5 particulates to the atmosphere which are underestimated by expressing such discharges</p>	<p>Emissions to air from the Proposed Development, as presented in ES Chapter 8: Air Quality (Volume 6.2) [APP-035], include all relevant pollutants stipulated in legislation including PM2.5 and conclude that effects wouldn't be significant.</p> <p>Impacts on human health arising from dioxins and furans (PCDD/F) and dioxin-like PCBs were also considered in the ES Appendix 8B Air Quality Appendices,</p>



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			<p>by mass not particle numbers. Clinically the mass of particulates is not important but size, number and composition are. Even a small mass of pm2.5s constitutes a large number of particles because of their small size and mass. The most recent published research has demonstrated the mechanism by which pm2.5s can trigger predisposed but inactive cancer cells to proliferate.</p>	<p>Annex G Human Health Risk Assessment) (Volume 6.4) [APP-078]. It has been demonstrated that for the maximally exposed individual, exposure to dioxins, furans and dioxin-like PCBs is not significant</p> <p>In 2019 Public Health England (PHE), now the UK Health Security Agency (UKHSA), published a guidance on 'PHE statement on modern municipal waste incinerators (MWIs) study' reporting on the outcomes of two major studies on municipal waste incinerators and health impacts. UKHSA is the national technical expert on possible impacts on health of energy from waste facilities. The guidance states that: "modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small. This view is based on detailed assessments of the effects of air pollutants on health and on the fact that these incinerators make only a very small contribution to local concentrations of air pollutants."</p>



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				The Proposed Development will operate under an Environmental Permit managed by the Environment Agency that stipulates a series of controls and monitoring that will ensure compliance with the emissions to air limits that are set to ensure no significant risk to human health.
RR-044	Kings Lynn Without Incineration (KLWIN)	Waste Need	The proposal has bypassed local democratic planning procedures by claiming a power output which just exceeds the 50 Meg Watt threshold for qualification as a Nationally Significant Infrastructure Project. Given the existing, planned and proposed competitive incineration and recycling facilities in the area and the lack of support from the surrounding Waste Disposal Authorities there must be doubt as to the chances of exceeding the 50 Meg Watt output and hence the NSIP status of the proposal.	<p>The amount of residual waste to be processed at the EfW CHP will generate in excess of 50 megawatts of electricity. Therefore, 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.</p> <p>However, in the event a DCO is issued for the Proposed Development, the relevant local planning authority(s) will oversee the discharge of the DCO Requirements, See Schedule 2 Requirements, Draft DCO, (Volume 3.1) [APP-013].</p>
RR-044	Kings Lynn Without	Air Quality	Given the 40 year plus operating life of the proposal	The environmental impacts of the Proposed Development including air quality have been



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	Incineration (KLWIN)		<p>there would appear to be no adequate regard given to the environmental and biological accumulation of harmful elements and compounds discharged by the Medworth facility and distributed down wind of it. Twenty million tons of waste over 40 years may generate only small amounts of individual toxic materials per year but those prone to accumulation will progressively become more dangerous.</p>	<p>assessed. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078] and Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052] respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>The assessment reported within the HHRA assumes a 30 year dispersion time scale, this is the Human Health Risk Assessment Protocol (HHRAP)¹ default exposure duration value to assess risk to human health for an adult resident. The 30 year time period is set to reflect the average time someone spends in a locality, to take into account that people do not stay at the same place within their lifetime. Since the HHRA assessment concludes that potential effects are not significant for the 30 year operation period, the levels of toxic material are not expected to become dangerous.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p>

¹ United States Environmental Protection Agency, 2005. Human Health Risk Assessment Protocol for Hazardous Waste Combustion Facilities



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				<p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> • Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and



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				<ul style="list-style-type: none"> Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013].
RR-044	Kings Lynn Without Incineration (KLWIN)	n/a	NB I wish to reserve the right to expand on the above points and others as appropriate during the proposal examination phase.	Noted.
RR-045	MAHA UK Ltd	Environmental	I live close to a recycling plant on the out skirts of Cambridge and know from the traffic, how the road conditions are affected by such lorries visiting, the amount of rubbish that seems to leave the lorries whilst in transit, the roads around Wisbech will become covered with litter, I have physically seen rubbish fly out of such vehicles, I have even seen council vehicles with cages on the back allow rubbish to fly out the top, this is totally irresponsible to even consider such a site close to Wisbech.	Waste would only be delivered to the EfW Facility in enclosed Heavy Goods Vehicles, such as refuse collection vehicles and walking floor articulated lorries (see ES Chapter 3: Description of the Development (Volume 3.2) [APP-030]).



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
RR-045	MAHA UK Ltd	Traffic	My main issues are as follows, the increased Traffic flow in and out of Wisbech with trucks who will be feeding the furnace once the incinerator is lit, to my knowledge it will burn 24/7, for this it needs a source to burn (rubbish) of which will not be sufficient from just the local area it will need to come from far afield,	<p>Section 3.5.51 to 52, ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030] states: <i>“Once operational, 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.</i></p> <p><i>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”.</i></p> <p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p data-bbox="1368 276 2000 1082">Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p data-bbox="1368 1129 2000 1417">Where necessary, embedded mitigation, such as onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic and transportation will</p>



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				<p>be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>The Waste Fuel Availability Assessment (WFAA) (Volume 7.3) [APP-094] In line with the existing National Policy Statement for Renewable Energy Infrastructure (EN-3) and the emerging updated version of this, considers the availability of waste in the context of local and national need. In terms of 'local' need, the extent of the study area has been informed by the 2-hour travel time</p>



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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				and is defined as being the former East of England planning region and selected close Waste Planning Authorities in the East Midlands (i.e., Leicester and Leicestershire; Northamptonshire, Lincolnshire and Rutland). The assessment includes sensitivity analysis to understand how residual waste arisings may change over time with increased recycling. The conclusion of the assessment demonstrates the need for the Proposed Development to treat residual waste within the region.
RR-045	MAHA UK Ltd	Air Quality	Of course before all this we will have all the vehicles involved with the building process and then the emissions from the site once in operation, how is this monitored?	<p>The environmental impacts of the Proposed Development including HGV movements during operation and construction and their impact on air quality have been assessed and reported in the ES. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling, including traffic modelling, to predict potential impacts on human and ecological receptors. The assessment was undertaken considering Air Quality objectives for a series of pollutants including metals and particulate matter, set for the protection of human health and concludes the significance of effect is negligible.</p> <p>Where necessary, embedded mitigation is included within the design of the Proposed</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p data-bbox="1368 276 1998 528">Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans will be secured by either a DCO Requirement or by the Environmental Permit.</p> <ul data-bbox="1368 571 1998 1270" style="list-style-type: none"><li data-bbox="1368 571 1998 791">• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013];<li data-bbox="1368 794 1998 935">• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013];<li data-bbox="1368 938 1998 1158">• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and<li data-bbox="1368 1161 1998 1270">• Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p data-bbox="1368 1313 1998 1417">All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.
RR-045	MAHA UK Ltd	Traffic	The Main road structure in part of Wisbech is already stretched (A47) with no suitable alternative routes if and when either breakdowns or accidents occur,	<p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none">Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road). <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The</p>



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				<p>final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>In the event of road closures, like all road users, the Applicant would follow the Highways Authority route diversion(s).</p>
RR-045	MAHA UK Ltd	Alternatives	an alternative site must be found away from a town or city with good road links from all directions.	<p>Section 2.3.1 to 2.3.3 ES Chapter 2 Alternatives and ES Chapter 3 (Volume 6.2) [APP-030] explains the Applicant's reason for selecting the location of the Proposed Development, highlighting the 'essential' and 'preferable' site selection criteria that were applied and suitably meet. In summary, the selection criteria included:</p> <ul style="list-style-type: none"> • There is a need for additional residual waste treatment within the area; • In close proximity to existing business that have a large heat and/or power demand; • A site of a suitable size to accommodate the EfW CHP Facility; • Good access to the strategic road network; • A brownfield site allocated for waste management; and • A site free of environmental designations.



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
RR-046	MJ Acoustics	Environmental	Much has already been said and documented but the main areas of concern are health risks from pollutants and a responsibility to our staff for the well-being of them and their families.	<p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043] assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, Draft DCO (Volume 3.1) [APP-013];



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and • Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.
RR-046	MJ Acoustics	Environmental	We moved here to the Fens because of the healthy nature of the surroundings.	The Proposed development should not affect the health of the fenland area. ES Chapter 8 Air Quality (Volume 6.2) [APP-035] reports upon the air quality assessment which was



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				<p>undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and concludes the significance of effect is negligible.</p> <p>The assessment has considered the potential impacts from deposition on land for all relevant parameters as required by the regulator, the Environment Agency (EA). For example, impacts from nitrogen and acid deposition (Chapter 8: Air Quality (Volume 6.2) [APP-035]) on sensitive ecological receptors and impacts from heavy metal deposition on land, were assessed (Chapter 8: Air Quality (Volume 6.2) [APP-035]). The assessment concludes the potential effects are not significant.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The</p>



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				<p>assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA. The EA also have the power to undertake announced and unannounced site visits to verify emissions data, and in cases where there is a risk of serious pollution, to suspend the Environmental Permit.</p>
RR-046	MJ Acoustics	Traffic	The congestion for traffic is already unbearable as a result of the Wisbech cold food storage facility. The roads have been destroyed and the maintenance has been unable to cope with repairs.	<p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot</p>



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				<p>spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> •Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Requirement 11, Draft DCO (Volume 3.1) [APP-013];</p> <ul style="list-style-type: none"> Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013].
			<p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p>	
			<p>Construction</p>	<p>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>



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				<p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and



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				<ul style="list-style-type: none"> Weasenham Lane (between Algores Way and Elm High Road). <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>HIGHWAY SUBSIDENCE</p> <p>The maintenance of the local road network is the responsibility of Cambridgeshire County Council. However, Appendix 6A Outline CTMP (Volume 6.4) [APP-072] confirms the Applicant will appoint an independent contractor to undertake a highway condition survey of the highway before and after construction of the Proposed Development. Any damage caused by the construction activities can be repaired by the Applicant and the road returned to the previous condition.</p> <p>The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>



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RR-046	MJ Acoustics	Human Health	Be prepared for a Class action for health-related claims in the future for our children.	Comments noted. ES Chapter 16: Health (Volume 6.2) [APP-043] concludes that there would be no significant health effects.
RR-046	MJ Acoustics	Comment	It should be noted by the Examining Authority that there have already been successful rejections for this incinerator from other towns.	The Applicant has not proposed the Proposed Development for other towns.
RR-046	MJ Acoustics	Alternatives	there should be more studies to have this placed off shore away from living towns with healthy thriving communities.	Section 2.3.1 to 2.3.3 ES Chapter 2 Alternatives and ES Chapter 3 (Volume 6.2) [APP-029] explains the Applicant's reason for selecting the location of the Proposed Development, highlighting the 'essential' and 'preferable' site selection criteria that were applied and suitably meet. In summary, the selection criteria included: <ul style="list-style-type: none"> • There is a need for additional residual waste treatment within the area; • In close proximity to existing business that have a large heat and/or power demand; • A site of a suitable size to accommodate the EfW CHP Facility; • Good access to the strategic road network; • A brownfield site allocated for waste management; and • A site free of environmental designations.



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RR-046	MJ Acoustics	Property Prices	this proposal will have a detrimental affect on property values also.	<p>As part of the assessment undertaken in ES Chapter 15: Socio economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042] the Applicant reviewed the local housing market. The review shows that house prices within the Study Area have been increasing. The review shows that house prices within the Study Area are lower than the county and national averages.</p> <p>House prices are driven by a range of factors and it is considered generally that the Proposed Development would not by itself decrease house prices. For a limited number of properties that may be affected by physical factors (such as noise) during the operation of the Proposed Development, and such factors results in a diminution in value, a claim for compensation can be made under Part 1 of the Land Compensation Act 1973.</p>
RR-047	Optimum Packaging Limited	Traffic	WE REGISTER OUR COMPLETE OPPOSITION TO THE PROPOSED MEDWORTH INCINERATOR. TRAFFIC IS ALREADY A COMPLETE NIGHTMARE AND THE MASSIVELY INCREASED VOLUMES OF VEHICLES IS NOT ACCEPTABLE.	<p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction</p>



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				<p>assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013];</p> <ul style="list-style-type: none"> • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013].
RR-047	Optimum Packaging Limited	Human Health	WE HAVE HEALTH CONCERNS FOR OURSELVES, OUR EMPLOYEES AND ALL SITE VISITORS.	<p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p><i>“...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health</i> <i>(https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-</i></p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p><i>impact-on-health). PHE's risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small..."</i></p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043] assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme –



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013];</p> <ul style="list-style-type: none"> • For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, Draft DCO (Volume 3.1) [APP-013]; • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013];



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				<ul style="list-style-type: none"> Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.
RR-048	Premierchoice Limited	Traffic	Substantial increase to traffic on an already hazardous road,	<p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and



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				<ul style="list-style-type: none"> Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013].
RR-048	Premierchoice Limited	Human health	impact on our employees safety.	<p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects, including highway safety, resulting from the increase in HGV traffic.</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Where necessary, embedded mitigation, such as onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated safely and appropriately. The operational management plans related to traffic and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none">• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013];• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013];• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and• Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013].



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				The ES also considers the potential for major accidents and hazards within ES Chapter 17 (Volume 6.2) [APP-044] and concludes that effects would not be significant.
RR-048	Premierchoice Limited	Environmental	noise, mess,disruption	<p>The environmental impacts due to noise and vibration associated with the Proposed Development, including those that could affect residents, businesses and educational facilities, have been assessed and reported in the ES. This includes noise and vibration from HGV movements associated with the Proposed Development. The ES Chapter 7: Noise and Vibration (Volume 6.2) [APP-034] considers the potential for noise and vibration effects, at numerous sensitive receptors (Table 7.14) during the construction and operational phase of the Proposed Development. The sensitive receptors within the assessment include:</p> <ul style="list-style-type: none"> • Residential including those closest to the EfW CHP Facility on New Bridge Lane • Educational including the Thomas Clarkson Academy and Cambian Education Foundation • Businesses including those adjacent to the EfW CHP Facility, such as, Floorspan and Fountain Frozen.



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				<p>Where necessary, embedded mitigation is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. A full list of the embedded construction and operational environmental measures to be employed is reported in Table 7.40, ES Chapter 7: Noise and Vibration (Volume 6.2) [APP-034]. These measures include construction and operational management plans. Implementation of the management plans is secured by DCO Requirement and by the Environmental Permit:</p> <ul style="list-style-type: none"> • A Construction Environmental Management Plan (CEMP) (see Volume 7.12 [APP-103], secured by Requirement 10, Schedule 2, Draft DCO (Volume 3.1) [APP-013]); and • Operational Noise Management Plan (see ES Appendix 7D: Operational Noise Management Plan (Volume 6.4)) secured by Requirement 19, Schedule 2, Draft DCO (Volume 3.1) [APP-013].



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				With the environmental measures in place the assessment concludes there will be no significant effects.
RR-048	Premierchoice Limited	Environmental	construction pollution	The construction of the Proposed Development will be managed via a number of construction management plans which include the Outline Construction Environmental Management Plan (Volume 7.12) [APP-103] (this includes a range of mitigation measures to control e.g., noise, dust, and travel management). No significant effects due to construction pollution are anticipated.
RR-049	Pro-Clean Industrial Ltd UK	Socio-economic	This incinerator could have drastic consequences for all our businesses and for the town as a whole.	ES Chapter 15: Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042] assesses impacts on local businesses. It considers both the potential benefits arising from local supply chain opportunities through to the potentially negative effects arising from disruption during construction for example. In all cases the conclusion reached is that negative effects would not be significant. The environmental impacts of the Proposed Development including those that could affect local residents and businesses, such as noise and odour, have been assessed and reported in the ES and summarised in the Non-Technical Summary (Volume 6.1)



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				[APP-027]. ES Chapter 15: Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042] assesses impacts relevant to the topic on local residents and concludes that there will be not significant negative effects.
RR-049	Pro-Clean Industrial UK Ltd	Socio-economic	It will bring minimal jobs to the town (less than 50) but the potential for job losses could be much higher (particularly local food factories),	Section 3.5.53, ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030] confirms there will be 40 full time equivalent (FTE) jobs in a range of disciplines for the operational phase of the Proposed Development. Furthermore, ES Chapter 15 Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042] predicts that an additional 32 indirect jobs would be created at the County level. Indirect employment opportunities include (as a minimum), cleaning services, electrical engineering services, mechanical engineering services and other maintenance-related roles such as scaffolding teams. The Applicant has included within the project description the proposal to construct a CHP connection which would be able to provide heat and power to local food factories at competitive rates. The assessment does not identify and significant effects due to job losses.



