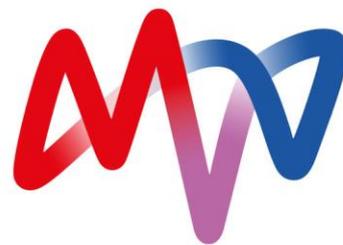


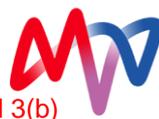
Medworth Energy from Waste Combined Heat and Power Facility

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Applicant's Comments on the Relevant Representations – Part 3 Other Interested Parties and 3(b) Statutory Parties – Relevant Representations RR-100 – RR-199

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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;**
 - **Part 3: Representations RR-100 – RR-199** (this volume);
 - **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



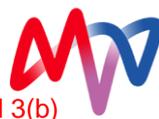
3 Applicant's Comments on the Relevant Representations Part 3 – Other Interested Parties and 3(b) Statutory Parties – Relevant Representations RR-100 – RR-199

- **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 3 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 Applicant's Comments on the Relevant Representations – Part 9 Appendices:**

- **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 a 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-100 – RR-199** are set out in **Table 2.1** below.



Table 2.2 Applicant's Comments on relevant representations RR-100 – RR-199

Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-100	Glyn Bennett	Traffic	<p>The proposal for a waste incinerator will increase traffic movements immensely in a rural area which will impact further on roads already at a standstill with congestion. This area has already been impacted upon by the introduction of an unstructured approach to developing anaerobic digestion facilities resulting in enormous tractors towing larger trailers of shredded maize around Wisbech and across northern Cambridgeshire. These vehicles are travelling fully loaded in opposite directions causing tailbacks and hold-ups on an already overloaded road system. This proposal resulting in increased traffic movements is made without due consideration for local inhabitants.</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-101	Paul Bennett	Comment	<p>This application for. Mega Incinerator in Wisbech is all about making money....Objection, all the local authorities of Norfolk, Cambridgeshire and Lincolnshire, FDC and Wisbech Town Council and our local MP Steve Barclay object to building this incinerator. In fact Norfolk successfully rejected a smaller Incinerator at Kings Lynn a few years ago. Now this application for a mega Incinerator can not be rejected by local people and has to be examined by the Planning Inspectorate. I urge you to reject this application. Thank you. Paul Bennett Very concerned Wisbech resident.</p>	Comment noted.
RR-101	Paul Bennett	Human Health	<p>I does not take into account people's health concerns and the significant amount of traffic entering and leaving the site. Health, close by is the largest secondary school Thomas Clarkson and the</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>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			<p>town of Wisbech. Traffic, this area is already heavily congested and becomes static at many times during the day.</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> <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];



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
				<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]; andSecuring an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.
RR-101	Paul Bennett	Traffic	...I does not take into account ... the significant amount of traffic entering and leaving the site. ... Traffic, this area is already heavily congested and becomes static at many times during the day.	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



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 data-bbox="1368 276 1998 635">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 683 1998 1042">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="1368 1050 1998 1417" style="list-style-type: none"><li data-bbox="1368 1050 1998 1265">• 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 1273 1998 1417">• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013];



12 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">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><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, 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</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>(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) <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
				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-102	Sarah-Fay Berry	Comment	To whom it may concern, I wish to make my objections to the proposed mega incinerator for Wisbech.	Comments noted.
RR-102	Sarah-Fay Berry	Human Health	The effect on air quality: I work with patients who have life limiting illness at The Alan Hudson Day Treatment Centre in Wisbech. Many of them suffer from respiratory disease as part of their pathology, and both they and their families will be negatively impacted by any emissions coming from a mega incinerator in the local area. There is no safe limit for air pollution. The UK Legal limits for particulate matter, are twice those set by the World Health Organisation. According to The British Lung Foundation: 'Exposure to PM2.5 can	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. 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-



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			<p>cause illnesses like asthma, COPD, coronary heart disease, stroke and lung cancer. There is also evidence that links PM2.5 to low birth weight, diabetes and disease such as Alzheimer's and Parkinson's.' Air quality has never been more important in a post-Covid world, where it will directly effect disease outcomes.</p>	<p>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. 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];



Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-102	Sarah-Fay Berry	Air Quality	The effect on the local area: the proposed site is disturbingly close to schools, dwellings and agricultural land, risking contamination of our food supply with dioxins and furans.	<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]. <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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<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-078]. 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>