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RR-049	Pro-Clean Industrial UK Ltd	Property Prices	not to mention reduced house prices,	<p>As part of the assessment undertaken in ES Chapter 15: Socio economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042] the Applicant reviewed the local housing market. The review shows that house prices within the Study Area have been increasing. The review shows that house prices within the Study Area are lower than the county and national averages.</p> <p>House prices are driven by a range of factors and it is considered generally that the Proposed Development would not by itself decrease house prices. For a limited number of properties that may be affected by physical factors (such as noise) during the operation of the Proposed Development, and such factors results in a diminution in value, a claim for compensation can be made under Part 1 of the Land Compensation Act 1973.</p>
RR-049	Pro-Clean Industrial UK Ltd	Traffic	horrendous congestion	<p>traffic</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction</p>



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				<p>assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by



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				<p>Requirement 10, Draft DCO (Volume 3.1) [APP-013];</p> <ul style="list-style-type: none"> • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p><u>Construction</u> Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11,</p>



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				<p>Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p><u>Operation</u> Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout;



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				<ul style="list-style-type: none"> Churchill Road (north of Elm High Road); and Weasenham Lane (between Algores Way and Elm High Road) <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>
RR-049	Pro-Clean Industrial Ltd UK	Human Health	and most importantly health consequences.	<p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p><i>"...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health (https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health). PHE's risk assessment remains that modern, well run and regulated</i></p>



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				<p><i>municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small...</i></p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043] assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013];



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				<ul style="list-style-type: none"> • For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, Draft DCO (Volume 3.1) [APP-013]; • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and



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				<ul style="list-style-type: none"> Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.
RR-050	Rapid Recruitment Ltd.	Traffic	<p>We object to the Waste Incinerator proposal because the road system will not cope with the high number of vehicles moving to and from the site every day. The current state of the roads is not good and are often in disrepair. Congestion is often a major problem in the surrounding roads. This proposal will make these issues a lot worse.</p>	<p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no</p>



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				<p>significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and



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				<ul style="list-style-type: none"> Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will</p>



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				<p>access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road). <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12,</p>



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				<p>Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>HIGHWAY SUBSIDENCE</p> <p>The maintenance of the local road network is the responsibility of Cambridgeshire County Council. However, Appendix 6A Outline CTMP (Volume 6.4) [APP-072] confirms the Applicant will appoint an independent contractor to undertake a highway condition survey of the highway before and after construction of the Proposed Development. Any damage caused by the construction activities can be repaired by the Applicant and the road returned to the previous condition.</p> <p>The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>
RR-050	Rapid Recruitment Ltd.	Air Quality	Furthermore, the pollution emitted from the many vehicles traveling to and from the site will make the air quality much worse and have a negative effect on the local environment.	The environmental impacts of the Proposed Development including HGV movements during operation and construction and their impact on air quality have been assessed and reported in the ES. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling, including traffic modelling, to predict potential impacts on human and ecological receptors. The



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				<p>assessment was undertaken considering Air Quality objectives for a series of pollutants including metals and particulate matter, set for the protection of human health and concludes the significance of effect is negligible.</p> <p>Where necessary, embedded mitigation is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans will be secured by either a DCO Requirement or by the Environmental Permit.</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by



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				<p>Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and</p> <ul style="list-style-type: none"> Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013].
RR-050	Rapid Recruitment Ltd.	Socio-economic	<p>There are a lot of successful and established businesses in the local vicinity. Additionally, there is a labour shortage in the area, with not enough people for the many jobs available. The proposal will not improve anything for the local businesses and people who inhabit this area of Wisbech, but instead will make things considerably worse.</p>	<p>ES Chapter 15: Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042] assesses impacts on local businesses. It considers both the potential benefits arising from local supply chain opportunities through to the potentially negative effects arising from disruption during construction for example. In all cases the conclusion reached is that negative effects would not be significant. The Applicant is looking to support the growth of the local labour market through a commitment to support local employment initiatives and it has prepared the Outline Employment and Skills Strategy (Volume 7.8) [APP-099] which has been developed in consultation with Norfolk County Council and includes the following proposals:</p> <ul style="list-style-type: none"> A waste education programme and support for higher and further education establishments, including STEM support; Apprenticeships, Internships and work experience/ placements; Local employment during construction and operation; and



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				<ul style="list-style-type: none"> Support the local supply chain. <p>The implementation of these initiatives should ensure that the employment opportunities presented by the Proposed Development can be made accessible to those both currently in and out of work.</p>
RR-051	Taylor's Reclaims Ltd	Air Quality	We have been on the main industrial estate in Wisbech for over 34 years where we have grown and developed in to a business recognised throughout East Anglia for supplying quality reclaimed building materials. I now fear that if the proposed waste incinerator were to be approved my customers would not be prepared to visit our premises due to the hazardous fumes nearby...	<p>The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078] and Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052] respectively. This includes schools, medical facilities and residential properties.</p>



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				<p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> • Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement



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				<p>10, Draft DCO (Volume 3.1) [APP-013];</p> <ul style="list-style-type: none"> • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013] • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013].
RR-051	Taylor's Reclaims Ltd	Traffic	The main A47 road is already too busy and dangerous and could not cope with the suggested 300 heavy goods vehicles per	Table 6.14 and 6.15, ES Chapter 6: Traffic and Transport (Volume 6.2) [APP-033] presents information on anticipated weekday and weekend vehicle movements to and from the EfW CHP Facility Site. In Summary,



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			<p>day. The large cold store on Boleness Rd is already causing traffic jams with lorries backing up along the road waiting to be unloaded, the drivers taking their rest breaks and even overnight sleeping on the roadside. The queues are already horrendous. It is totally inappropriate to propose a development such as this which is not near a major road or city.</p>	<p>once operational there would be 362 weekday traffic movements, 78 of which would be the movement of staff cars and light good vehicles and 284 heavy goods vehicles (HGV). Traffic movements at weekends are lower; 32 staff cars and light vehicles and 64 HGVs.</p> <p>The HGV vehicle moments presented in Table 6.14 and 6.15 include those associated with waste and consumable deliveries and the export of Incinerator Bottom Ash (IBA) and Air Pollution Control residues (APCr) to suitable licenced facilities.</p> <p>The vehicles movements described above have been assessed within ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] and Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073].</p> <p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents</p>



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				<p>daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes



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				<p>a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013];</p> <ul style="list-style-type: none"> • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No</p>



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				<p>HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for</p>



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				<p>any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road). <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>
RR-051	Taylors Reclaims Ltd	Waste Need	I understand the household waste could be brought in from as far as 2 hours away which is ridiculous to suggest when we are 25 miles away from the nearest major road or city.	<p>In line with the existing National Policy Statement for Renewable Energy Infrastructure (EN-3) and the emerging updated version of this, the WFAA (Volume 7.3) [APP-094] considers the availability of waste in the context of local and national need.</p> <p>The WFAA (Volume 7.3) [APP-094] local analysis of need has been based on the area that the Proposed Development is most likely to draw waste in from. This has been defined as an area approximately a 2-</p>



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				<p>hour drive time from the Proposed Development. It is generally commercially viable to transport non-hazardous household, industrial and commercial waste from up to around 2 hours away, over 2 hours the haulage cost becomes increasingly expensive.</p> <p>Thus, the Study Area for the local analysis captures the Waste Planning Authorities that sit within the East of England area plus Lincolnshire, Leicestershire, Northamptonshire and Rutland. The WFAA (Volume 7.3) [APP-094] excludes Coventry, NE Lincolnshire, N Lincolnshire, Nottingham City, Nottinghamshire, and Warwickshire – authorities that were included in the draft PEIR stage WFAA (Volume 7.3) [APP-094] - and authorities that are referenced in the CPRE's representations as being included.</p>
RR-052	Tiger Ltd	Racing Traffic	Tiger Racing and Sports cars have a unit VERY near were the development will be, We have been here 9 years. there are only two small roads which link into the estate - one is also used to feed the very large refrigeration building, there	Table 6.14 and 6.15, ES Chapter 6: Traffic and Transport (Volume 6.2) [APP-033] presents information on anticipated weekday and weekend vehicle movements to and from the EfW CHP Facility Site. In Summary, once operational there would be 362 weekday traffic movements, 78 of which would be the movement of staff cars and light good vehicles and 284 heavy goods vehicles



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			<p>is a large amount of lorries either using this road or parking (some times in VERY dangerous positions) WITH accidents ! there are far to many at the moment - the roads in and out are not anywhere built for this amount of traffic - its a fact that all the large buildings erected should be fed from the A47 its madness to think another building 4 times the size fed with 200 -300 lorries will not affect everyone - roads "please visit road into this building its so bad with all the lorries destroying it that we will not used it for damage to our vehicles suspension, by using the other only road in to the development a MASSIVE problem with lorries passing all the entrances to companies and there will be many accidents I am certain -</p>	<p>(HGV). Traffic movements at weekends are lower; 32 staff cars and light vehicles and 64 HGVs.</p> <p>The HGV vehicle moments presented in Table 6.14 and 6.15 include those associated with waste and consumable deliveries and the export of Incinerator Bottom Ash (IBA) and Air Pollution Control residues (APCr) to suitable licenced facilities.</p> <p>The vehicles movements described above have been assessed within ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] and Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073].</p> <p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The</p>



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				<p>junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013];



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				<p>Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout;



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				<ul style="list-style-type: none"> • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road). <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>HIGHWAY SUBSIDENCE</p> <p>The maintenance of the local road network is the responsibility of Cambridgeshire County Council. However, Appendix 6A Outline CTMP (Volume 6.4) [APP-072] confirms the Applicant will appoint an independent contractor to undertake a highway condition survey of the highway before and after construction of the Proposed Development. Any damage caused by the construction activities can be repaired by the Applicant and the road returned to the previous condition.</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>ACCIDENTS</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] concludes that the risk of additional accidents during construction and operation would not be significant.</p> <p>TRAFFIC – AIR QUALITY</p> <p>The environmental impacts of the Proposed Development including HGV movements during operation and construction and their impact on air quality have been assessed and reported in the ES. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling, including traffic modelling, to predict potential impacts on human and ecological receptors. The assessment was undertaken considering Air Quality objectives for a series of pollutants including metals and particulate matter, set for the protection of human health and concludes the significance of effect is negligible.</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Where necessary, embedded mitigation is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans will be secured by either a DCO Requirement or by the Environmental Permit.</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013].



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RR-053	Peterborough, Fenlands and King's Lynn Community Branch (LE/00021) of Unite the Union	Human Health	Our branch has a number of members , especially living in the Wisbech area, who feel that this project will be injurious to their health (and generally the health of their communities) in both the construction and operational phases, should it get that far.	<p>Potential effects on human health are considered throughout the ES (Volume 6.2) and ES Chapter 16: Health (Volume 6.2) [APP-043] draws out relevant information from other ES chapters, cross referencing relevant parts of those chapters, rather than repeating detailed technical information from each of them.</p> <p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency and the Office for Health Improvement and Disparities (OHID)). Their response to the Planning Inspectorate (15/11/22) confirms that UKHSA/OHID is satisfied with the methodology used to undertake the assessment and that the Proposed Development should not result in any significant adverse impact on public health.</p> <p>The Human Health Risk Assessment, Annex G, Appendix 8B: (Volume 6.4) [APP-078] includes consideration of impacts on human receptors associated with the Energy from Waste (EfW) Combined Heat and Power (CHP) Facility, including resident adult and child and farmer adult and child.</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts.</p> <p>Measures to be implemented include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, Draft DCO (Volume 3.1) [APP-013]; • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013];



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and • Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.
RR-053	Peterborough, Fenlands and King's Lynn Community Branch (LE/00021) of Unite the Union	Waste Need	Basically, they object to a significant proportion of the country's waste being processed on their doorstep.	The Waste Fuel Availability Assessment (WFAA) (Volume 7.3) [APP-094] in line with the existing National Policy Statement for Renewable Energy Infrastructure (EN-3) and the emerging updated version of this, considers the availability of waste in the context of local and national need. In terms of 'local' need, the extent of the study area has been informed by the 2-hour travel time and is defined as being the former East of England planning region and selected close Waste Planning Authorities in the East Midlands (i.e., Leicester and Leicestershire; Northamptonshire, Lincolnshire and Rutland). The assessment includes



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				<p>sensitivity analysis to understand how residual waste arisings may change over time with increased recycling. The conclusion of the assessment demonstrates the need for the Proposed Development to treat residual waste within the region.</p> <p>ES Chapter 2: Alternatives (Volume 6.2) [APP-029] explains the Applicant's reason for selecting the location of the Proposed Development, highlighting the 'essential' and 'preferable' site selection criteria that were applied to the Proposed Development and suitably meet. In summary these are:</p> <ul style="list-style-type: none"> • There is a need for additional residual waste treatment within the area; • In close proximity to existing business that have a large heat and/or power demand; • A site of a suitable size to accommodate the EfW CHP Facility; • Good access to the strategic road network; • A brownfield site allocated for waste management; and • A site free of environmental designations.
RR-053	Peterborough, Fenlands and King's Lynn	Comment	It is not even a publicly-owned or managed facility and our members are not	MVV have a proven track record of safely operating EfW facilities in the UK. Section 1.2 ES Chapter 1: Introduction (Volume



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	Community Branch (LE/00021) of Unite the Union of Unite the Union)		convinced that such regulation as will exist will be more effective than, for example, in the water/sewage spreading operation over previous decades.	<p>6.2) [APP-028] lists MVVs operational UK facilities.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA. The EA also have the power to undertake announced and unannounced site visits to verify emissions data, and in cases where there is a risk of serious pollution, to suspend the environmental permit.</p>
RR-053	Peterborough, Fenlands and King's Lynn Community Branch (LE/00021) of Unite the Union	Comment	We may authorise one of our branch officers living in Wisbech to speak in detail for our branch. This person is already registered.	Comments noted.
RR-054	Unite Community Union Le/00021	Comment	We will be commenting on the adverse effect of this scheme on the lives of our members and on its serious employment consequences.	The assessment of socio-economics (ES Chapter 15 (Volume 6.2) [APP-042]) and health (ES Chapter 16 (Volume 6.2) [APP-043]) concluded that any adverse effects on the local community would not be significant. Significant beneficial employment effects were identified in the assessment (ES Chapter 15 (Volume 6.2) [APP-042]).



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
RR-055	UKWIN	Principle of Development	UKWIN objects to the proposed development. We note that the claimed benefits – including with respect to adverse climate change impacts and the claimed need for the proposed capacity - are overstated whilst potential adverse impacts are understated. The planning balance goes against the proposal, with associated adverse impacts outweighing any benefit of the proposed incineration facility.	The significant environmental effects arising from the Proposed development, both positive and negative are identified within the Environmental Statement Vols 6.1 to 6.4. The Applicant's position with regard to the planning balance is presented within the Planning Statement (Volume 7.1) [APP-091] .
RR-055	UKWIN	Climate Change	In summary: • The Climate Assessment is inadequate. We dispute a number of the adopted assumptions and methodologies for both the primary analysis and the sensitivity analysis. The information provided is insufficient to demonstrate that the proposal would likely result in a net carbon benefit, and so no weight should be given to such a claim. The	Section 14.3 of ES Chapter 14: Climate Change (Volume 6.2) [APP-041] details the relevant legislation, planning policy and technical guidance which has been considered in the assessment. The approach to quantifying GHG emissions from the construction, operation and decommissioning of the Proposed Development has been undertaken in line with the latest IEMA guidance for assessing GHG emissions and the infrastructure life-cycle modules set out in PAS 2080: Carbon Management Infrastructure. Assumptions



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			<p>approach to climate assessment adopted by the applicant fails to follow industry good practice in line. We note that industry good practice is set out within UKWIN's July 2021 Good Practice Guidance for Assessing the GHG Impacts of Waste Incineration</p>	<p>remain in line with published material and the guidance documents. The guidance used to inform the assessment have been agreed with CCC (ES Chapter 14 Climate Appendix 4A Consultation and Stakeholder Engagement (Volume 6.4) [APP-088]).</p>
RR-055	UKWIN	Waste need	<p>A need for the proposed capacity has not been demonstrated through the Waste Fuel Availability Assessment. While UKWIN is pleased to see the Applicant acknowledging the relevance of draft NPS EN-3 paras 2.10.4 and 2.10.5, our position is that the proposal goes against these emerging policies. The proposed capacity is not in line with Defra's policy position on the role of energy from waste (EfW) in treating municipal waste and would result in overcapacity of EfW waste treatment.</p>	<p>In respect of the need issue, the WFAA (Volume 7.3) [APP-094] has assessed both the regional requirement for the EfW CHP Facility as well as the national need. This has concluded that there is insufficient residual waste management capacity available to ensure that our non-recyclable waste can be managed as far up the waste hierarchy as possible (i.e., diverted from landfill) and in a manner which complies with the proximity principle (i.e., treating waste as close as possible to its point of arising). This latter point is especially relevant for the significant quantities of residual waste that are still exported from England for management via EfW in mainland Europe.</p>



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RR-055	UKWIN	Waste need	The proposal also goes against other relevant policies, statements, goals and targets that promote the top tiers of the waste hierarchy over EfW incineration and that seek to avoid incineration overcapacity. UKWIN intends to cite concerns about how incineration competes with recycling, including Defra research and comments from the Climate Change Committee.	In terms of the potential for the proposals to prejudice or detract from future recycling efforts, the focus of the WFAA (Volume 7.3) [APP-094] is on the availability of residual waste i.e., that part of the waste stream that is left over after reuse, recycling and other forms of recovery have taken place. It is therefore implicit in the WFAA that the fraction of the household and commercial waste stream that is 'residual' is not able to be managed in any other way apart from incineration (with or without energy recovery) or landfill. Additionally, (and importantly), the WFAA only considers the need for the Proposed Development in the context of how much residual waste will require management in the future. In other words, the achievement of national targets for the recycling and reuse of waste have already been taken into account when considering how much residual waste is likely to require management in the future.
RR-055	UKWIN	Principle of Development	UKWIN objects to the proposed development. We note that the claimed benefits – including with respect to adverse climate change impacts and the claimed need for the proposed capacity - are	The significant environmental effects arising from the Proposed development, both positive and negative are identified within the Environmental Statement Vols 6.1 to 6.4. The Applicant's position with regard to the planning balance is presented within the Planning Statement (Volume 7.1) [APP-091] .



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			overstated whilst potential adverse impacts are understated. The planning balance goes against the proposal, with associated adverse impacts outweighing any benefit of the proposed incineration facility.	
RR-056	Welding Centre Ltd	Traffic	I run a business very close to the site and the roads and the town cannot cope with the traffic on the roads at the moment, the roads are in a terrible state we have sink holes opening up in the roads constantly they flood. There are 2 special needs schools very local on Algores Way & a childrens gymnastics club it is incredibly dangerous now and double yellow lines and action needs taking now about this let alone the influx of over 200 extra lorries a day.	The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2) , [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] concludes that the risk of additional accidents during construction and operation would not be significant.</p> <p>With regard to the condition of the existing highways Appendix 6A Outline CTMP (Volume 6.4) [APP-072] confirms the Applicant will appoint an independent contractor to undertake a highway condition survey of the highway before and after construction of the Proposed Development. Any damage caused by the construction activities can be repaired by the Applicant and the road returned to the previous condition.</p> <p>The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>
RR-057	Welle Streame Ltd	Environmental	We also have wider concerns regarding the appropriateness of the	The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as,



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			<p>project in general for the local area, particularly in regard to the impact of increased traffic, the effect on air quality and the visual impact.</p>	<p>health and wellbeing, have been assessed and reported in the ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043] assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, Draft DCO (Volume 3.1) [APP-013]; • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013];



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and • Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards. <p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p data-bbox="1368 277 2002 1046">6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p data-bbox="1368 1091 2002 1378">Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic and transportation will</p>



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				<p>be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>VISUAL:</p> <p>The visual effects of the EfW CHP Facility have been assessed with the results presented within the ES Chapter 9: Landscape and Visual (Volume 6.2) [APP-036]. The conclusion is that whilst there will be some significant effects arising from the EfW CHP Facility as a whole these would be</p>



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				restricted to some individual properties, and localised parts of several recreational routes and highways.
RR-057	Welle Streame Ltd	Property Prices	<p>We are owners of dwelling and land at 10 New Bridge Lane, directly opposite the proposed new access for the incinerator development. MVV are including part of our site in the Development Order to enable the installation of an acoustic fence and gate. We are keen to retain control of our site and welcome the idea of the acoustic fence as an alternative to compulsory purchase. We do have concerns regarding design and maintenance of the installation and are keen to ensure our access is fully maintained and unrestricted going forward.</p>	<p>The Applicant notes the support for the proposed acoustic fence. Revision 2 of Construction Noise and Vibration Management Plan which sits in the Outline Construction Environmental Management Plan (Volume 7.12) [APP-103] submitted at Deadline 1 will confirm that the Applicant will liaise with the owners of 10 New Bridge Lane regarding the design, installation and maintenance of the acoustic fence.</p> <p>The Outline Construction Traffic Management Plan (CTMP) (ES Volume 6.4) [APP-072] secured in Requirement 11 of the Draft DCO (Volume 3.1) [APP-013] had been updated to include the commitment to maintain a vehicular access to 10 New Bridge Lane for the duration of the construction phase.</p>
RR-058	WEP Fabrications Ltd	Comment	<p>Our workshop is adjacent to the proposed site. Further comments from our company will be made in due course</p>	Comment noted.



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RR-059	WEP Powdercoating Ltd	Comment	My business is adjacent to the proposed site. As with many businesses owners on the estate I have many comments to make & I will be making these comments in due course with legal advice.	Comment noted.
RR-060	Wisbech, March and District Trades Union Council	Socio-economic	Wisbech March and District Trades Union Council opposes the proposed development by MVV of a "mega" waste incineration plant within the historic market town of Wisbech. We believe that any minimal employment benefits resulting from this development will be greatly outweighed by the potential negative impacts on the town and surrounding area, its economy and the lived environment.	<p>ES Chapter 15: Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [App-042] assesses the potential economic benefits of the Proposed Development.</p> <p>Section 3.5.53, ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030] confirms there will be 40 full time equivalent (FTE) jobs in a range of disciplines for the operational phase of the Proposed Development. Furthermore, ES Chapter 15 Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042] predicts that an additional 32 indirect jobs would be created at the County level. Indirect employment opportunities include (as a minimum), cleaning services, electrical engineering services, mechanical engineering services and other maintenance-related roles such as scaffolding teams.</p>



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				<p>The environmental impacts of the Proposed Development including those that could affect local residents and businesses, such as noise and odour, have been assessed and reported in the ES and summarised in the Non-Technical Summary (Volume 6.1) [APP-027]. ES Chapter 15: Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042] assesses impacts on local residents relevant to the topic and concludes, there will be not significant negative effects.</p> <p>The Applicant is committed to supporting local employment initiatives and has prepared the Outline Employment and Skills Strategy (Volume 7.8) [APP-099] which has been developed in consultation with Norfolk County Council and includes the following proposals:</p> <ul style="list-style-type: none"> • A waste education programme and support for higher and further education establishments, including STEM support; • Apprenticeships, Internships and work experience/ placements; • Local employment during construction and operation; and • Support the local supply chain. <p>Ultimately a decision as to whether employment benefits outweigh potential</p>



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				negative benefits will be taken by the Secretary of State.
RR-062	Yvecourt Investments	Socio-economic	<p>We are born and bred in Wisbech and over the years have built up a property portfolio of several residential and industrial properties all within the central areas of Wisbech, indeed our main location is on the Weasenham Lane Industrial Estate near to the proposed project. Having discussed the proposed development of the waste incinerator with nearly all of our tenants they are all totally against the scheme. Many of them have suggested that they would seriously have to consider moving away from the proposed hazardous atmosphere and would not be willing to cope with the extreme traffic congestion which will occur. My residential tenants have also said that they would definitely look to move out of town to one of the villages so</p>	<p>The environmental impacts of the Proposed Development including those that could affect local residents, such as noise and odour, have been assessed and reported in the ES and summarised in the Non-Technical Summary (Volume 6.1) [APP-027]. ES Chapter 15: Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042] assesses impacts on local residents relevant to the topic and concludes, there will be not significant negative effects. ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] considers the potential for effects arising from the construction and operational traffic that would be required to serve the Proposed Development. With mitigation measures in place, which include management plans such as the ES Chapter 6 Appendix 6A Outline Construction Traffic Management Plan (Volume 6.4) [APP-072] and the Outline Operational Traffic Management Plan (Volume 7.15) [APP-106].</p> <p>The Applicant is also committed to work with the local community during both construction and operation. It proposes to employ a Community Liaison Manager, this</p>



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			creating empty unlettable properties all of which we will be responsible for paying not only any mortgages but also the empty property premium for the council tax and business rates on our factory units.	commitment is secure by Requirement 22 of the Draft DCO (Volume 3.1) [APP-013] .
RR-063	Philip Abrosimov	Adequacy of Consultation	Extremely disappointing news that Planning Inspectorate accepted enormous incinerator application for examination without completing proper pre-steps with local community which will result in hundreds of thousands of tonnes of non-recyclable waste will be brought to a small residential area with schools and private residences in very close proximity.	<p>The Applicant provided the necessary information in accordance with the requirements of the Planning Act 2008 and associated regulations (including the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 and the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. Having reviewed the matter of the adequacy of consultation, PINS accepted the DCO Application for the Proposed Development for Examination, see Notification of Decision to Accept Application [PD-001].</p> <p>Full details of the Applications statutory and non-statutory pre-application consultation are reported in the Consultation Report (Volume 5.1) [APP-018] and the accompanying appendices.</p>



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RR-063	Philip Abrosimov	Traffic	There are no transport nor any logistical capabilities to handle this task.	The Applicant has proposed an approach which will secure the safe delivery of the sufficient amount of waste on a daily basis without giving rise to significant environmental effects. The approach will be managed via a number of management plans which include the Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013] ;
RR-063	Philip Abrosimov	Human Health	No need to mention health impact for residents which company is not even denying...	<p>Potential effects on human health are considered throughout the ES (Volume 6.2) and ES Chapter 16: Health (Volume 6.2) [APP-043] and draws out relevant information from other ES chapters, cross referencing relevant parts of those chapters, rather than repeating detailed technical information from each of them.</p> <p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency and the Office for Health Improvement and Disparities (OHID)). Their response to the Planning Inspectorate (15/11/22) confirms that UKHSA/OHID is satisfied with the methodology used to undertake the assessment and that the</p>



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				<p>Proposed Development should not result in any significant adverse impact on public health.</p> <p>The Human Health Risk Assessment, Annex G, Appendix 8B: (Volume 6.4) [APP-078] includes consideration of impacts on human receptors associated with the Energy from Waste (EfW) Combined Heat and Power (CHP) Facility, including resident adult and child and farmer adult and child.</p> <p>With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts.</p> <p>Measures to be implemented include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development –



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				<p>secured by Requirement 22, Draft DCO (Volume 3.1) [APP-013];</p> <ul style="list-style-type: none"> • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and • Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.
RR-064	Juliet Adams	Traffic	Travelling regularly on the roads surrounding Wisbech, I have great concerns about the impact of the incinerator	The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations including to sensitive receptors, have been



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			on the local transport infrastructure	assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2) , [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073] . Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.
RR-064	Juliet Adams	Air Quality	. I have concerns about pollution,	The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078] and Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052] respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> • Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013];



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013].
RR-064	Juliet Adams	Socio-economic	I have concerns about ..., and the impact on the prosperity and demographics of the town.	The environmental impacts of the Proposed Development including those that could affect local residents and businesses, such as noise and odour, have been assessed and reported in the ES and summarised in the Non-Technical Summary (Volume 6.1) [APP-027] . ES Chapter 15: Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042] assesses impacts relevant to the topic on local residents and concludes that there will not be significant negative effects on the prosperity and demographics of the area.
RR-065	Martin Adams	Comment	I object to the project!	Comments noted.
RR-066	Pauline Adams	Comment	I propose that the incinerator receives full planning	Comments noted.



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
RR-067	Ann Adkins	Traffic	<p>permission as I believe it will be a positive asset to the town and the country as waste management needs to be taken care of correctly, I also believe it will provide employment opportunities for local people</p> <p>Impact firstly on our roads will be gridlock. Also the roads are so bad now with more heavy lorries they will be unfit to use by normal cars.</p>	<p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and</p> <ul style="list-style-type: none"> Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road). <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>HIGHWAY SUBSIDENCE</p> <p>The maintenance of the local road network is the responsibility of Cambridgeshire County Council. However, Appendix 6A Outline CTMP (Volume 6.4) [APP-072] confirms the Applicant will appoint an independent contractor to undertake a highway condition survey of the highway before and after construction of the Proposed Development. Any damage caused by the construction activities can be repaired by the Applicant and the road returned to the previous condition.</p> <p>The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>
RR-067	Ann Adkins	Human Health	Why put it in a built up area, lots of health reasons, does not make sense, especially with so much openness around here	To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p><i>“...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health (https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health). PHE’s risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small...”</i></p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043] assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, Draft DCO (Volume 3.1) [APP-013]; • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013];



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.
RR-068	Ben Aistrup	Traffic	Increased traffic mainly due from lorry's going back and forth - I believe over 300 per day. That area is already congested most of the time as the infrastructure is not there. The locality to the school is also a concern.	<p>Table 6.14 and 6.15, ES Chapter 6: Traffic and Transport (Volume 6.2) [APP-033] presents information on anticipated weekday and weekend vehicle movements to and from the EfW CHP Facility Site. In summary, once operational there would be 362 weekday traffic movements, 78 of which would be the movement of staff cars and light good vehicles and 284 heavy goods vehicles (HGV). Traffic movements at weekends are lower; 32 staff cars and light vehicles and 64 HGVs.</p> <p>The HGV vehicle moments presented in Table 6.14 and 6.15 include those associated with waste and consumable deliveries and the export of Incinerator</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Bottom Ash (IBA) and Air Pollution Control residues (APCr) to suitable licenced facilities.</p> <p>The vehicles movements described above have been assessed within ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] and Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073].</p> <p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p data-bbox="1368 276 1998 528">Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p data-bbox="1368 571 1998 932">Where necessary, embedded mitigation, such as onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic and transportation will be secured by DCO Requirements and include:</p> <ul data-bbox="1417 943 1998 1417" style="list-style-type: none"><li data-bbox="1417 943 1998 1158">• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013];<li data-bbox="1417 1166 1998 1305">• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013];<li data-bbox="1417 1313 1998 1417">• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and</p> <ul style="list-style-type: none"> • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. • <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p data-bbox="1368 276 2002 603">Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p data-bbox="1368 644 2002 1046">ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul data-bbox="1420 1051 2002 1270" style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road). <p data-bbox="1368 1311 2002 1417">Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15)</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>[APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>The assessment presented in the ES (Volume 6.2) has not identified any significant effects on schools within the locality, including in relation to noise, air quality, health and traffic.</p>
RR-069	Kim Allen	Human Health	<p>As a NHS [redacted] working in Wisbech, the proposed site I think it will have a seriously detrimental impact on the local community, health economy, and environment which will of course impact mental health and wellbeing which is my area of expertise.</p>	<p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p><i>“...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health</i> <i>(https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health). PHE's risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not</i></p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p><i>possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small..."</i></p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043] assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, Draft DCO (Volume 3.1) [APP-013];</p> <ul style="list-style-type: none"> • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and • Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
RR-070	Helen Mary Allmond	Traffic	<p>The planned Incinerator will cause a detrimental impact on the already overloaded roads with extra heavy goods traffic. This area has no main dual carriageways or a sturdy infrastructure for the heavy good vehicles that we have already. Having more heavy goods vehicles will cause an impact on local people and the already overburdened minor roads. It's inevitable that drivers will start using the village roads to avoid traffic jams. The area where the incinerator is being planned to be built is not set up for this.</p>	<p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as onsite HGV queuing lanes, is included within the design of the Proposed</p>



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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p data-bbox="1368 276 2000 528">Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic and transportation will be secured by DCO Requirements and include:</p> <ul data-bbox="1417 536 2000 1233" style="list-style-type: none"><li data-bbox="1417 536 2000 754">• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013];<li data-bbox="1417 762 2000 898">• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013];<li data-bbox="1417 906 2000 1121">• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and<li data-bbox="1417 1129 2000 1233">• Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p data-bbox="1368 1273 2000 1345">VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p data-bbox="1368 1385 1547 1417">Construction</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road). <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>
RR-071	Astrid Allott	Environmental	I am strongly apposed to the proposed incinerator in Wisbech. A facility of this size is totally unsuitable for this area which is an important agricultural area.	The EfW CHP Facility Site was allocated for waste treatment facilities in the previous Cambridgeshire and Peterborough Minerals and Waste Local Plan and is safeguarded as a Waste Management Area within the Development Plan adopted in 2021. The site



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>is located within an industrial area south of the town centre and not on agricultural land. When considering a site, the Applicant identified 'essential' and 'preferable' site selection criteria that were applied and suitably meet. In summary, the selection criteria included:</p> <ul style="list-style-type: none"> • There is a need for additional residual waste treatment within the area; • In close proximity to existing business that have a large heat and/or power demand; • A site of a suitable size to accommodate the EfW CHP Facility; • Good access to the strategic road network; • A brownfield site allocated for waste management; and • A site free of environmental designations. <p>The environment effects arising from the Proposed development are reported within the Environmental Statement and summarised in the Non-Technical Summary (Volume 6.1) [APP-027]. The Planning Statement (Volume 7.1) [APP-091] considers the outcome of the ES and assesses conformity with national and local planning policy. The planning balance for the</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				Proposed Development concludes it is firmly in favour of the Proposed Development.
RR-071	Astrid Allott	Environmental	Hundreds of thousands of tonnes of non recyclable municipal, commercial and industrial waste will be brought to Wisbech each year. The impact a facility like this will have on the local community, environment, traffic and health of the constituents will be huge and very worrying and cannot be allowed to go through.	<p>The Environmental Statement considers a wide range of topics which cover matters such as the economy, health as well as the potential for effects upon the historic environment, upon air quality, traffic and water for example. It identifies under the relevant topics, the potential for pollution and the measures the Applicant will apply to prevent/control pollution incidents. The assessment concludes that the impacts overall are not significant, with the exception of some landscape and visual effects (ES Chapter 9 Landscape and Visual (Volume 6.3) [APP-036]).</p> <p>The Environmental Statement is accompanied by a number of construction and operation management documents that include the Construction Environmental Management Plan (Volume 7.12) [APP-103] and for the operational phase documents which include the Outline Operational Odour Management Plan (Volume 7.11) [APP-102] which details all sources of odour, control measures, monitoring, and reporting and the Outline Operational Noise Management Plan (Volume 6.4) [APP-</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>077]. These management plans are secured in the draft DCO requirements 10, 16 and 19 respectively (Volume 3.1) [APP-013].</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP will require the Applicant to adopt an accredited Integrated Management Systems (IMS).</p>
RR-071	Astrid Allott	Traffic	<p>Also I think there are many key concerns that still haven't been fully addressed. The proposals would mean over 300 lorry movements in a 12hr window a day from upto a 2hr drive away to a mega incinerator which would be situated 500m from the largest secondary school in the constituency. These roads are not suitable for this sort and volume of traffic and would be fatal accidents just waiting to happen.</p>	<p>Section 3.5.51 to 52, ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030] states:</p> <p><i>“Once operational, 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.</i></p> <p><i>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</i></p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p><i>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”.</i></p>
				<p>VEHICLES NUMBERS TO THE EFW CHP FACILITY SITE</p>
				<p>Table 6.14 and 6.15, ES Chapter 6: Traffic and Transport (Volume 6.2) [APP-033] presents information on anticipated weekday and weekend vehicle movements to and from the EfW CHP Facility Site. In Summary, once operational there would be 362 weekday traffic movements, 78 of which would be the movement of staff cars and light good vehicles and 284 heavy goods vehicles (HGV). Traffic movements at weekends are lower; 32 staff cars and light vehicles and 64 HGVs.</p>
				<p>The HGV vehicle moments presented in Table 6.14 and 6.15 include those associated with waste and consumable deliveries and the export of Incinerator Bottom Ash (IBA) and Air Pollution Control residues (APCr) to suitable licenced facilities.</p>
				<p>The vehicles movements described above have been assessed within ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>033] and Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073].</p> <p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Where necessary, embedded mitigation, such as onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013].