18 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>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-102	Sarah-Fay Berry	Socio-economic	Wisbech has significant poverty and it doesn't go unnoticed that historically incinerators are often located in areas of deprivation.	<p>The reasonable alternatives studied by the Applicant are outlined in Section 2.3 to 2.8, ES Chapter 2: Alternatives (Volume 6.2) [APP-029]. The Applicant did not consider alternative sites, however, 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;



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> • Good access to the strategic road network; • A brownfield site allocated for waste management; and • A site free of environmental designations.
RR-102	Sarah-Fay Berry	Traffic	<p>Wisbech cannot sustain the proposed 300 lorry movements on its road infrastructure. I have personally commuted on the A47 since I began working the Alan Hudson Day Treatment Centre in May 2019. The volume of traffic has yet to return to pre-pandemic levels, when there were regular tail-backs from Rings End to Guyhirn. I had to take different routes on a daily basis dependant on the traffic. Many of these routes along tiny fens roads, are barely wide enough for regular vehicles to pass. When accidents and breakdowns occur, the roads are brought to a standstill. MVVs lorries will be stuck in</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 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.</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			gridlocks along with the rest of the traffic.	
RR-102	Sarah-Fay Berry	Socio-economic	Local services and businesses will be negatively impacted by an increase in traffic. I am concerned about our ambulances, transport and community nursing staff delivering essential end of life care to patients in their own homes around the fenland area.	The Applicant is committed to working with both EEAST and CPICS (together with Cambridgeshire Constabulary and Cambridgeshire Fire and Rescue Services and the Norfolk equivalents) to provide the information and support necessary to ensure the minimum of disruption to existing levels of service. It accepts that there are certain elements associated with construction which may have the potential to affect EEAST and its partners. These are related to the Applicant's proposals to undertake works within or adjacent to the highway and to the delivery of abnormal loads during construction. In carrying out any construction within or alongside the A47, a traffic management system will be operated such that traffic is still able to travel along the highway. Advanced warning of the works will be provided to EEAST, the timescale for this and for the partners to be included will be discussed and agreed with EEAST.
RR-102	Sarah-Fay Berry	Air Quality	The additional exhaust fumes will just compound poor air quality.	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-102	Sarah-Fay Berry	Waste Hierarchy	Climate and Ecological Emergency response: I do not agree with incineration as a suitable alternative to landfill.	<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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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>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 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



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> 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> <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-102	Sarah-Fay Berry	Alternatives	Furthermore, Wisbech is a totally unsuitable site.	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



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				<p>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-102	Sarah-Fay Berry	Climate Change	<p>However, I believe that carbon capture should be mandatory. It may be expensive but the cost of CO₂ to life on this planet is far greater. The government has declared an Ecological and Climate emergency in 2019, so consideration of any process emitting CO₂ is baffling. We are visibly seeing the effects of this disaster all around the world, floods, fires, wars and famines and we are on the</p>	<p>As stated in ES Chapter 14 (Volume 6.2) [APP-041] – Table 14.15: “<i>The Proposed Development will be carbon capture retrofit ready with land set aside for a CCS facility. However, the Application does not include the construction and operation of the carbon capture technology within the Proposed Development.</i>” MVA are undertaking a feasibility study of CCS technology and export for the EfW CHP Facility and are in the process of agreeing to accept a DCO Requirement to demonstrate commitments to CCS.</p>



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			tipping point of much worse. The IPCC report shows that 1.5 degrees above pre-industrial age is pretty much locked in, and feedback loops of self-reinforced warming has begun.	
RR-102	Sarah-Fay Berry	Waste Hierarchy	<p>Recycling and Zero waste: Landfill is a serious problem, which must be tackled at source. This planet cannot sustain our compulsive consumption, and building incinerators as a way to deal with it, is the wrong approach. We need to be reducing waste at production level; recycling and composting more, buying less, mending and repairing as a viable option. Whilst we need education around the true cost, and we can all 'do our bit,' the responsibility should not be placed solely on the consumer. Often green options are too expensive and difficult, and leave the poor priced out of making conscious choices.</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,</p>



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			<p>We need strong government legislation, focusing on genuine recycling, biodegradable and zero waste packaging. Producers and supermarkets focusing on what they sell and how they package it. We need clear accountability, without green washing or creative carbon accounting in relation to these serious issues. These incinerators are the cathedrals of human greed and compulsive consumption. Energy recovery from waste is a low return. Their continued creation will hinder progress towards real greener options, while we focus on feeding these beasts. We need systems change.</p>	<p>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 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. <p>The Outline Employment and Skills Strategy (Volume 7.8) [APP-098] is secured by a DCO Requirement 21.</p>