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road). <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
RR-072	Fred Apps	Air Quality	I am against the location of this facility. No intelligent person would choose to locate an incinerator in the centre of a populated area. And regardless of technologies to keep emissions low, why would you choose to have those emissions where people live?	<p>The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078] and Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052] respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none">• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013];• Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013];



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013] • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and • <p>Section 2.3.1 to 2.3.3 ES Chapter 2 Alternatives and ES Chapter 3 (Volume 6.2) [APP-030] explains the Applicant's reason for selecting the location of the Proposed Development, highlighting the 'essential' and 'preferable' site selection criteria that were applied and suitably meet. In summary, the selection criteria included:</p> <ul style="list-style-type: none"> • There is a need for additional residual waste treatment within the area;



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> • In close proximity to existing business that have a large heat and/or power demand; • A site of a suitable size to accommodate the EfW CHP Facility; • Good access to the strategic road network; • A brownfield site allocated for waste management; and • A site free of environmental designations.
RR-072	Fred Apps	Traffic	The impact on local roads in terms of congestion and damage to the road surface, must be severe due to the expected number and size of lorries delivering to and coming from the site. This additional traffic would surely have a detrimental impact on local business's.	<p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013];



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>HIGHWAY SUBSIDENCE</p> <p>The maintenance of the local road network is the responsibility of Cambridgeshire County Council. However, Appendix 6A Outline CTMP (Volume 6.4) [APP-072] confirms the Applicant will appoint an independent contractor to undertake a highway condition survey of the highway before and after construction of the Proposed Development. Any damage caused by the construction activities can be repaired by the Applicant and the road returned to the previous condition.</p> <p>The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>
RR-072	Fred Apps	Alternatives	Put it out in a rural location where access is better and its impact on public health	Section 2.3.1 to 2.3.3 ES Chapter 2 Alternatives and ES Chapter 3 (Volume 6.2) [APP-029] explains the Applicant's



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			and local roads will be significantly less.	<p>reason for selecting the location of the Proposed Development, highlighting the 'essential' and 'preferable' site selection criteria that were applied and suitably meet. In summary, the selection criteria included:</p> <ul style="list-style-type: none"> • There is a need for additional residual waste treatment within the area; • In close proximity to existing business that have a large heat and/or power demand; • A site of a suitable size to accommodate the EfW CHP Facility; • Good access to the strategic road network; • A brownfield site allocated for waste management; and • A site free of environmental designations. <p>The assessment of health (ES Chapter 15 (Volume 6.2) [APP-043] and traffic (ES Chapter 6 (Volume 6.2) [APP-033]) both conclude that effects would not be significant.</p>
RR-073	Frances Arden	Human Health	I have serious concerns about the impact of an incinerator of this size on the physical and mental health of local residents, especially young people at the school within the immediate	Section 16.9, ES Chapter 16: Health (Volume 6.2) [APP-043] considers health effects arising from community perceptions of risk. The concerns raised in consultation responses (including emissions to air) are acknowledged in the assessment. Section 16.9.8, ES Chapter 16: Health (Volume 6.2)



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			<p>proximity of the proposed incinerator. This is already a shockingly deprived area with excessive levels of mental illness - speaking as a psychotherapist of 30 years experience I believe the social and environmental impact of this project will badly affect residents.</p>	<p>[APP-043] recognises that it is difficult to gauge the scale of concern and the community perceptions of risk and then how this might impact on health and quality of life within the population. Further consideration is given to perceptions of risk under embedded environmental measures at Table 16.9.</p> <p>With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, Draft DCO (Volume 3.1) [APP-013];



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				<ul style="list-style-type: none"> • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.
RR-074	Nicola Ashley	Traffic	I have many concerns over the incinerator. As well as health of the local community because the incinerator is being built within a town and not somewhere unpopulated The town roads are already	<p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume</p>



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			<p>contested in every direction. With the amount of extra traffic this bring to the area, the roads will be standstill. We already have many farming vehicles on the roads and these extra lorries will halt the flow in this area.</p>	<p>6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic and transportation will</p>



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				<p>be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm</p>



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				<p>High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road). <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>HEALTH:</p> <p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p>



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				<p><i>“...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health (https://www.gov.uk/government/publication/s/municipal-waste-incinerators-emissions-impact-on-health). PHE’s risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small...”</i></p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043] assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, Draft DCO (Volume 3.1) [APP-013]; • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013];



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				<ul style="list-style-type: none"> Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.
RR-074	Nicola Ashley	Air Quality	I have many concerns over the incinerator...With this area being a food producing area, what studies have been done to see if this extra pollution (from the incinerator and roads) is going to harm the growth of this counties food supply.	<p>The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C,</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078] and Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052] respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> • Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013];



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				<ul style="list-style-type: none"> Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013].
RR-075	Marcus Aspden	Adequacy of Consultation	The consultation period has not followed guidance and rules and not answered all questions raised.	<p>The Applicant provided the necessary information in accordance with the requirements of the Planning Act 2008 and associated regulations (including the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 and the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. Having reviewed the matter of the adequacy of consultation, PINS accepted the DCO Application for the Proposed Development for Examination, see Notification of Decision to Accept Application [PD-001].</p> <p>Full details of the Applications statutory and non-statutory pre-application consultation are reported in the Consultation Report (Volume 5.1) [APP-018] and the accompanying appendices. This includes a summary of how all comments and questions received during the consultation phases were taken into account.</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
RR-075	Marcus Aspden	Comment	I feel MVV have proposed a large facility to 'by pass' local planning laws and apply for consent through the Planning Inspectorate as an 'infrastructure project'	<p>The amount of residual waste to be processed at the EfW CHP will generate in excess of 50 megawatts of electricity. Therefore, 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.</p> <p>The Waste Fuel Availability Assessment (Volume 7.3) [APP-094] sets out why a facility of this size is required, based on available waste.</p>
RR-075	Marcus Aspden	Traffic	The road network around the town is seriously inadequate to cope with the number of vehicles proposed.	The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073] . Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013];



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013].
RR-076	Jean Atkins	Air Quality	I object to the incinerator being built right in the middle of a town it will be near schools and housing, the pollution from this will be unacceptable.	<p>The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C,</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p data-bbox="1368 276 1998 491">Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078] and Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052] respectively. This includes schools, medical facilities and residential properties.</p> <p data-bbox="1368 536 1998 1046">Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p data-bbox="1368 1091 1998 1342">All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> • Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013].
RR-076	Jean Atkins	Traffic	The roads will not take extra traffic.	<p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013].
RR-076	Jean Atkins	Landscape and Visual	It will be an eyesore, this is an old Georgian town we do not need an incinerator here	<p>The landscape and visual effects are reported in Volume 6.2 ES Chapter 9 Landscape and Visual [APP-036] and Volume 6.4 ES Chapter 9 Landscape and Visual Appendices [APP-079]. This includes an assessment of the effects on townscape character within Wisbech (Appendix 9H Townscape Character Assessment Tables) and a viewpoint assessment from 30 locations agreed with the local authorities (Appendix 9I Viewpoint Assessment). Three locations within Wisbech (Viewpoints 7, 10 and 11) are included in the viewpoint assessment and accompanied by photomontages to illustrate the visual changes in Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.17 to 9.24 [APP-058] and Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.25 to 9.32 [APP-059]. The assessment concluded that there would be no significant effects on townscape character within Wisbech, with no views of the proposed development from Viewpoints 10 and 11 (Peckover House and Wisbech Park respectively) although significant effects</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				have been reported for Viewpoint 7 close to Elgood's Brewery.
RR-077	Kate Badham	Environmental	Please think again and if we have to have this monstrosity then it should be miles away from habitats both human and rural animals.	<p>The EfW CHP Facility Site was allocated for waste treatment facilities in the previous Cambridgeshire and Peterborough Minerals and Waste Local Plan and is safeguarded as a Waste Management Area within the Development Plan adopted in 2021. The site is located within an industrial area south of the town centre. When considering a site, the Applicant identified 'essential' and 'preferable' site selection criteria that were applied and suitably meet. In summary, the selection criteria included:</p> <ul style="list-style-type: none"> • There is a need for additional residual waste treatment within the area; • In close proximity to existing business that have a large heat and/or power demand; • A site of a suitable size to accommodate the EfW CHP Facility; • Good access to the strategic road network; • A brownfield site allocated for waste management; and • A site free of environmental designations. <p>The environment effects arising from the Proposed development are reported within</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>the Environmental Statement and summarised in the Non-Technical Summary (Volume 6.1) [APP-027]. The Planning Statement (Volume 7.1) [APP-091] considers the outcome of the ES and assesses conformity with national and local planning policy. The planning balance for the Proposed Development concludes it is firmly in favour of the Proposed Development. Therefore, development consent should be granted. Ultimately a decision as to whether employment benefits outweigh potential negative benefits will be taken by the Secretary of State.</p>
RR-077	Kate Badham	Traffic	<p>We are a small town surrounded by agricultural land. Our roads can not cope with the traffic we currently have and certainly won't cope with the huge volume of lorries needed to 'feed' a mega incinerator. Roads are already breaking up due to heavy tractors moving essential foods.</p>	<p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic. Concerning the maintenance of the local road network is the responsibility of Cambridgeshire County Council. However, Appendix 6A Outline CTMP (Volume 6.4) [APP-072] confirms the Applicant will appoint an independent contractor to undertake a highway condition survey of the highway before and after construction of the Proposed Development. Any damage caused by the construction activities can be repaired by the Applicant and the road returned to the previous condition.</p> <p>Table 6.14 and 6.15, ES Chapter 6: Traffic and Transport (Volume 6.2) [APP-033] presents information on anticipated weekday and weekend vehicle movements to and from the EfW CHP Facility Site. In Summary, once operational there would be 362 weekday traffic movements, 78 of which would be the movement of staff cars and light</p>



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				<p>good vehicles and 284 heavy goods vehicles (HGV). Traffic movements at weekends are lower; 32 staff cars and light vehicles and 64 HGVs.</p> <p>The HGV vehicle moments presented in Table 6.14 and 6.15 include those associated with waste and consumable deliveries and the export of Incinerator Bottom Ash (IBA) and Air Pollution Control residues (APCr) to suitable licenced facilities.</p> <p>The vehicles movements described above have been assessed within ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] and Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073].</p> <p>The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>
RR-077	Kate Badham	Human Health	The proposed site is close to schools and home dwellings and the smoke and fumes would be highly detrimental to health.	Potential effects on human health are considered throughout the ES (Volume 6.2) and ES Chapter 16: Health (Volume 6.2) [APP-043] draws out relevant information from other ES chapters, cross referencing relevant parts of those chapters, rather than repeating detailed technical information from each of them.



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				<p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency and the Office for Health Improvement and Disparities (OHID)). Their response to the Planning Inspectorate (15/11/22) confirms that UKHSA/OHID is satisfied with the methodology used to undertake the assessment and that the Proposed Development should not result in any significant adverse impact on public health.</p> <p>The Human Health Risk Assessment, Annex G, Appendix 8B: (Volume 6.4) [APP-078] includes consideration of emissions on human receptors associated with the Energy from Waste (EfW) Combined Heat and Power (CHP) Facility, including resident adult and child and farmer adult and child.</p> <p>With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts.</p> <p>Measures to be implemented include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP). Includes a range



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				<p>of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013];</p> <ul style="list-style-type: none"> • For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, Draft DCO (Volume 3.1) [APP-013]; • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013];



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.
RR-078	Angela Bailey	Traffic	Main points include the effects of waste coming into the area (roads not suitable) and it's impact on road pollution.	<p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and</p> <ul style="list-style-type: none"> Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>HIGHWAY SUBSIDENCE</p> <p>The maintenance of the local road network is the responsibility of Cambridgeshire County Council. However, Appendix 6A Outline CTMP (Volume 6.4) [APP-072] confirms the Applicant will appoint an independent contractor to undertake a highway condition survey of the highway before and after construction of the Proposed Development. Any damage caused by the construction activities can be repaired by the Applicant and the road returned to the previous condition.</p> <p>The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>TRAFFIC – AIR QUALITY</p> <p>The environmental impacts of the Proposed Development including HGV movements during operation and construction and their impact on air quality have been assessed and reported in the ES. ES Chapter 8: Air</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling, including traffic modelling, to predict potential impacts on human and ecological receptors. The assessment was undertaken considering Air Quality objectives for a series of pollutants including metals and particulate matter, set for the protection of human health and concludes the significance of effect is negligible.</p> <p>Where necessary, embedded mitigation is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans will be secured by either a DCO Requirement or by the Environmental Permit.</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013];



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013].
RR-078	Angela Bailey	Air Quality	Main points include the effects of waste coming into the area (roads not suitable) and it's impact on road pollution. There will be dangerous toxins (air pollution) based on expert reports in the field.	<p>The environmental impacts of the Proposed Development including HGV movements during operation and construction and their impact on air quality have been assessed and reported in the ES. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling, including traffic modelling, to predict potential impacts on human and ecological receptors. The assessment was undertaken considering Air Quality objectives for a series of pollutants including metals and particulate matter, set for the protection of human health and concludes the significance of effect is negligible.</p> <p>Where necessary, embedded mitigation is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>plans will be secured by either a DCO Requirement or by the Environmental Permit.</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013].
RR-078	Angela Bailey	Socio-economic	Food industry is not going to take energy from incinerator.	The Applicant considers that the provision of heat and power would be attractive to local businesses and it has included within the project description the proposal to construct a CHP connection which would be able to provide heat and power to them at competitive rates. The Applicant's



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				conclusion is informed by the BEIS UK CHP Development Map which shows that there is a good potential for CHP in Wisbech and through the work which it has done and which is reported in the Combined Heat and Power Assessment (Volume 9.6) [APP-097] . is committed to review the market for CHP regularly as required by Requirement 23 of the Draft DCO (Volume 3.1) [APP-013] .
RR-078	Angela Bailey	Socio-economic	Businesses are not happy with these plans and some big employers are talking about pulling out of the area.	The Proposed Development should provide addition economic opportunities for local businesses during its construction and operation. Section 3.5.53, ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030] confirms there will be 40 full time equivalent (FTE) jobs in a range of disciplines for the operational phase of the Proposed Development. Furthermore, ES Chapter 15 Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042] predicts that an additional 32 indirect jobs would be created at the County level. There will also be opportunities for the local supply chain whilst indirect employment opportunities include (as a minimum), cleaning services, electrical engineering services, mechanical engineering services and other maintenance-related roles such as



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				<p>scaffolding teams. The Applicant does not believe that local businesses will leave the area. It has assessed the potential for environmental effects including traffic to create significant effects (which could potential cause some to relocate) and concludes within the relevant ES Chapters that with mitigations in place they would not be significant. The Applicant is proposing for example a number of management plans to manage the construction and operation phases that include ES Chapter 6 Appendix 6A Outline Construction Traffic Management Plan (Volume 6.4) [APP-072], the Outline Construction Environmental Management Plan (Volume 7.12) [APP-103] and the Outline Operational Traffic Management Plan (Volume 7.15) [APP-106]. It has included within the project description the proposal to construct a CHP connection which would be able to provide heat and power to local businesses at competitive rates.</p>
RR-079	Charlotte Anita Bailey	Traffic	My concerns regarding the proposed incinerator are as follows: 1. The additional heavy traffic on the A47 and Cromwell Road.	The Applicant has modelled the potential effects arising from the Proposed development upon both local highways (Cromwell Road) and the Strategic Road Network. The scope of the modelling has been agreed with the local highway authorities and with National Highways who



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>are responsible for the A47. The assessment has considered the effects of the Proposed development upon an agreed set of A47 junctions. The conclusions of the modelling are reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The assessment concludes that there would be no significant effects as a result of traffic associated with the Proposed Development.</p>
RR-079	Charlotte Anita Bailey	Odour	My concerns regarding the proposed incinerator are as follows: 2. The smell from the piles of waste and the loaded vehicles.	The environmental impacts of the Proposed Development including those that could affect the local community, such as odour, have been assessed and reported in the ES and summarised in the Non-Technical Summary (Volume 6.1) [APP-027] . Where necessary, embedded mitigation is included within the design of the Proposed Development and ongoing operational