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				<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-103	Anthony Betts	Traffic	<p>I am against the MVV infrastructure project at the proposed site. There are no benefits to this project for me, however, there are significant concerns that would impact my daily life in the area. The largest concern is the increased traffic flow into & out of the local area. The survey fails to</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>



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			<p>consider the significant delays caused by road closures, works and peak traffic caused by an ailing road network within the immediate and surrounding area of the proposed site that myself, other residents and businesses must endure. Why has it not reviewed the subsidence issues on Weasenham, the standstill traffic around peak AM & PM weekdays, the failure of road surface nearby the Knowles lorry park or weight limitations in the town? In addition, it fails to take into account the return-to-work traffic levels following rule relaxations around COVID-19. A significant proportion of the extravehicular traffic on the road network under consideration for both construction and operation will stem from this site.</p>	<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. With regard to Weasenham Lane, operation traffic will be directed to use New Bridge Lane, in other words, 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>
RR-103	Anthony Betts	Air Quality	<p>My second concern is the direct consequence of increased vehicular traffic.</p>	<p>The environmental impacts of the Proposed Development including HGV movements during operation and construction and their</p>



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			<p>The emissions of the vehicles directly related to the site and of those caught up in the increased congestion caused by extra vehicles using the road network. Vehicle emissions have been proven to increase health risks to people of all ages</p>	<p>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> <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-103	Anthony Betts	Socio-economic	Lastly, the proposal for a reduction in energy prices impacts only businesses. These businesses are unlikely to be able to pass on those savings to me. Either because I do not purchase their products or because they are a national chain retailer who does not sell Wisbech produce. I see no suggestion that I witness a reduction in my energy tariffs, despite the huge impact the site has on my daily life.	The Applicant's objective is to provide renewable heat and power at a competitive price to local businesses. It accepts that the Proposed Development does not include for the provision to supply local homes with heat or power but there would be a future potential to supply new residential areas which are proposed by Fenland District Council through a district heating network subject to future consents should this be requested.
RR-103	Anthony Betts	Property Prices	I also hold concerns concerning falling house prices a.... At this moment, I have found limited anecdotal	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



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			evidence in relation to market house prices ... to conclude my position on the matter. Perhaps in future comments, I will be able to evidence my reasoning.	<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-103	Anthony Betts	Human Health	I also hold concerns concerning ... and increased health complications as a consequence to long-term exposure of incineration pollutants (known & unknown) . At this moment, I have found limited anecdotal evidence in relation to ...health to conclude my position on the matter. Perhaps in future comments,	<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>



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			I will be able to evidence my reasoning.	<p data-bbox="1368 276 1998 643"><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 data-bbox="1368 683 1998 1193">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 1201 1998 1417" style="list-style-type: none"> <li data-bbox="1368 1201 1998 1417">• 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



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				<p>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];



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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-103	Anthony Betts	Planning	<p>To conclude, I am not opposed to energy infrastructure projects, however, this project has failed to get approval at a local level and therefore has sought to inflate its generation figures (no evidence found) to seek acceptance at a national level. They (MVV) are hoping to capitalise on the growing energy crisis to get this ill-conceived project approved. I am firmly against the site. Should it be approved, I will be seriously considering my desire to live in and raise children in the area.</p>	<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>
RR-104	Helana Francise Betts	Environmental	<p>My main concerns are: 3. This is being proposed in the middle of a populated area. It</p>	<p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security</p>



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			<p>is nothing but insane that this is even being considered. This is disastrous for those of us who were born into the country or moved to the country because of our health. Our way of life will be irrevocably changed.</p>	<p>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> <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</p>



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				<p>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]; • 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-104	Helana Francise Betts	Comment	I am devastated that our government has even let the planning of this project make it to this stage.	Comments noted.
RR-104	Helana Francise Betts	Human Health	My main concerns are: 1. The site will be an enormous pollutant and churn out revolting chemicals into the lungs of thousands and into the earth around it. There are 5 schools in the close vicinity of this project and it's like sending them into a coal mine.	<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</i></p>



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				<p><i>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 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.
RR-104	Helana Francise Betts	Traffic	<p>My main concerns are: 2. The infrastructure around here is not capable of managing the current load, which is extremely light. The roads are continually breaking down and potholing, and we have regular fatal accidents. Adding millions of tons of waste in a continual heavy goods vehicle convoy will make the already clogged and damaged roads nothing but gridlock belching out diesel into what was a quiet countryside.</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 Lane which include for widening, a footpath, pedestrian</p>



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				<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



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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]. <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 been assessed and reported in the ES. ES Chapter 8: Air Quality (Volume 6.2) includes detailed dispersion modelling, including traffic</p>



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				<p>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> <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



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				<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].
RR-104	Helana Francise Betts	Property Prices	I wont even be able to sell my home and try and move to more countryside once that abomination is built there will be no buyers.	<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 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>



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RR-104	Helana Francise Betts	Air Quality	My main concerns are: 4. We grow a substantial amount of the country's vegetables here and they will all be affected by the substantial uptick in pollution in the area. Do you want to eat vegetables contaminated with carcinogens from the burning of waste and the churning out of gridlocked lorries? I don't.	<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>



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				<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-104	Helana Francise Betts	Adequacy of Consultation	My main concerns are: 5. This corporation and the others involved in pushing this project ahead, have disobeyed and sidestepped the law at every turn. To accept the proposal under such circumstances is to applaud the practice of large companies chucking money at the government so that	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



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			people in charge can continue to profit from the degradation of the ordinary Brit's life. It is one thing to be a little out of touch, it is another to knowingly condone these corrupt behaviours and benefit from them.	Application for the Proposed Development for Examination, see Notification of Decision to Accept Application [PD-001] . 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.
RR-104	Helana Francise Betts	Landscape and Visual	My main concerns are: 6. It will be an enormous building that blats out a great swathe of sky for miles around. The plans would reflect this if any efforts had been made to make them accurate. When built to actually adhere to laws the chimney would be gigantic.	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] . These 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 at various directions and distances to the Site. These locations have been agreed with the Local Authorities and the photomontages have been produced in accordance with best practice guidance as set out in Appendix 9L



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				Visualisation Methodology (Volume 6.4 ES Chapter 9 Landscape and Visual Appendices [APP-079]). 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 highways, as reported in Tables 9.16, 9.17 and 9.18 of Volume 6.2 ES Chapter 9 Landscape and Visual [APP-036] .
RR-104	Helana Francise Betts	Planning	My main concerns are: 7. It will not meet the requirements to skip the planning inspectorate and be considered a large infrastructure project as it has not shown that it can manage that amount of waste. The plans obviously reflect this, however we are for some reason ignoring this. Why?	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.
RR-104	Helana Francise Betts	Air Quality	My main concerns are: 8. The smoke from this building will disburse for such a gigantic area it will effect a	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
			large amount of Fenland and Norfolk for miles.	<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



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-104	Helana Francise Betts	Waste Hierarchy	My main concerns are: 9. We are supposed to be moving toward renewables and away from fossil fuels, creating less waste, and reducing pollution. Our solution? Build a bloody great rubbish burning factory. Well done UK - I can see we are taking climate change seriously.	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.



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<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>The Applicant is committed to providing community benefits, including waste awareness and education; these are set out in the following documents. 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



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>education establishments, including STEM support; and</p> <ul style="list-style-type: none"> 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. 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-104	Helana Francise Betts	Human Health	My main concerns are: 10. I have more but I have covid and I'm angry disappointed and terrified the government	To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			<p>gives so little care to what actual normal people have to live through in this country that I will soon be breathing in this rubbish so that a small group of people can pat themselves on the back and make handshakes with bundles of money.</p>	<p>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-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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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]; • 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 Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.
RR-105	JONATHAN BETTS	Environmental	The location of this incinerator is wholly inappropriate. Its presence will further degrade the living conditions of local residents in what is already a highly deprived area of East Anglia and the wider UK. That degradation will be caused by 2. It is to be located too close to residential areas who will be directed affected by pollution.	<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.
RR-105	JONATHAN BETTS	Air Quality	<p>The location of this incinerator is wholly inappropriate. Its presence will further degrade the living conditions of local residents in what is already a highly deprived area of East Anglia and the wider UK. That degradation will be caused by: 1. Deterioration of air quality conditions through pollution caused by the incinerator as well as the significant increase in heavy vehicle traffic flow to deliver waste to burn and take away burnt waste.</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 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>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<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-105	JONATHAN BETTS	Traffic	The location of this incinerator is wholly inappropriate. Its presence will further degrade the living conditions of local residents in what is already a highly deprived area of East Anglia	<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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			<p>and the wider UK. That degradation will be caused by: 3. Create significant pressure upon traffic flow of heavy vehicles to and fro the incinerator in a residential area and critical East / West trunk road for the area, already affected by congestion. The areas transport infrastructure is insufficient to service the proposed incinerator.</p>	<p>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 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><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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>CTMP is secured by Requirement 11, 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;