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. No significant effects due to odour are predicted.</p> <p>The Applicant has prepared an Outline Odour Management Plan (Volume 7.11) [APP-112], secured in Requirement 16 of the Draft DCO (Volume 3.1) [APP-013] which details all sources of odour, control measures, monitoring, including a complaints procedure, and reporting. Odour awareness training will be undertaken as part of general site operational training, and daily checks for odour levels will carried out.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP will set the emission limits, including for odour. Compliance with the EP will be regulated and monitored by the Environment Agency.</p>
RR-079	Charlotte Anita Bailey	Air Quality	My concerns regarding the proposed incinerator are as follows: 3. The emissions.	<p>The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078] and Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052] respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> • Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013] • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013];</p> <ul style="list-style-type: none"> Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013].
RR-079	Charlotte Anita Bailey	Noise	<p>My concerns regarding the proposed incinerator are as follows: 4. Noise. As the crow flies, I live quite near to the proposed site and feel all of these things will be detrimental to the area and the town in general.</p>	<p>The environmental impacts due to noise and vibration associated with the Proposed Development, including those that could affect residents, businesses and educational facilities, have been assessed and reported in the ES. This includes noise and vibration from HGV movements associated with the Proposed Development. The ES Chapter 7: Noise and Vibration (Volume 6.2) [APP-034] considers the potential for noise and vibration effects, at numerous sensitive receptors (Table 7.14) during the construction and operational phase of the Proposed Development. The sensitive receptors within the assessment include:</p> <ul style="list-style-type: none"> Residential including those closest to the EfW CHP Facility on New Bridge Lane



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> • Educational including the Thomas Clarkson Academy and Cambian Education Foundation • Businesses including those adjacent to the EfW CHP Facility, such as, Floorspan and Fountain Frozen <p>Where necessary, embedded mitigation is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. A full list of the embedded construction and operational environmental measures to be employed is reported in Table 7.40, ES Chapter 7: Noise and Vibration (Volume 6.2) [APP-034]. These measures include construction and operational management plans. Implementation of the management plans is secured by DCO Requirement and by the Environmental Permit:</p> <ul style="list-style-type: none"> • A Construction Environmental Management Plan (CEMP) (see Volume 7.12 [APP-103], secured by Requirement 10, Schedule 2, Draft DCO (Volume 3.1) [APP-013]; and • Operational Noise Management Plan (see ES Appendix 7D: Operational Noise Management Plan (Volume



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				<p>6.4)) secured by Requirement 19, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>With the environmental measures in place the assessment concludes there will be no significant effects.</p>
RR-079	Charlotte Anita Bailey	Adequacy Consultation	of I visited the presentation by the company involved and they failed to allay my fears.	<p>The Applicant provided the necessary information in accordance with the requirements of the Planning Act 2008 and associated regulations (including the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 and the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. Having reviewed the matter of the adequacy of consultation, PINS accepted the DCO Application for the Proposed Development for Examination, see Notification of Decision to Accept Application [PD-001].</p> <p>Full details of the Applications statutory and non-statutory pre-application consultation are reported in the Consultation Report (Volume 5.1) [APP-018] and the accompanying appendices. The Applicant's team were present at the consultation events and answered all questions which arose in an effort to alleviate concerns.</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
RR-080	Simon Bailey	Environmental	<p>Finally, as a resident who resides closely to the proposed site, I am deeply concerned about the impact to my standard of living. I have researched heavily into other similar projects, and note that the impact on local communities is detrimental. Noise pollution, foul smells, rat infestations and damage to local infrastructure are all issues experienced by residents near to other sites. I am yet to see how any of these issues can be avoided by the project simply by the nature of the work in which it will undertake.</p>	<p>The Applicant has prepared an Outline Odour Management Plan (Volume 7.11) [APP-112], secured in Requirement 16 of the Draft DCO (Volume 3.1) [APP-013] which details all sources of odour, control measures, monitoring, including a complaints procedure, and reporting. Odour awareness training will be undertaken as part of general site operational training, and daily checks for odour levels will be carried out.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP will set the emission limits, including for odour. Compliance with the EP will be regulated and monitored by the Environment Agency.</p> <p>With regard to noise, the environmental impacts of the Proposed Development including those that could affect residents, such as noise and vibration, have been assessed and reported in the ES. The ES Chapter 7: Noise and Vibration (Volume 6.2) [APP-034] considers the potential for noise and vibration effects, at Table 7.14 for the construction and operational phase of the Proposed Development. It concludes that with mitigation in place, that the effects would not be significant. A full list of the embedded and construction and operational environmental measures to be employed is</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>reported in Table 7.40, ES Chapter 7: Noise and Vibration (Volume 6.2) [APP-034]. These measures include construction and operational management plans; to be secured by DCO Requirement or by the Environmental Permit:</p> <ul style="list-style-type: none"> • A Construction Environmental Management Plan (CEMP) (see Volume 7.12 [APP-103]), secured by Requirement 10, Schedule 2, Draft DCO (Volume 3.1) [APP-013]; and • Operational Noise Management Plan (see ES Appendix 7D: Operational Noise Management Plan (Volume 6.4)) secured by Requirement 19, Schedule 2, Draft DCO (Volume 3.1) [APP-013]. <p>The maintenance of the local road network is the responsibility of Cambridgeshire County Council. However, Appendix 6A Outline CTMP (Volume 6.4) [APP-072] confirms the Applicant will appoint an independent contractor to undertake a highway condition survey of the highway before and after construction of the Proposed Development. Any damage caused by the construction activities can be repaired by the Applicant and the road returned to the previous condition.</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
RR-080	Simon Bailey	Environmental	I have lived in this town all my life. If the project in question brought more benefit than harm, I would have no issue. But it does not. I have seen no evidence to the contrary. The location for this proposal is simply inappropriate and must be urgently considered by the relevant authorities. Please feel free to contact me further to have an in depth discussion.	<p>Section 2.3.1 to 2.3.3 ES Chapter 2 Alternatives [APP-029] and ES Chapter 3 (Volume 6.2) [APP-030] explains the Applicant's reason for selecting the location of the Proposed Development, highlighting the 'essential' and 'preferable' site selection criteria that were applied and suitably meet. In summary, the selection criteria included:</p> <ul style="list-style-type: none"> • There is a need for additional residual waste treatment within the area; • In close proximity to existing business that have a large heat and/or power demand; • A site of a suitable size to accommodate the EfW CHP Facility; • Good access to the strategic road network; • A brownfield site allocated for waste management; and • A site free of environmental designations. <p>The need and benefits of the Proposed Development are explained in the Planning Statement (Volume 7.1) [APP-091]. The DCO Application has been accompanied by a Community Benefits Strategy (Volume 7.14) [APP-105] which sets out how the local community could benefit from the Proposed Development. The assessment of environmental effects presented in Volume</p>



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				6.2 concludes that there would be no significant adverse effects, with the exception of some limited landscape and visual effects.
RR-080	Simon Bailey	Traffic	The proposed location of the project is simply inappropriate. The location is accessible via a single highway, within extremely close proximity to the largest secondary school in the town, along with residential and commercial properties. The road in question is continuously being repaired by the highways and water companies because it keeps collapsing due to the considerable use of heavy goods vehicles already. Adding to this usage will only lead to further issues. As a resident who uses this road daily, and who resides nearby, I can assure you that the current infrastructure will be unable to cope with the requirements of the project.	<p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road). <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12,</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>HIGHWAY SUBSIDENCE</p> <p>The maintenance of the local road network is the responsibility of Cambridgeshire County Council. However, Appendix 6A Outline CTMP (Volume 6.4) [APP-072] confirms the Applicant will appoint an independent contractor to undertake a highway condition survey of the highway before and after construction of the Proposed Development. Any damage caused by the construction activities can be repaired by the Applicant and the road returned to the previous condition.</p> <p>The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>
RR-080	Simon Bailey	Socio-economic	Further to the above infrastructure comments, as a local resident, I am also deeply concerned about the impact this project will have on our towns current large employers, who all have large sites within reasonably close proximity to the	<p>Section 3.5.53, ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030] confirms there will be 40 full time equivalent (FTE) jobs in a range of disciplines for the operational phase of the Proposed Development. Furthermore, ES Chapter 15 Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042] predicts that an additional 32</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			<p>proposed site, and who will be by extension also be using the aforementioned highway. My concern is that if their business begins to deteriorate, they may look to relocate, resulting in large volumes of job losses for local people - this will far outweigh any potential job opportunities that the project may provide.</p>	<p>indirect jobs would be created at the County level. Indirect employment opportunities include (as a minimum), cleaning services, electrical engineering services, mechanical engineering services and other maintenance-related roles such as scaffolding teams. The Applicant has included within the project description the proposal to construct a CHP connection which would be able to provide heat and power to local businesses at competitive rates.</p> <p>The environmental impacts of the Proposed Development including those that could affect local businesses or residents, such as noise and odour, have been assessed and reported in the ES and summarised in the Non-Technical Summary (Volume 6.1). ES Chapter 15: Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) assesses impacts on local businesses and concludes that there will be no significant effects. Requirement 22 of the Draft DCO (Volume 3.1) [APP-013] includes provision for a Community Liaison Manager who will be responsible for raising awareness of the Proposed Development within the local community.</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>With regard to impacts upon the highway the environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as onsite HGV queuing lanes, is included within the design of the Proposed</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013].
RR-080	Simon Bailey	Environmental	The location for this proposal is simply inappropriate and must be urgently considered by the relevant authorities.	Section 2.3.1 to 2.3.3 ES Chapter 2 Alternatives and ES Chapter 3 (Volume 6.2) [APP-030] explains the Applicant's reason for selecting the location of the



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			Please feel free to contact me further to have an in depth discussion.	<p>Proposed Development, highlighting the 'essential' and 'preferable' site selection criteria that were applied and suitably meet. In summary, the selection criteria included:</p> <ul style="list-style-type: none"> • There is a need for additional residual waste treatment within the area; • In close proximity to existing business that have a large heat and/or power demand; • A site of a suitable size to accommodate the EfW CHP Facility; • Good access to the strategic road network; • A brownfield site allocated for waste management; and • A site free of environmental designations.
RR-081	Dr Ballard	Clive Comment	Very concerned about health and environmental impact. Will comment further when more details available.	<p>Comments noted. The DCO Application documents are available on the Planning Inspectorate website.</p> <p>A summary of the environmental effects of the Proposed Development is provided in the Non-Technical Summary (Volume 6.1) [APP-027]. ES Chapter 16 Health (Volume 6.2) [APP-043] concludes that there would be no significant health effects as a result of the Proposed Development.</p>



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RR-082	Julie Ballard	Climate Change	<p>I consider the main concerns and impacts to be: - The effect of combustion energy generation on the environment, which goes against government plans for reduction of CO2 as part of climate change measures. - Burning Energy from waste is a backward facing technology that will soon become obsolete as more efficient microbiology approaches are introduced to lower landfill CO2 emissions. -</p>	<p>NATIONAL POLICY: National policy relevant to the determination of the DCO for the Proposed Development is stated in the following documents:</p> <ul style="list-style-type: none"> • Overarching National Policy Statement for Energy (EN-1); • National Policy Statement for Renewable Energy Infrastructure (EN- 3); and • National Policy Statement for Electricity Networks Infrastructure (EN- 5). <p>The Applicant is aware that these National Policy Statements are under review and consequently, as part of the planning policy assessment that accompanies the DCO application, the Applicant has reviewed these emerging policy documents to check compliance. The Applicant's planning assessment concludes, the proposed Development is supported by adopted and emerging national policy. For example, Section 4.2.5 of the Planning Statement (Volume 7.1) [APP-091] states: "EfW [Energy from Waste] is a form of renewable energy recognised by NPS EN-1 (paragraph 3.4.3) [National Policy Statement for Energy]. NPS EN-1 highlights (at paragraph 3.4.4) that EfW can provide peak load and base load electricity on demand which is of</p>



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				<p>increasing importance as the UK's electricity energy generation contains an increasing proportion of intermittent wind and solar generation. The NPS concludes that the ability of EfW (and biomass) to deliver predictable, controllable electricity is increasingly important in ensuring the security of energy supplies. Further details of the policy assessment are reported in the Planning Statement (Volume 7.1).</p> <p>CLIMATE CHANGE: It is acknowledged that as a standalone entity the Proposed Development results in net carbon emissions from the EfW combustion processes. The environmental impacts of the Proposed Development including climate change impacts, have been assessed and reported in the ES Chapter 14: Climate Change (Volume 6.2) [APP-041]. Chapter 14 includes a greenhouse gas (GHG) assessment. The GHG assessment reports a net reduction in emissions of - 2,570.80 kilotonnes carbon dioxide equivalent (ktCO₂e) in the 'with Proposed Development' scenario compared to a 'without Proposed Development' scenario. The assessment is based on assessing whether the Proposed Development would impede the UK in being carbon net zero by 2050, this being the UK position in terms of</p>



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				<p>meeting international obligations to reduce carbon emissions. The assessment includes evaluation of emissions with respect to UK Government 5-year carbon budgets, indicating a minor reduction in emissions ranging from between 0.004% to 0.03% for the 4th, 5th and 6th carbon budgets. In 2050 when the UK net carbon budget is zero (and the Climate Change Committee state that waste sector emissions can be reduced by 75% from today's levels), the Proposed Development will have a beneficial impact equivalent to - 67ktCO₂e.</p> <p>Therefore, GHG impacts of the Proposed Development will have a beneficial significant effect. The Proposed Development has net GHG emissions below zero, causing an indirect reduction in atmospheric GHG emissions which has a positive impact on the UK Government meeting its carbon budgets/targets.</p>
RR-082	Julie Ballard	Human Health	The impact of the incinerator on local health, in particular children in schools in close proximity to the proposed site. - The propagation and increase in health inequalities likely to result, as schemes such as this are	<p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p><i>"...Regarding emissions to air from municipal energy from waste developments, PHE has</i></p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			<p>nearly always proposed in areas with significant deprivation such as Wisbech.</p>	<p><i>reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health</i> <i>(https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health). PHE's risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small..."</i></p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043] assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP). Includes



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				<p>a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013];</p> <ul style="list-style-type: none"> • For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, Draft DCO (Volume 3.1) [APP-013]; • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and



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				<p>surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013];</p> <ul style="list-style-type: none"> Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.
RR-082	Julie Ballard	Environmental	The impact on our local agriculture ...	<p>The site of the proposed EfW CHP Facility is currently occupied by a waste transfer station and aggregate recycling centre whilst the proposed CHP and grid connections follow a disused railway and highway(s) respectively. The Proposed development does not directly affect agricultural land and therefore no Grade 1 best most versatile land is affected. ES Chapter 13 Geology, Hydrogeology and Contaminated Land (Volume 6.2) provides further detail.</p>
RR-082	Julie Ballard	Biodiversity	The impact on wildlife.	<p>ES Chapter 11: Biodiversity Rev 2 (Volume 6.2) [AS-008] considers a wide range of ecological receptors which together make up the natural environment and it identifies the extent to which significant effects may occur. International and local ecological receptors have been assessed</p>



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				<p data-bbox="1368 277 2000 341">within the biodiversity assessment and include:</p> <ul data-bbox="1368 389 2000 639" style="list-style-type: none"><li data-bbox="1368 389 2000 491">• Nene Wash Special Area of Conservation (SAC) Special Protection Area (SPA) and Ramsar;<li data-bbox="1368 501 2000 564">• Ouse Wash SAC, SPA, and Ramsar; and<li data-bbox="1368 574 2000 639">• River Nene County Wildlife Site (CWS). <p data-bbox="1368 687 2000 1230">The effect of the Proposed Development on species which are legally protected or otherwise conservation notable has been considered within the assessment and includes; breeding birds, bats, water voles, reptiles, including great crested newts and badgers. No potential negative significant effects have been identified. The effect of land take/land cover change and fragmentation of habitat on sensitive biodiversity receptors has been assessed and land take has avoided nature conservation sites and other high quality habitats. No potential negative significant effects have been identified.</p> <p data-bbox="1368 1278 2000 1414">Figure 3.14: Outline Landscape and Ecology Management Plan(Volume 6.3) [APP-049] includes features designed to maintain and enhance ecological</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>connectivity in line with the Natural Habitat Network and local strategies, and provide refugia and foraging habitats targeted to species found in the locality. The Outline Landscape and Ecology Management Plan (Volume 6.3) [APP-049] illustrates the locations of the proposed native planting that will be provided within the operational EfW CHP Facility Site. This landscape planting will include native shrub mix; native hedgerow with trees; native wet woodland, native species rich grassland, brown roof, and green walls. The full details of the final scheme will be based on the Outline Landscape and Ecology Management Plan and secured by Requirement 5, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>The Proposed Development will deliver Biodiversity Net Gain (BNG) and the biodiversity and landscape planting following the completion of the construction period will be subject to a 30-year maintenance period, the first five of which will ensure establishment of the planting. The Applicant has set out the options it will consider to deliver BNG within Appendix 11M of ES Chapter 11 Biodiversity (Volume 6.4) [AS-009].</p>