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<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-105	JONATHAN BETTS	Landscape and Visual	The location of this incinerator is wholly inappropriate. Its presence will further degrade the living conditions of local residents in what is already a highly deprived area of East Anglia and the wider UK. That degradation will be caused by: 4. The incinerator will create a horrific eyesore and blot on the local landscape due to its size and height and by its presence will degrade the look of the area.	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)



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				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 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] . 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.
RR-105	JONATHAN BETTS	Climate Change	The location of this incinerator is wholly inappropriate. Its presence will further degrade the living conditions of local residents in what is already a highly deprived area of East Anglia and the wider UK. That degradation will be caused by: 5. The incinerator is not a "Green" carbon neutral source of energy creation and will add to the localities carbon footprint and in turn	<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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			<p>increase global warming. This is not in line with local, national, or international policy.</p>	<p>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: "<i>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.</i>" 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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p data-bbox="1368 277 2002 1158">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 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.</p> <p data-bbox="1368 1201 2002 1417">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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				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 states that waste sector emissions can be reduced by 75% from today's levels), the Proposed Development will have a beneficial impact equivalent to – 67tkCO ₂ e
RR-105	JONATHAN BETTS	Socio-economic	The location of this incinerator is wholly inappropriate. Its presence will further degrade the living conditions of local residents in what is already a highly deprived area of East Anglia and the wider UK. That degradation will be caused by: 6. Wisbech's reputation will become further degraded and defined by the positioning of such an incinerator, it will be a disincentive for the area to be supported and thrive through positive movement of incomers to the area to live, work ,socialise or invest.	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.
RR-105	JONATHAN BETTS	Noise	The location of this incinerator is wholly	The environmental impacts due to noise and vibration associated with the Proposed



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			<p>inappropriate. Its presence will further degrade the living conditions of local residents in what is already a highly deprived area of East Anglia and the wider UK. That degradation will be caused by: 7. Noise pollution will increase to an unacceptable level through the increased traffic flow to and from the incinerator.</p>	<p>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 <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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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]. <p>With the environmental measures in place the assessment concludes there will be no significant effects.</p>
RR-106	Members of the public/businesses	Comment	I wish to object to the construction of Wisbech incinerator.	Comments noted.



Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-106	Members of the public/businesses	Waste Hierarchy	IMO this is a poor way of getting rid of refuse, much of which can be recycled.	<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 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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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 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. <p>The Outline Employment and Skills Strategy (Volume 7.8) [APP-098] is secured by a DCO Requirement 21.</p> <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;



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> • 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-106	Members of the public/businesses	Air Quality	There is also the pollution of carbon dioxide and God knows what else, over much of Cambs and Norfolk.	<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,</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p data-bbox="1368 276 1998 456">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-106	Members of the public/businesses	Traffic	On top of this is the excessive numbers of lorry traffic in an area which is often gridlocked as it is.	<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>



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. 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-107	Amanda Bliss	Traffic	A ridiculous proposition which would cause traffic chaos on our already struggling road network	<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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p data-bbox="1368 276 1998 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 1998 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>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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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><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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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-108	Susan Blyth	Traffic	I completely disagree with this project, it is very close to a Secondary school and will generate significant traffic in the town of Wisbech	<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>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<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-109	Diana Boarer	Environmental	A report was raised outlining the unsuitability of the construction of an incinerator in the Wisbech area and the impact it could have on the health, environment, and increased traffic.	Comment noted.
RR-109	Diana Boarer	Comment	I am very disappointed that the Planning Inspectorate has decided to accept this application for consideration, especially after the local councils had rejected the proposal unequivocally.	Comments noted.



Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-110	Councillor Chris Boden		Comment	Comment noted.
RR-110	Councillor Chris Boden		Traffic	<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 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>



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				<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><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, 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>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-110	Councillor Chris Boden		Landscape and Visual	<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>The landscape and visual effects are reported in Volume 6.2 ES Chapter 9 Landscape and Visual [APP-036] and</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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 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]. 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>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-110	Councillor Chris Boden		Waste Need	<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: "<i>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</i></p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p><i>energy generation contains an increasing proportion of intermittent wind and solar generation.”</i> 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>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 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>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-110	Councillor Chris Boden		Socio-economic	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 existing and potentially new local businesses at competitive rates.
RR-110	Councillor Chris Boden		Comment	Comments noted.
RR-111	Debbie Boekee	Traffic	1. Heavy lorry's battering our already suffering roads in Fenland	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 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>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.</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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-111	Debbie Boekee	Air Quality	2. Air 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 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>