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RR-083	Brenda Barber	Traffic	This monstrosity should not be placed in the middle of a small town. The traffic it will generate will congest our roads and make normal road users late for work, school and any other business they may have in town,...Our roads are already in a bad state and the huge amount of traffic will worsen them.	<p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as onsite HGV queuing lanes, is</p>



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				<p>included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none">• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013];• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013];• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and• Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Construction</p> <p>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road) <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>HIGHWAY SUBSIDENCE</p>



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				<p>The maintenance of the local road network is the responsibility of Cambridgeshire County Council. However, Appendix 6A Outline CTMP (Volume 6.4) [APP-072] confirms the Applicant will appoint an independent contractor to undertake a highway condition survey of the highway before and after construction of the Proposed Development. Any damage caused by the construction activities can be repaired by the Applicant and the road returned to the previous condition.</p> <p>The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>
RR-083	Brenda Barber	Air Quality	The fumes that will come out of the chimney will be poisonous and smelly.	The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078] and Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052] respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator</p>



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				<p>to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> • Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013];



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				<ul style="list-style-type: none"> Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013].
RR-083	Brenda Barber	Landscape and Visual	The huge building will be a blot on the landscape and within yards of our biggest school and new eye clinic.	The landscape and visual effects are reported in Volume 6.2 ES Chapter 9 Landscape and Visual [APP-036] and Volume 6.4 ES Chapter 9 Landscape and Visual Appendices [APP-079] . The assessments are accompanied by photomontages in Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.17 to 9.24 [APP-058] , Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.25 to 9.32 [APP-059] , Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.33 to 9.39 [APP-060] and Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.40 to 9.46 [APP-061] illustrating what the Proposed Development would look like from 30 locations (agreed with the Local Authorities) at various directions and distances to the Site. The assessment concluded that whilst there would be some significant visual effects arising from the EfW CHP Facility, these would be restricted to some individual properties and localised parts of several recreational routes and



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>highways, as reported in Tables 9.14, 9.16, 9.17 and 9.18 of Volume 6.2 ES Chapter 9 Landscape and Visual [APP-036]. Effects on schools or the eye clinic would not be significant. The assessment also concluded that there would be localised significant effects within the closest part of the Wisbech Settled Fen Landscape Character Area (LCA) to the EfW CHP Facility but that this situation would not apply to the more distant majority of the LCA.</p>
RR-083	Brenda Barber	Alternatives	Why here???????	<p>Section 2.3.1 to 2.3.3 ES Chapter 2 Alternatives and ES Chapter 3 (Volume 6.2) [APP-030] explains the Applicant's reason for selecting the location of the Proposed Development, highlighting the 'essential' and 'preferable' site selection criteria that were applied and suitably meet. In summary, the selection criteria included:</p> <ul style="list-style-type: none"> • There is a need for additional residual waste treatment within the area; • In close proximity to existing business that have a large heat and/or power demand; • A site of a suitable size to accommodate the EfW CHP Facility; • Good access to the strategic road network; • A brownfield site allocated for waste management; and



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> A site free of environmental designations.
RR-084	Rt Hon Stephen Barclay MP	Environmental	<p>I am strongly opposed to the proposed incinerator in Wisbech. I believe a facility of this size is wholly unsuitable for this area and think there are many key concerns that still haven't been fully addressed, such as the impacts on health, traffic, and the environment amongst others. These proposals would involve over 300 lorry movements a day, bringing both household and commercial waste from up to a 2 hours' drive away to a mega incinerator located 500m from the largest secondary school in my constituency.</p>	<p>A summary of the environmental effects of the Proposed Development is presented in the Non-Technical Summary (Volume 6.1) [APP-027].</p> <p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p><i>"...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health (https://www.gov.uk/government/publication/s/municipal-waste-incinerators-emissions-impact-on-health). PHE's risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small..."</i></p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043] assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, Draft DCO (Volume 3.1) [APP-013];



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and • Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards. <p>VEHICLES NUMBERS TO THE EFW CHP FACILITY SITE Table 6.14 and 6.15, ES Chapter 6: Traffic and Transport (Volume 6.2) [APP-033]</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>presents information on anticipated weekday and weekend vehicle movements to and from the EfW CHP Facility Site. In Summary, once operational there would be 362 weekday traffic movements, 78 of which would be the movement of staff cars and light good vehicles and 284 heavy goods vehicles (HGV). Traffic movements at weekends are lower; 32 staff cars and light vehicles and 64 HGVs.</p> <p>The HGV vehicle moments presented in Table 6.14 and 6.15 include those associated with waste and consumable deliveries and the export of Incinerator Bottom Ash (IBA) and Air Pollution Control residues (APCr) to suitable licenced facilities.</p> <p>The vehicles movements described above have been assessed within ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] and Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073].</p>
RR-084	Rt Hon Stephen Barclay MP	Adequacy of Consultation	I have identified multiple flaws with the consultation, inaccurate and misleading information presented by the developer, and adverse effects from the scheme	The Applicant provided the necessary information in accordance with the requirements of the Planning Act 2008 and associated regulations (including the Infrastructure Planning (Applications: Prescribed Forms and Procedure)



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			<p>which have not been accurately reflected in the developer's consultation documentation.</p>	<p>Regulations 2009 and the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. Having reviewed the matter of the adequacy of consultation, PINS accepted the DCO Application for the Proposed Development for Examination, see Notification of Decision to Accept Application [PD-001].</p> <p>Full details of the Applications statutory and non-statutory pre-application consultation are reported in the Consultation Report (Volume 5.1) [APP-018] and the accompanying appendices. The information presented in the consultation documentation is accurate as far as the Applicant's understanding.</p>
RR-085	Barbara Barker	Human Health	<p>Objections to Wisbech incinerator - 1) "Incineration causes air pollution in particulates, ultra-fine particulates do the most damage a report showed and these incinerators are being placed in the poorest urban communities where potentially they could do the most harm." Quote</p>	<p>The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078] and Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052] respectively. This includes schools, medical facilities and residential properties. Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant. All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> • Construction dust management: included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013].



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Section 2.3.1 to 2.3.3 ES Chapter 2 Alternatives and ES Chapter 3 (Volume 6.2) [APP-030] explains the Applicant's reason for selecting the location of the Proposed Development, highlighting the 'essential' and 'preferable' site selection criteria that were applied and suitably meet. In summary, the selection criteria included:</p> <ul style="list-style-type: none"> • There is a need for additional residual waste treatment within the area; • In close proximity to existing business that have a large heat and/or power demand; • A site of a suitable size to accommodate the EfW CHP Facility; • Good access to the strategic road network; • A brownfield site allocated for waste management; and • A site free of environmental designations.
RR-085	Barbara Barker	Waste Need	Objections to Wisbech incinerator - 2) Thousands of tonnes of non-recyclable municipal and commercial and industrial waste will be brought to Wisbech each year.	The environmental impacts of the Proposed Development including those that could affect the local community have been assessed and reported in the ES and summarised in the Non-Technical Summary (Volume 6.1) [APP-027] . Where necessary, embedded mitigation is included within the design of the Proposed Development and ongoing operational



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>management plans will ensure that the EfW CHP Facility will continue to be operated appropriately.</p>
				<p>NATIONAL POLICY:</p>
				<p>National policy relevant to the determination of the DCO for the Proposed Development is stated in the following documents:</p>
				<ul style="list-style-type: none">• Overarching National Policy Statement for Energy (EN-1);• National Policy Statement for Renewable Energy Infrastructure (EN- 3); and• National Policy Statement for Electricity Networks Infrastructure (EN- 5).
				<p>The Applicant is aware that these National Policy Statements are under review and consequently, as part of the planning policy assessment that accompanies the DCO application, the Applicant has reviewed these emerging policy documents to check compliance. The Applicant's planning assessment concludes, the proposed Development is supported by adopted and emerging national policy. For example, Section 4.2.5 of the Planning Statement (Volume 7.1) [APP-091] states: "EfW [Energy from Waste] is a form of renewable</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>energy recognised by NPS EN-1 (paragraph 3.4.3) [National Policy Statement for Energy]. NPS EN-1 highlights (at paragraph 3.4.4) that EfW can provide peak load and base load electricity on demand which is of increasing importance as the UK's electricity energy generation contains an increasing proportion of intermittent wind and solar generation. The NPS concludes that the ability of EfW (and biomass) to deliver predictable, controllable electricity is increasingly important in ensuring the security of energy supplies. Further details of the policy assessment are reported in the Planning Statement (Volume 7.1) [APP-091].</p> <p>The Waste Fuel Availability Assessment (WFAA) (Volume 7.3) [APP-094] In line with the existing National Policy Statement for Renewable Energy Infrastructure (EN-3) and the emerging updated version of this, considers the availability of waste in the context of local and national need. In terms of 'local' need, the extent of the study area has been informed by the 2-hour travel time and is defined as being the former East of England planning region and selected close Waste Planning Authorities in the East Midlands (i.e., Leicester and Leicestershire; Northamptonshire, Lincolnshire and</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				Rutland). The assessment includes sensitivity analysis to understand how residual waste arisings may change over time with increased recycling. The conclusion of the assessment demonstrates the need for the Proposed Development to treat residual waste within the region.
RR-085	Barbara Barker	Traffic	Objections to Wisbech incinerator - 3) Above would bring hundreds of lorries to the town every day and the area does not have the road infrastructure to cope with that level of traffic.	<p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the</p>



413 Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties

Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none">• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013];• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013];• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by



414 Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties

Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none">Requirement 12, Draft DCO (Volume 3.1) [APP-013]; andOperational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none">• A1101 north of A47 Elm Road roundabout;• Churchill Road (north of Elm High Road); and• Weasenham Lane (between Algores Way and Elm High Road). <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013] .
RR-085	Barbara Barker	Noise	Objections to Wisbech incinerator - 4) As noted the above will generate considerably more noise,...	<p>The environmental impacts due to noise and vibration associated with the Proposed Development, including those that could affect residents, businesses and educational facilities, have been assessed and reported in the ES. This includes noise and vibration from HGV movements associated with the Proposed Development. The ES Chapter 7: Noise and Vibration (Volume 6.2) [APP-034] considers the potential for noise and vibration effects, at numerous sensitive receptors (Table 7.14) during the construction and operational phase of the Proposed Development. The sensitive receptors within the assessment include:</p> <ul style="list-style-type: none"> • Residential including those closest to the EfW CHP Facility on New Bridge Lane • Educational including the Thomas Clarkson Academy and Cambian Education Foundation • Businesses including those adjacent to the EfW CHP Facility, such as, Floorspan and Fountain Frozen



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Where necessary, embedded mitigation is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. A full list of the embedded construction and operational environmental measures to be employed is reported in Table 7.40, ES Chapter 7: Noise and Vibration (Volume 6.2) [APP-034]. These measures include construction and operational management plans. Implementation of the management plans is secured by DCO Requirement and by the Environmental Permit:</p> <ul style="list-style-type: none"><li data-bbox="1368 868 1998 1050">• A Construction Environmental Management Plan (CEMP) (see Volume 7.12 [APP-103], secured by Requirement 10, Schedule 2, Draft DCO (Volume 3.1) [APP-013]; and<li data-bbox="1368 1054 1998 1273">• Operational Noise Management Plan (see ES Appendix 7D: Operational Noise Management Plan (Volume 6.4)) secured by Requirement 19, Schedule 2, Draft DCO (Volume 3.1) [APP-013]. <p>With the environmental measures in place the assessment concludes there will be no significant effects.</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
RR-085	Barbara Barker	Human Health	Objections to Wisbech incinerator - 4) As noted the above will generate considerably more noise, an increase in air pollution (which will impact on public health and well being),...	<p>Potential effects on human health are considered throughout the ES (Volume 6.2) and ES Chapter 16: Health (Volume 6.2) [APP-043] draws out relevant information from other ES chapters, cross referencing relevant parts of those chapters, rather than repeating detailed technical information from each of them.</p> <p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency and the Office for Health Improvement and Disparities (OHID)). Their response to the Planning Inspectorate (15/11/22) confirms that UKHSA/OHID is satisfied with the methodology used to undertake the assessment and that the Proposed Development should not result in any significant adverse impact on public health.</p> <p>The Human Health Risk Assessment, Annex G, Appendix 8B: (Volume 6.4) [APP-078] includes consideration of impacts on human receptors associated with the Energy from Waste (EfW) Combined Heat and Power (CHP) Facility, including resident adult and child and farmer adult and child.</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts.</p> <p>Measures to be implemented include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, Draft DCO (Volume 3.1) [APP-013]; • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013];



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
RR-085	Barbara Barker	Biodiversity	Objections to Wisbech incinerator - 4)harm the environment and greatly affect the precious local wildlife/nature reserves.	<ul style="list-style-type: none"> • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and • Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards. <p>ES Chapter 11: Biodiversity Rev 2 (Volume 6.2) [AS-008] considers a wide range of ecological receptors which together make up the natural environment and it identifies the extent to which significant effects may occur. International and local ecological receptors have been assessed within the biodiversity assessment and include:</p> <ul style="list-style-type: none"> • Nene Wash Special Area of Conservation (SAC) Special Protection Area (SPA) and Ramsar; • Ouse Wash SAC, SPA, and Ramsar; and



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li data-bbox="1368 276 2007 347">River Nene County Wildlife Site (CWS). <p data-bbox="1368 387 2007 938">The effect of the Proposed Development on species which are legally protected or otherwise conservation notable has been considered within the assessment and includes; breeding birds, bats, water voles, reptiles, including great crested newts and badgers. No potential negative significant effects have been identified. The effect of land take/land cover change and fragmentation of habitat on sensitive biodiversity receptors has been assessed and land take has avoided nature conservation sites and other highquality habitats. No potential negative significant effects have been identified.</p> <p data-bbox="1368 978 2007 1417">Figure 3.14: Outline Landscape and Ecology Management Plan (Volume 6.3) [APP-049] includes features designed to maintain and enhance ecological connectivity in line with the Natural Habitat Network and local strategies, and provide refugia and foraging habitats targeted to species found in the locality. The Outline Landscape and Ecology Management Plan (Volume 6.3) [APP-049] illustrates the locations of the proposed native planting that will be provided within the operational EfW</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>CHP Facility Site. This landscape planting will include native shrub mix; native hedgerow with trees; native wet woodland, native species rich grassland, brown roof, and green walls. The full details of the final scheme will be based on the Outline Landscape and Ecology Management Plan and secured by Requirement 5, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>The Proposed Development will deliver Biodiversity Net Gain (BNG) and the biodiversity and landscape planting following the completion of the construction period will be subject to a 30-year maintenance period, the first five of which will ensure establishment of the planting. The Applicant has set out the options it will consider to deliver BNG within Appendix 11M (Volume 6.4) [AS-009].</p>
RR-085	Barbara Barker	Climate Change	<p>Objections to Wisbech incinerator - 5) In addition, it will set back efforts to bring down carbon emissions to create a greener future for us all.</p>	<p>NATIONAL POLICY: National policy relevant to the determination of the DCO for the Proposed Development is stated in the following documents:</p> <ul style="list-style-type: none"> • Overarching National Policy Statement for Energy (EN-1); • National Policy Statement for Renewable Energy Infrastructure (EN- 3); and



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> National Policy Statement for Electricity Networks Infrastructure (EN- 5).
				<p>The Applicant is aware that these National Policy Statements are under review and consequently, as part of the planning policy assessment that accompanies the DCO application, the Applicant has reviewed these emerging policy documents to check compliance. The Applicant's planning assessment concludes, the proposed Development is supported by adopted and emerging national policy. For example, Section 4.2.5 of the Planning Statement (Volume 7.1) [APP-091] states: "EfW [Energy from Waste] is a form of renewable energy recognised by NPS EN-1 (paragraph 3.4.3) [National Policy Statement for Energy]. NPS EN-1 highlights (at paragraph 3.4.4) that EfW can provide peak load and base load electricity on demand which is of increasing importance as the UK's electricity energy generation contains an increasing proportion of intermittent wind and solar generation. The NPS concludes that the ability of EfW (and biomass) to deliver predictable, controllable electricity is increasingly important in ensuring the security of energy supplies. Further details of the policy assessment are reported in the</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Planning Statement (Volume 7.1) [APP-091].</p> <p>CLIMATE CHANGE: It is acknowledged that as a standalone entity the Proposed Development results in net carbon emissions from the EfW combustion processes. The environmental impacts of the Proposed Development including climate change impacts, have been assessed and reported in the ES Chapter 14: Climate Change (Volume 6.2) [APP-041]. Chapter 14 includes a greenhouse gas (GHG) assessment. The GHG assessment reports a net reduction in emissions of - 2,570.80 kilotonnes carbon dioxide equivalent (ktCO₂e) in the 'with Proposed Development' scenario compared to a 'without Proposed Development' scenario. The assessment is based on assessing whether the Proposed Development would impede the UK in being carbon net zero by 2050, this being the UK position in terms of meeting international obligations to reduce carbon emissions. The assessment includes evaluation of emissions with respect to UK Government 5-year carbon budgets, indicating a minor reduction in emissions ranging from between 0.004% to 0.03% for the 4th, 5th and 6th carbon budgets. In 2050 when the UK net carbon budget is zero (and</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>the Climate Change Committee state that waste sector emissions can be reduced by 75% from today's levels), the Proposed Development will have a beneficial impact equivalent to - 67ktCO₂e.</p> <p>Therefore, GHG impacts of the Proposed Development will have a beneficial significant effect. The Proposed Development has net GHG emissions below zero, causing an indirect reduction in atmospheric GHG emissions which has a positive impact on the UK Government meeting its carbon budgets/targets.</p>
RR-086	Josephine Mary Barnard	Traffic	The infrastructure will not be able to cope with all the extra traffic, already some days it can take over an hour to get through the town from surrounding villages due to the heavy traffic already on the roads.	<p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment,</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Requirement 11, Draft DCO (Volume 3.1) [APP-013];</p> <ul style="list-style-type: none"> • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>



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				<p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and



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				<ul style="list-style-type: none"> Weasenham Lane (between Algores Way and Elm High Road). <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>
RR-086	Josephine Mary Barnard	Human Health	The health of the town would suffer greatly from the pollution of both the incinerator & the extra traffic it would generate. [] who lives not far from Wisbech [] & I don't want my [] growing up with both the pollution & danger this incinerator will bring.	<p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p><i>"...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health</i> <i>(https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health). PHE's risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not</i></p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p><i>possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small..."</i></p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043] assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison



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				<p>Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, Draft DCO (Volume 3.1) [APP-013];</p> <ul style="list-style-type: none"> • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and • Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
RR-087	John Barnes	Environmental	Registration comments The immense size. Its location within the town itself.	<p>Section 2.3.1 to 2.3.3 ES Chapter 2 Alternatives and ES Chapter 3 (Volume 6.2) [APP-029] explains the Applicant's reason for selecting the location of the Proposed Development, highlighting the 'essential' and 'preferable' site selection criteria that were applied and suitably meet. In summary, the selection criteria included:</p> <ul style="list-style-type: none"> • There is a need for additional residual waste treatment within the area; • In close proximity to existing business that have a large heat and/or power demand; • A site of a suitable size to accommodate the EfW CHP Facility; • Good access to the strategic road network; • A brownfield site allocated for waste management; and • A site free of environmental designations. <p>The Waste Fuel Availability Assessment (Volume 7.3) [APP-013] outlines the waste available to justify a facility of this scale.</p>
RR-087	John Barnes	Environmental	For over thirty years on my retirement from the Met Police, I had got sand and gravel from a yard in Wisbech until one day when	Comment noted.