101 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">• 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-111	Debbie Boekee	Air Quality	3. Contamination of arable farming land where our food is grown	<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>



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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-111	Debbie Boekee	Air Quality	4. Contamination of grasslands from which livestock graze	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>



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



Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-111	Debbie Boekee	Human Health	5. Danger to local and wider residents health	<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 • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013]. <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>



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



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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-111	Debbie Boekee	Biodiversity	6. Detrimental effects on wildlife and waterways	ES Chapter 11: Biodiversity Rev 2 (Volume 6.2) [APP-008] considers a wide



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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• 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>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p data-bbox="1368 276 1998 1010">Figure 3.14: Outline Landscape and Ecology Management Strategy (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 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 data-bbox="1368 1050 1998 1417">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>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-112	Julie Boriel	Environmental	Myself and my family do not want an incinerator built in Wisbech. There are many reasons but mainly because it will bring pollution both noise and air pollution to our town plus pollution caused by the additional traffic entering and leaving. It will also cause further traffic issues. I feel the town has been industrialised enough and we do not need this further blight to the area.	<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 <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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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]. <p>With the environmental measures in place the assessment concludes there will be no significant effects. 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)</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				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.
RR-113	Peter Boulton	Traffic	This proposed development of an incinerator will greatly impact everyone's day to day life in Wisbech. Traffic is atrocious as it is but adding numerous trucks etc would leave the roads at a stand still.	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:
RR-113	Peter Boulton	Human Health	The proposed structure is also being built near a school which will affect children's health and the health of those who reside around it.	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
			Asthmatics and those with COPD will suffer. It is so near a conservation area also that it will affect the wildlife greatly, air quality will be affected and it will stop people visiting Wisbech.	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. 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



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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. 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-113	Peter Boulton	Historic Environment	It's meant to be a historical town of the Fens but who will visit or move into the area if an incinerator is nearby. It will be both an eye sore and a health risk.	<p>The Landscape and Visual Assessment and the Historic Environment Assessment are both reported in ES Chapters 9: Landscape and Visual (Volume 6.2) [APP-036]. and 10: Historic Environment (Volume 6.2) [APP-037]. respectively. They assess the potential for significant effects upon receptors including the town centre of Wisbech and its conservation area and conclude that these would not be significant. With regard to Health, 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>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-113	Peter Boulton	Socio-economic	There will be a mass exodus of people abandoning the area.	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 businesses and concludes, there will be not be significant negative effects.
RR-113	Peter Boulton	Waste Hierarchy	We're meant to be working towards Net Zero and a greener planet, not pumping tons of pollutants into the atmosphere. Push for more recycling.	The WFAA (Volume 7.12) [APP-094] considers the availability of only those waste streams that would be suitable for treatment at the proposed Project, and which is currently disposed of by landfill or export. This comprises household, industrial and commercial (HIC) waste predominantly from the European Waste Classification (EWC) chapter 19 (that is waste from waste management facilities) and chapter 20 (that is household waste and similar commercial, industrial and institutional wastes).
RR-114	Laura Bowden	Traffic	The road infrastructure is my main concern. The roads through the villages are already overused. The	The routing of vehicles entering and leaving the Proposed EfW CHP Facility will be controlled. ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			<p>villages are used as a bypass for A47 and some vehicles are so large the windows shake. Cars use smaller roads to avoid traffic and drive too fast. Some roads don't have paths and it is a danger hazard for pedestrians. Speed limits already need reducing and the extra traffic will only increase this issue.</p>	<p>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)
RR-115	Jonathan Bowman Thompson	Property Prices	<p>There are many things to say, probably too many against this project. So I'll just summarise the core points. Firstly it's going to be an absolute eyesore, just its visual presence will hurt house prices. Not to mention it will deter people from wanting to move into the area, but also businesses as well, which will impact the local economy in a very negative way.</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. 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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				secured by DCO Requirement and by the Environmental Permit:
RR-115	Jonathan Bowman Thompson	Biodiversity	Then there's the impact to the environment. It's going to be devastating to native wildlife . How anyone in this day and age can propose such a project, its irresponsible and frankly disgusting.	<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• 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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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 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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				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] .
RR-115	Jonathan Bowman Thompson	Climate Change	Then there's the impact to the environment....let alone the damage it will cause to the planet. How anyone in this day and age can propose such a project, its irresponsible and frankly disgusting.	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 (ktCO ₂ e) 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