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			I went there, I learned that the owners had sold out to a man called [REDACTED] who already had a Yard in the town. My current concern is the fact that his name does not, on the face of it, have anything to do with Medworth.	
RR-087	John Barnes	Comment	Unlike many Government Proforma's which seem deliberately confusing to the n'th degree, yours is relatively easy to understand and complete, however, having completed it, your website refuses to accept it and no-one answers your listed telephone number. Accordingly, I am left with no alternative but to post my remarks:	This comment is directed to the Planning Inspectorate.
RR-087	John Barnes	Traffic	The impact on the town caused by the huge number of lorries that will feed it from as far away as London.	HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic and transportation will</p>



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				<p>be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP</p>



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				<p>includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County</p>



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				<p>Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none">• A1101 north of A47 Elm Road roundabout;• Churchill Road (north of Elm High Road); and• Weasenham Lane (between Algores Way and Elm High Road) <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>In line with the existing National Policy Statement for Renewable Energy Infrastructure (EN-3) and the emerging updated version of this, the WFAA (Volume 7.3) [APP-094] considers the availability of waste in the context of local and national need.</p> <p>The WFAA (Volume 7.3) [APP-094] local analysis of need has been based on the area that the Proposed Development is</p>



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				most likely to draw waste in from. This has been defined as an area approximately a 2-hour drive time from the Proposed Development. It is generally commercially viable to transport non-hazardous household, industrial and commercial waste from up to around 2 hours away, over 2 hours the haulage cost becomes increasingly expensive.
RR-087	John Barnes	Human Health	Irrespective of the claims made as to the cleanliness of the output, my research internationally of this type of incinerator indicates that noxious particles are still of concern to human health.	<p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p><i>“...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health</i> <i>(https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health). PHE’s risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any</i></p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p><i>potential effect for people living close by is likely to be very small..."</i></p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043] assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of



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				<p>the Proposed Development – secured by Requirement 22, Draft DCO (Volume 3.1) [APP-013];</p> <ul style="list-style-type: none"> • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and • Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.



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RR-087	John Barnes	Alternatives	<p>When Medworth first gave audience in Wisbech they admitted to me that no other site had been investigated or even considered. When I mentioned alternative sites such as Kings Lynn and the huge Electricity Board Site on the A17 south of River Nene the Representative stated that he had never heard of them.</p>	<p>Section 2.3.1 to 2.3.3 ES Chapter 2 Alternatives and ES Chapter 3 (Volume 6.2) [APP-030] explains the Applicant's reason for selecting the location of the Proposed Development, highlighting the 'essential' and 'preferable' site selection criteria that were applied and suitably meet. In summary, the selection criteria included:</p> <ul style="list-style-type: none">• There is a need for additional residual waste treatment within the area;• In close proximity to existing business that have a large heat and/or power demand;• A site of a suitable size to accommodate the EfW CHP Facility;• Good access to the strategic road network;• A brownfield site allocated for waste management; and• A site free of environmental designations. <p>With regard to the sites/locations suggested. If the Kings Lynn reference is in relation to the previously proposed EfW Facility at the Willows site, Saddlebrow then this was refused planning permission by Norfolk County Council. The Applicant is unclear as to the Electricity Board site referenced. If it is the site occupied by the Walpole Substation (a National Grid and UKPN joint facility) then there are no opportunities for the supply of</p>



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				CHP nor direct access to the Strategic Road Network (A17).
RR-087	John Barnes	Wisbech Railway	Kings Lynn, Cambridge and March have direct rail connections yet the railway line to Wisbech was cut off many many years ago by Beetching and would have to be completely renovated and its course altered.	The Applicant supports the reopening of the March to Wisbech railway and the wider benefits this would bring to local community. Whilst there are currently no firm plans for its reopening, the Applicant has been in discussion with Network Rail to ensure both the Proposed Development and reopening of the railway can proceed without compromising one another. The Applicant has set aside land within the EfW CHP Facility Site to accommodate a potential future rail unloading area and, should it be required, land for a road bridge embankment. Section 2.3.10 to 2.3.17, ES Chapter 2: Alternatives and Section 3.4.82 to 3.4.86, ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-029] provide further details.
RR-087	John Barnes	Traffic	The huge number of garbage lorries that will be required to feed this monster will swamp the already over-congested single carriageway A47 that still awaits the promise made by a certain Prime Minister of the day called Cameron to dual it!! The entire manner in	HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA)



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			<p>which this has been thrust upon Wisbech is something that I would like to investigate a great deal further were I still in harness. John Barnes</p>	<p>(Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic and transportation will be secured by DCO Requirements and include:</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none">• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013];• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013];• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and• Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High</p>



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				<p>Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road). <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>VEHICLES NUMBERS TO THE EFW CHP FACILITY SITE</p> <p>Table 6.14 and 6.15, ES Chapter 6: Traffic and Transport (Volume 6.2) [APP-033] presents information on anticipated weekday and weekend vehicle movements to and from the EfW CHP Facility Site. In Summary, once operational there would be 362 weekday traffic movements, 78 of which would be the movement of staff cars and light good vehicles and 284 heavy goods vehicles (HGV). Traffic movements at weekends are lower; 32 staff cars and light vehicles and 64 HGVs.</p>



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				<p>The HGV vehicle moments presented in Table 6.14 and 6.15 include those associated with waste and consumable deliveries and the export of Incinerator Bottom Ash (IBA) and Air Pollution Control residues (APCr) to suitable licenced facilities.</p> <p>The vehicles movements described above have been assessed within ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] and Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073].</p>
RR-087	John Barnes	Comment	The entire manner in which this has been thrust upon Wisbech is something that I would like to investigate a great deal further were I still in harness. John Barnes	Comments noted.
RR-088	Michael Stephen Barratt	Alternatives	This proposal is utterly out of proportion to the location selected.	Section 2.3.1 to 2.3.3 ES Chapter 2 Alternatives [APP-029] and ES Chapter 3 (Volume 6.2) [APP-030] explains the Applicant's reason for selecting the location of the Proposed Development, highlighting the 'essential' and 'preferable' site selection criteria that were applied and suitably meet. In summary, the selection criteria included:



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				<ul style="list-style-type: none"> • There is a need for additional residual waste treatment within the area; • In close proximity to existing business that have a large heat and/or power demand; • A site of a suitable size to accommodate the EfW CHP Facility; • Good access to the strategic road network; • A brownfield site allocated for waste management; and • A site free of environmental designations. <p>The Waste Fuel Availability Assessment (Volume 7.3) [APP-093] outlines the sources of waste which merit a Facility of this scale.</p>
RR-088	Michael Stephen Barratt	Waste Need	It is also not required.	<p>NATIONAL POLICY:</p> <p>National policy relevant to the determination of the DCO for the Proposed Development is stated in the following documents:</p> <ul style="list-style-type: none"> • Overarching National Policy Statement for Energy (EN-1); • National Policy Statement for Renewable Energy Infrastructure (EN- 3); and • National Policy Statement for Electricity Networks Infrastructure (EN- 5).



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				<p>The Applicant is aware that these National Policy Statements are under review and consequently, as part of the planning policy assessment that accompanies the DCO application, the Applicant has reviewed these emerging policy documents to check compliance. The Applicant's planning assessment concludes, the proposed Development is supported by adopted and emerging national policy. For example, Section 4.2.5 of the Planning Statement (Volume 7.1) [APP-091] states: "EfW [Energy from Waste] is a form of renewable energy recognised by NPS EN-1 (paragraph 3.4.3) [National Policy Statement for Energy]. NPS EN-1 highlights (at paragraph 3.4.4) that EfW can provide peak load and base load electricity on demand which is of increasing importance as the UK's electricity energy generation contains an increasing proportion of intermittent wind and solar generation. The NPS concludes that the ability of EfW (and biomass) to deliver predictable, controllable electricity is increasingly important in ensuring the security of energy supplies. Further details of the policy assessment are reported in the Planning Statement (Volume 7.1) [APP-091]."</p>



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				The Applicant has prepared a Waste Fuel Availability Assessment (WFAA) (Volume 7.3) [APP-094] , to assess the amount of residual waste available at a national and local level, including Cambridgeshire and Norfolk. The assessment includes sensitivity analysis to understand how residual waste arisings may change over time with increased recycling. The conclusion of the assessment demonstrates the need for the Proposed Development to treat residual waste within the region.
RR-089	Janet Anne Evelyn Barrett-Treen	Environmental	I am strongly opposed to the proposed incinerator in Wisbech. I believe a facility of this size is wholly unsuitable for this area and think there are many key concerns that still haven't been fully addressed, such as the impacts on health, traffic, and the environment amongst others.	<p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043] assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for



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				<p>community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013];</p> <ul style="list-style-type: none"> • For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, Draft DCO (Volume 3.1) [APP-013]; • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by



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				<p>Requirement 12, Draft DCO (Volume 3.1) [APP-013];</p> <ul style="list-style-type: none"> Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards. <p>The Waste Fuel Availability Assessment (Volume 7.3) [APP-093] outlines the sources of waste which merit a Facility of this scale.</p>
RR-089	Janet Anne Evelyn Barrett-Treen	Traffic	I live on the A47, the proposed route for the increase in traffic, this road is not suitable for the proposed 300 extra lorry's a day, it isn't a dual carriageway. These proposals would involve over 300 lorry movements a day, bringing both household and commercial waste from up to a 2 hours' drive away to a mega incinerator located 500m from the largest secondary school in my constituency.	<p>Table 6.14 and 6.15, ES Chapter 6: Traffic and Transport (Volume 6.2) [APP-033] presents information on anticipated weekday and weekend vehicle movements to and from the EfW CHP Facility Site. In Summary, once operational there would be 362 weekday traffic movements, 78 of which would be the movement of staff cars and light good vehicles and 284 heavy goods vehicles (HGV). Traffic movements at weekends are lower; 32 staff cars and light vehicles and 64 HGVs.</p> <p>The HGV vehicle moments presented in Table 6.14 and 6.15 include those associated with waste and consumable</p>



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				<p>deliveries and the export of Incinerator Bottom Ash (IBA) and Air Pollution Control residues (APCr) to suitable licenced facilities.</p> <p>The vehicles movements described above have been assessed within ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] and Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073].</p> <p>HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and</p> <ul style="list-style-type: none">Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road) <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15)</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>[APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>
RR-089	Janet Anne Evelyn Barrett- Treen	Socio-economic	Wisbech is a deprived area, it needs enhancements not further downgrades.	<p>ES Chapter 15: Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042] assesses impacts on local businesses. It considers both the potential benefits arising from local supply chain opportunities through to the potentially negative effects arising from disruption during construction for example. In all cases the conclusion reached is that effects would not be significant.</p> <p>The Applicant is committed to providing community benefits, including education; these are set out in the following documents.</p> <p>Outline Employment and Skills Strategy (Volume 7.8) [APP-099] which has been developed in consultation with Norfolk County Council includes the following proposals:</p> <ul style="list-style-type: none"> • A waste education programme and support for higher and further education establishments, including STEM support;



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
RR-089	Janet Anne Evelyn Barrett-Treen	Adequacy of Consultation	I have identified multiple flaws with the consultation, inaccurate and misleading information presented by the developer, and adverse effects from the scheme	<ul style="list-style-type: none"> • Apprenticeships, Internships and work experience/ placements; • Local employment during construction and operation; and • Support the local supply chain. <p>The Outline Employment and Skills Strategy (Volume 7.8) [APP-099] is secured by a DCO Requirement 21.</p> <p>Outline Community Benefits Strategy (Volume 7.14) [APP-105] includes the following proposals:</p> <ul style="list-style-type: none"> • Establishment of a local liaison committee; • Employment of a Community Liaison Manager; • Guided site tours and a visitor area within the administration building; • Establishment of a community fund and a sponsorship fund; and • Support for local initiatives that improve wellbeing and environmental improvements in the local area. <p>The Applicant provided the necessary information in accordance with the requirements of the Planning Act 2008 and associated regulations (including the Infrastructure Planning (Applications: Prescribed Forms and Procedure)</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			which have not been accurately reflected in the developer's consultation documentation.	<p>Regulations 2009 and the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. Having reviewed the matter of the adequacy of consultation, PINS accepted the DCO Application for the Proposed Development for Examination, see Notification of Decision to Accept Application [PD-001].</p> <p>Full details of the Applications statutory and non-statutory pre-application consultation are reported in the Consultation Report (Volume 5.1) [APP-018] and the accompanying appendices. The information presented in the consultation documentation is accurate as far as the Applicant's understanding.</p>
RR-090	Susan Barton	Comment	I will comment once I have read the information in full	Comments noted. The DCO Application documents are available on the Planning Inspectorate website
RR-091	Jacqueline Barwell	Traffic	Wisbech does not have the road infrastructure to deal with this volume of traffic. The siting of this, would be near 3 schools, an Eye Clinic & retail outlets.	<p>HIGHWAY CAPACITY:</p> <p>The Applicant is of the opinion that there is highway capacity to serve the Proposed Development. The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic and transportation will</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre thereby avoiding the Thomas Clarkson Academy. The final CTMP is secured by Requirement 112, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane and hence local schools. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] also confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road). <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>The noise and vibration assessment presented within ES Chapter 7 Noise and Vibration (Volume 6.2) [APP-034] considers the potential for construction noise effects upon the three schools of TBAP Unity Academy, Cambian Education Foundation Learning Centre, and the Thomas Clarkson Academy (see Table 7.14). It considers that</p>



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RR-092	Jeanette Bateman on behalf of The Bateman Family (The Bateman Family)	Traffic	There is a poor road infrastructure serving the area, from all incoming routes.	<p>effects would not be significant. With regard to the Eye Clinic, the Applicant has committed to the use of Continuous Flight Auger (CFA) piling. Percussive piling does not form any part of the Proposed Development and CFA piling does not give rise to significant levels of vibration.</p> <p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and</p> <ul style="list-style-type: none"> Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road) <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>HIGHWAY SUBSIDENCE The maintenance of the local road network is the responsibility of Cambridgeshire County Council. However, Appendix 6A Outline CTMP (Volume 6.4) [APP-072] confirms the Applicant will appoint an independent contractor to undertake a highway condition survey of the highway before and after construction of the Proposed Development. Any damage caused by the construction activities can be repaired by the Applicant and the road returned to the previous condition.</p> <p>The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>
RR-092	Jeanette Bateman on behalf of The Bateman Family (The Bateman Family)	Air Quality	Prime agricultural land will be affected negatively by the, inevitable, polluting output (prevailing West wind).	The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078] and Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052] respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>are not significant, including on agricultural land.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> • Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Requirement 11, Draft DCO (Volume 3.1) [APP-013];</p> <ul style="list-style-type: none"> Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013].
RR-092	Jeanette Bateman on behalf of The Bateman Family (The Bateman Family)	Drainage/ Flooding	There will environmental damage to water courses; this is Fenland. There is an obvious flooding risk to houses, businesses and infrastructure.	<p>DRAINAGE/FLOODING:</p> <p>The environmental impacts of the Proposed Development including those associated with flooding and climate change, have been assessed and reported in the ES Chapter 12 Hydrology (Volume 6.2) [APP-039]. The Applicant's Flood Risk Assessment (FRA) is presented in Appendix 12A (Volume 6.4) [APP-084]. The FRA identifies the extent to which the EfW CHP Facility and surrounding area could be flooded and has included for a climate change allowance that was agreed with key stakeholders, including the Environment Agency, see Section 12.9.32</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>to 12.9.35, ES Chapter 12: Hydrology (Volume 6.2) [APP-039].</p> <p>Due to their low laying nature, many areas within the Fens are at risk from flooding, but benefit from defences managed by the Environment Agency. However, the Applicant has assessed extreme events, including changes due to climate change, where these defences fail. The Proposed Development has been designed to respond to the results of the hydraulic modelling. The assessment concludes that with embedded mitigation, there are no significant impacts related to the risk of flooding. The embedded mitigation that will be secured by either a DCO Requirement and/or by the Environmental Permit and includes:</p> <ul style="list-style-type: none"> • The finished floor level (FFL) of the EfW CHP Facility to be 3m Above Ordnance Datum (AOD) – secured by the Maximum Design Parameters, Schedule 14, Draft DCO, (Volume 3.1) [APP-013]; • Outline Construction Environmental Management Plan (Volume 7.12) [APP-103] (includes a ranges of mitigation measures to control e.g., flooding) – secured by Requirement 10, Schedule 2, Draft DCO (Volume 3.1) [APP-013]



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none">• Outline Operational Flood Emergency Management Plan (Volume 7.9) [APP-100] – secured by Requirement 13, Schedule 2, Draft DCO (Volume 3.1) [APP-013]; and• Outline Drainage Strategy (Volume 6.4) [APP-086] - secured by Requirement 8, Schedule 2, Draft DCO (Volume 3.1) [APP-013]. <p>PROTECTION OF WATERCOURSES:</p> <p>The environmental impacts of the Proposed Development including those associated with protection of watercourses during construction, have been assessed and reported in the ES Chapter 12: Hydrology (Volume 6.2) [APP-039] which concludes that effects would not be significant. A Water Management Plan accompanies the Outline Construction Environmental Management Plan (CEMP) (Volume 7.12, Appendix B) [APP-103] containing standard and bespoke pollution control measures (Section 3) which will ensure the protection of water courses and groundwater during construction. Water quality monitoring procedures are also included.</p> <p>The Outline CEMP also provides a framework for detailed management plans to</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>be prepared at detailed design stage, in order to minimise and mitigate impacts and/or disruption that may arise from the construction phase. Waste management, pollution prevention and protocols are considered within the Outline CEMP.</p> <p>For the operational phase of the Proposed Development, the Outline Drainage Strategy (Appendix 12F) (Volume 6.4) [APP-086] includes SuDS features which will lower flow rates, increase water storage capacity and reduce the transport of pollution to the water environment. The proposed number and types of SuDS components have been determined in accordance with the CIRIA SuDS Manual C753. Further information is given in ES Chapter 13: Geology, Hydrogeology and Contaminated Land (Volume 6.2) [APP-040].</p>
RR-092	Jeanette Bateman on behalf of The Bateman Family (The Bateman Family)	Socio-economic	The proposed development will bring NO employment benefit. Instead existing employers will leave the area; particularly those involved with food.	The Proposed Development should provide addition economic opportunities for local businesses during its construction and operation. Section 3.5.53, ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030] confirms there will be 40 full time equivalent (FTE) jobs in a range of disciplines for the operational phase of the Proposed



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Development. Furthermore, ES Chapter 15 Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042] predicts that an additional 32 indirect jobs would be created at the County level. There will also be opportunities for the local supply chain whilst indirect employment opportunities include (as a minimum), cleaning services, electrical engineering services, mechanical engineering services and other maintenance-related roles such as scaffolding teams. The Applicant does not believe that local businesses including food businesses will leave the area. It has assessed the potential for environmental effects including traffic to create significant effects (which could potential cause some to relocate) and concludes within the relevant ES Chapters that with mitigations in place they would not be significant. The Applicant is also proposing for example a number of management plans to manage the construction and operation phases that include ES Chapter 6 Appendix 6A Outline Construction Traffic Management Plan (Volume 6.4) [APP-072], the Outline Construction Environmental Management Plan (Volume 7.12) [APP-103] and the Outline Operational Traffic Management Plan (Volume 7.15) [APP-106]. It has included within the project</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				description the proposal to construct a CHP connection which would be able to provide heat and power to local businesses including food businesses at competitive rates.
RR-092	Jeanette Bateman on behalf of The Bateman Family (The Bateman Family)	Environmental	This is an inappropriate development for the area. It will be in very close proximity to houses, schools, businesses and medical facilities.	<p>The EfW CHP Facility Site was allocated for waste treatment facilities in the previous Cambridgeshire and Peterborough Minerals and Waste Local Plan and is safeguarded as a Waste Management Area within the Development Plan adopted in 2021. The site is located within an industrial area south of the town centre. When considering a site, the Applicant identified 'essential' and 'preferable' site selection criteria that were applied and suitably meet. In summary, the selection criteria included:</p> <ul style="list-style-type: none"> • There is a need for additional residual waste treatment within the area; • In close proximity to existing business that have a large heat and/or power demand; • A site of a suitable size to accommodate the EfW CHP Facility; • Good access to the strategic road network; • A brownfield site allocated for waste management; and • A site free of environmental designations.



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>The environment effects arising from the Proposed development are reported within the Environmental Statement and summarised in the Non-Technical Summary (Volume 6.1) [APP-027]. This concludes that there would be no significant effects on houses, schools, businesses and medical facilities. The Planning Statement (Volume 7.1) [APP-091] considers the outcome of the ES and assesses conformity with national and local planning policy. The planning balance for the Proposed Development concludes it is firmly in favour of the Proposed Development. Therefore, development consent should be granted. Ultimately a decision as to whether employment benefits outweigh potential negative benefits will be taken by the Secretary of State.</p>
RR-093	Claire Bates	Traffic	<p>The traffic is already terrible in the mornings when getting to work with traffic jams and the roads are in such a bad way that I have to keep having tyres replaced, alloy wheels put right because of the damage from the roads crumbling and the pot holes everywhere you go. The</p>	<p>The Applicant has modelled the potential effects arising from the Proposed development upon both local highways and the Strategic Road Network. The scope of the modelling has been agreed with the local highway authorities and with National Highways who are responsible for the A47. The assessment has considered the effects of the Proposed development upon an agreed set of A47 junctions. The conclusions of the modelling are reported in ES Chapter</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			town can't take the extra loads of traffic.	<p>6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. Concerning highway maintenance, this is the local road network is the responsibility of Cambridgeshire County Council. However, Appendix 6A Outline CTMP (Volume 6.4) [APP-072] confirms the Applicant will appoint an independent contractor to undertake a highway condition survey of the highway before and after construction of the Proposed Development. Any damage caused by the construction activities can be repaired by the Applicant and the road returned to the previous condition.</p> <p>The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
RR-093	Claire Bates	Air Quality	Pollution is a definite reason not to agree on this and also the noise.	<p>The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078] and Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052] respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> • Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013] ;



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013].
RR-093	Claire Bates	Noise	Pollution is a definite reason not to agree on this and also the noise.	The environmental impacts due to noise and vibration associated with the Proposed Development, including those that could affect residents, businesses and educational facilities, have been assessed and reported in the ES. This includes noise and vibration from HGV movements associated with the Proposed Development. The ES Chapter 7: Noise and Vibration (Volume 6.2) [APP-034] considers the potential for noise and vibration effects, at numerous sensitive



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>receptors (Table 7.14) during the construction and operational phase of the Proposed Development. The sensitive receptors within the assessment include:</p> <ul style="list-style-type: none"> • Residential including those closest to the EfW CHP Facility on New Bridge Lane • Educational including the Thomas Clarkson Academy and Cambian Education Foundation • Businesses including those adjacent to the EfW CHP Facility, such as, Floorspan and Fountain Frozen <p>Where necessary, embedded mitigation is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. A full list of the embedded construction and operational environmental measures to be employed is reported in Table 7.40, ES Chapter 7: Noise and Vibration (Volume 6.2) [APP-034]. These measures include construction and operational management plans. Implementation of the management plans is secured by DCO Requirement and by the Environmental Permit:</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> • A Construction Environmental Management Plan (CEMP) (see Volume 7.12 [APP-103], secured by Requirement 10, Schedule 2, Draft DCO (Volume 3.1) [APP-013]); and • Operational Noise Management Plan (see ES Appendix 7D: Operational Noise Management Plan (Volume 6.4)) secured by Requirement 19, Schedule 2, Draft DCO (Volume 3.1) [APP-013]. <p>With the environmental measures in place the assessment concludes there will be no significant effects.</p>
RR-094	Lorraine Beakhouse on behalf of Beakhouse (Beakhouse)	Historic Environment	We do not want the infrastructure of our Georgian Market town to be tarnished by the proposed incinerator in our town.	The Historic Environment Assessment is reported in ES Chapter 10: Historic Environment (Volume 6.2) [APP-037] . As part of this, the significance of Wisbech town centre conservation area, the nature of its setting and contribution to the same and the importance of particular views are set out in section 10.9. This includes a description of the individual character areas within the conservation area including the Brinks, with a photomontage from Elgood's Brewery on North Brink (Figure 9.23b Viewpoint 7, Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.17 to 9.24 [APP-058]) showing the greatest extent of visibility from



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>within the conservation area. Taking account of the heritage significance of the conservation area as a whole and the identified key views within and out from it, and the context of the existing industrial estate including large logistics buildings, there will not be a significant effect on the conservation area.</p> <p>The Landscape and Visual Assessment is reported in ES Chapter 9: Landscape and Visual (Volume 6.2) [APP-036].</p>
RR-094	Lorraine Beakhouse on behalf of Beakhouse (Beakhouse)	Air Quality	We do not want to be subjected to dangerous chemicals in the atmosphere or to be inundated with trucks carrying the waste into our town	<p>The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p data-bbox="1368 276 1998 456">Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078] and Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052] respectively. This includes schools, medical facilities and residential properties.</p> <p data-bbox="1368 499 1998 1010">Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p data-bbox="1368 1050 1998 1305">All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p data-bbox="1368 1345 1998 1417">With respect to air quality, including odour, further environmental measures to be</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> • Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013].



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
RR-094	Lorraine Beakhouse on behalf of Beakhouse (Beakhouse)	Traffic	We do not want to... be inundated with trucks carrying the waste into our town	<p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as onsite HGV queuing lanes, is</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Construction</p> <p>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road) <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>
RR-095	Diane Beard	Environmental	I and my family object wholeheartedly to this proposed project, although I	The environmental impacts of the Proposed Development including those that could affect local businesses or residents, such as



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			realise that it would create loads of jobs the environmental and health impact on this area is too much of a sacrifice.	<p>health, noise and odour, have been assessed and reported in the ES and summarised in the Non-Technical Summary (Volume 6.1) [APP-027]. ES Chapter 15: Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042] assesses impacts on local residents and businesses and concludes, there will be no significant effects and that the creation of jobs during the construction of the Proposed Development, for example, will give rise to locally significant effects in terms of the employment opportunities created.</p> <p>The Planning Statement (Volume 7.1) [APP-091] considers the outcome of the ES and assesses conformity with national and local planning policy. The planning balance for the Proposed Development concludes it is firmly in favour of the Proposed Development.</p>
RR-096	Marion Beard Jones	Comment	I will comment once I have studied the full information.	Comments noted. The DCO Application documents are available on the Planning Inspectorate website
RR-097	Members of the public/businesses	Air Quality	I do not agree, the pollution slowly will kill us...day by day...I and my family will need to find other place to live.	The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling from the chimney and



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078] and Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052] respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none">• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013];•• Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013];• Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013];• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013];



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013].
RR-098	Members of Traffic the public/businesses		<p>my issues i have are as follows, The road infrastructure will not cope with the extra traffic on the roads, for example take a lorry down algores way at peak times between 1600 hrs and 1800 hrs which is the main access road. I drive a hgv down this road and can get congested even at the moment where the road narrows.</p>	<p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013];



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road).



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106] . Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013] .
RR-098	Members of the public/businesses	Air Quality	I [redacted] will be made worse by the toxic by the new incinerator.	<p>The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078] and Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>052] respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> • Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013] ; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013].



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
RR-098	Members of the public/businesses	Socio-economic	wisbech needs a rail facility this has not happened it is also has one of the most deprived areas in the uk. How will this improve the health and lives of the people who live in wisbech,	The Applicant supports the reopening of the March to Wisbech railway and the wider benefits this would bring to local community. Whilst there are currently no firm plans for its reopening, the Applicant has been in discussion with Network Rail to ensure both the Proposed Development and reopening of the railway can proceed without compromising one another. The Applicant has set aside land within the EfW CHP Facility Site to accommodate a potential future rail unloading area and, should it be required, land for a road bridge embankment. Section 2.3.10 to 2.3.17, ES Chapter 2: Alternatives [APP-029] and Section 3.4.82 to 3.4.86, ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030] provide further details. The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043] assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, Draft DCO (Volume 3.1) [APP-013]; • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by



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				<p>Requirement 11, Draft DCO (Volume 3.1) [APP-013];</p> <ul style="list-style-type: none"> Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.
RR-099	Mick Bellamy	Human Health	Increased health issues caused by pollutants from the incinerator directly & from additional vehicle movements.	<p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p><i>“...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health</i> <i>(https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health). PHE's risk assessment</i></p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p><i>remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small...</i></p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043] assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013];



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> • For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, Draft DCO (Volume 3.1) [APP-013]; • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards. <p>The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects, including those for traffic are not significant.</p>
RR-099	Mick Bellamy	Odour	Smells from the vehicles & waste in the incinerator property.	The environmental impacts of the Proposed Development including those that could affect the local community, such odour, have been assessed and reported in the ES and summarised in the Non-Technical Summary (Volume 6.1) [APP-027] . Where necessary, embedded mitigation is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>CHP Facility will continue to be operated appropriately.</p> <p>The Applicant has prepared an Outline Odour Management Plan (Volume 7.11) [APP-112] which details all sources of odour, control measures, monitoring, including a complaints procedure, and reporting. Odour awareness training will be undertaken as part of general site operational training, and daily checks for odour levels will be carried out. The final Odour Management Plan is secured by Requirement 16 of the Draft DCO (Volume 3.1) [APP-013].</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP will set the emission limits, including for odour. Compliance with the EP will be regulated and monitored by the Environment Agency.</p>
RR-099	Mick Bellamy	Traffic	Disruption due to in lack of additional infrastructure to the current road network in the area & concentration of traffic in the roads feeding the incinerator.	<p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013];</p> <ul style="list-style-type: none"> • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road) <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>
RR-099	Mick Bellamy	Socio-economic	Local doctors & hospitals not in a position to handle additional health problems created by the environmental issues associated with this product.	<p>The potential for effects upon local health services arising from the Proposed Development have been assessed with ES Chapter 16 Health (Volume 6.2) [APP-043]. It concludes that there would not be significant health effects and therefore significant additional demand upon health services. The Applicant also proposes to mitigate demand through its support to local employment opportunities either directly through apprenticeships and training or through the encouragement of local</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				supply chains. The Applicant has submitted an Outline Employment and Skills Strategy (Volume 7.8) [APP-099] which sets out its commitment to the promotion of construction jobs from within the local workforce. Maximising the proportion of jobs sourced in the local area will reduce the need to recruit from further afield and this in turn is likely to reduce the number of new registrations with local health care providers for example.
RR-099	Mick Bellamy	Socio-economic	Having lived in [] for 66 years we used to be a well maintained, quiet market town. Over the years due to lack of quality investment in the town it has become somewhat degraded we do not need another building / business bringing more waste/rubbish that will drag this town further we need quality investment that will provide good jobs and opportunities for the town and restore some of the past sights & sounds that used to be a vibrant Wisbech Town.	Noted. Section 3.5.53, ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030] confirms there will be 40 full time equivalent (FTE) jobs in a range of disciplines for the operational phase of the Proposed Development. Furthermore, ES Chapter 15 Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042] predicts that an additional 32 indirect jobs would be created at the County level. Indirect employment opportunities include (as a minimum), cleaning services, electrical engineering services, mechanical engineering services and other maintenance-related roles such as scaffolding teams.



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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>The EfW CHP Facility Site was allocated for waste treatment facilities in the previous Cambridgeshire and Peterborough Minerals and Waste Local Plan and is safeguarded as a Waste Management Area within the Development Plan adopted in 2021. The site is located within an industrial area south of the town centre. When considering a site, the Applicant identified 'essential' and 'preferable' site selection criteria that were applied and suitably meet. In summary, the selection criteria included:</p> <ul style="list-style-type: none">• There is a need for additional residual waste treatment within the area;• In close proximity to existing business that have a large heat and/or power demand;• A site of a suitable size to accommodate the EfW CHP Facility;• Good access to the strategic road network;• A brownfield site allocated for waste management; and• A site free of environmental designations.

3. Conclusion

- 3.1.1 The Applicant's comments on the other interested parties and 3(b) statutory parties relevant representations **RR-001 – RR-099** have been provided in this document and were submitted to the ExA for Deadline 1 (10 March 2023).