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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>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 states that waste sector emissions can be reduced by 75% from today's levels), the Proposed Development will have a beneficial impact equivalent to – 67tkCO₂e</p>
RR-115	Jonathan Bowman Thompson	Human Health	Of course then there's the extreme risk to the health of the people not just in the town but also the villages in the surrounding area. An increase in childhood asthma and a dire risk to those already with health issues particularly breathing related ones. ...And	<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</i></p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			<p>speaking of traffic need I have to tell you the amount of pollution that all this extra traffic is going to cause, adding to the health issues that will be caused by this incinerator as well as the environmental issues. So much for the government claiming that our country's pollution will drop by significantly by 2040.</p>	<p><i>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 a range of mitigation measures including a requirement for



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<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.
RR-115	Jonathan Bowman Thompson	Traffic	<p>And finally there's the amount of extra traffic that will be coming in and out. I already have to travel quite far for work, and the amount of traffic on the roads even on non peak times is a lot, I have to leave an hour and a half before I start in order to make sure I arrive in time, just to travel 18 miles. That's an hour more than it should take with little 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 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
				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 on the surrounding road network.
RR-116	Roger Bowman Thompson	Comment	Will comment at the appropriate time	With the environmental measures in place the assessment concludes there will be no significant effects.
RR-117	Shane Box	Traffic	I live nearby the proposed area for the Incinerator, Main issue & impact to my neighbourhood will be traffic ... in the area just for starters	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



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				<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].
RR-117	Shane Box	Odour	I live nearby the proposed area for the Incinerator, Main issue & impact to my neighbourhood will be ...smell in the area just for starters	<p>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 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.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP will</p>



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				set the emission limits, including for odour. Compliance with the EP will be regulated and monitored by the Environment Agency.
RR-118	Mark Timothy Bradberry	Air Quality	With a 90 metre chimney stack and a predominately south westerly wind particulate matter, including traces of cancer causing dioxins, will be spread over a wide area, yet the firm only consulted within a narrow radius of 5km.	<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</p>



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				<p data-bbox="1368 276 1998 675">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 719 1998 967">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 1015 1998 1155">With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul data-bbox="1368 1161 1998 1406" style="list-style-type: none"><li data-bbox="1368 1161 1998 1378">• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]<li data-bbox="1368 1385 1384 1406">•



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 • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013].
RR-118	Mark Timothy Bradberry	Climate Change	Also incineration woks against net zero, every tonne of waste incinerated puts at least a tonne of carbon dioxide into the atmosphere.	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-



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				<p>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.</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. In 2050 when the UK net carbon budget is zero (and the Climate Change Committee states that</p>



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				waste sector emissions can be reduced by 75% from today's levels), the Proposed Development will have a beneficial impact equivalent to – 67tkCO ₂ e
RR-118	Mark Timothy Bradberry	Waste Hierarchy	There are now much more environmentally friendly ways of re-cycling waste	<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</p>



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				<p>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 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. <p>The Outline Employment and Skills Strategy (Volume 7.8) [APP-098] is secured by a DCO Requirement 21.</p> <p>Outline Community Benefits Strategy (Volume 7.14) [APP-105] and includes the following proposals:</p>



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				<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-119	Nora Bradford	Environmental	It's too near a school	<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;



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. <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]. They consider matters such as noise and air quality and identify local schools as sensitive receptors. They do not identify significant negative effects upon schools. 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.</p>



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RR-120	The Brady family	Air Quality	We are concerned about the level of pollution, both locally and in Norfolk generally Health of people in Wisbech and surrounding areas in Norfolk	<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>



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				<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];



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				<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-120	The family	Brady	Waste Hierarchy	<p>The project will have a negative impact on recycling</p> <p>The WFAA (Volume 7.12) [APP-094] considers the availability of only those waste streams that would be suitable for treatment at the Proposed Development, and which is currently disposed of by landfill or export. This comprises household, industrial and commercial (HIC) waste predominantly from the European Waste Classification (EWC) chapter 19 (that is waste from waste management facilities) and chapter 20 (that</p>



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				is household waste and similar commercial, industrial and institutional wastes).
RR-120	The Brady family	Traffic	Heavy traffic to and from the site	<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 on the surrounding road network.</p>



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RR-120	The Brady family	Waste Hierarchy	Discourage sorting and reuse of waste materials into new products 'cradle to cradle' rather than this project 'cradle to grave'	The WFAA (Volume 7.12) [APP-094] considers the availability of only those waste streams that would be suitable for treatment at the Proposed Development, and which is currently disposed of by landfill or export. This comprises household, industrial and commercial (HIC) waste predominantly from the European Waste Classification (EWC) chapter 19 (that is waste from waste management facilities) and chapter 20 (that is household waste and similar commercial, industrial and institutional wastes).
RR-120	The Brady family (The Brady family) on behalf of The Brady family	Comment	Money better used on other projects, solar, wind etc	<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</p>



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				<p>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>
RR-121	David Bragg	Peter Traffic	The effect on local traffic will be substantial, the roads leaving Wisbech are already subject to delays and the proposed increase in lorry movements will only increase this.	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



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				<p>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 on the surrounding road network</p>
RR-121	David Bragg	Peter	Drainage/Flooding	<p>The area is susceptible to flooding, although no major floods since 1978.</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</p>



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				<p>climate change allowance that was agreed with key stakeholders, including the Environment Agency, see Section 12.9.32 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



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				<p>control e.g., flooding) – secured by Requirement 10, Schedule 2, Draft DCO (Volume 3.1) [APP-013]</p> <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].
RR-121	David Bragg	Peter	Air Quality	<p>The waste gasses, whilst probably not affecting Wisbech itself, could contaminate regional agricultural land.</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</p>



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				<p>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> <p>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].



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RR-121	David Bragg	Peter Waste Need	Increase in recycling could reduce amount of incoming material which could then increase material from further afield to keep incinerator working.	<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 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.</p> <p>To respond to matters raised by interested parties, the Applicant shall provide further information on the WFAA during the Examination.</p>
RR-121	David Bragg	Peter Environmental	The proximity to local schools and businesses.	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



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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. 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]. They consider matters such as noise and air quality and identify local schools as sensitive receptors. They do not identify significant negative effects upon schools. The Planning



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				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.
RR-122	Bruce Braithwaite	Comment	The case for an EfW facility in Wisbech.	Comments noted.
RR-123	Mellody Patricia Bray	Environmental	My husband and I moved to the area six years ago because of the quality of the environment. [redacted],	Comment noted. The Proposed development has been the subject of extensive environmental assessment, the results of which are reported within the Environmental Statement (Volumes 6.2-6.4) and summarised within 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.
RR-123	Mellody Patricia Bray	Traffic	[redacted] . My husband looks after me day and night.	The environmental impacts of the Proposed Development including HGV movements



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			<p>We are both retired so live locally most times of the year. Any disruption to my living standards because of degeneration of the quality of air through the generator or increase in traffic and resultant noise will [redacted] . My husband and I moved to the area six years ago because of the quality of the environment. [redacted],</p>	<p>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> <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-123	Mellody Patricia Bray	Air Quality	<p>[redacted] . My husband looks after me day and night. We are both retired so live locally most times of the year. Any disruption to my living standards because of degeneration of the quality of air through the generator or increase in traffic and resultant noise will [redacted] . My husband and I moved to the area six years ago because of the quality of the environment. [redacted],</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 6.4)</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p data-bbox="1368 276 1998 419">[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 1377">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-123	Mellody Patricia Bray	Noise	[redacted] . My husband looks after me day and night. We are both retired so live locally most times of the year. Any disruption to my living standards because of degeneration of the quality of air through the generator or increase in traffic and resultant noise will [redacted] .	<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 <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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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]. <p>With the environmental measures in place the assessment concludes there will be no significant effects.</p>
RR-124	Angela Brennan-glass	Air Quality	We do not want a incinerator, when air pollution is already killing people, and causing lung disease Also there are	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



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			orchards in the fields all around the incinerator and farmers crops growing for the rest of the country	<p>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 the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs)</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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] • 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-125	Kevin Brennan-glass	Air Quality	It would add to the already bad air pollution and be very bad for Wisbech	<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>



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 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
RR-125	Kevin Brennan-glass	Traffic	<p>infrastructure of the roads there is always traffic jams as it is without 300 Lorries a day Many crops are grown in and around 163isbech and school is very close</p>	<ul style="list-style-type: none"> <li data-bbox="1368 277 2000 384">• Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013]. <p data-bbox="1368 416 2000 927">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] 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 data-bbox="1368 970 2000 1225">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 data-bbox="1368 1268 2000 1374">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: 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><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, 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>



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-125	Kevin Brennan-glass	Air Quality	It would add to the already bad air pollution and be very bad for Wisbech	The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			<p>infrastructure of the roads there is always traffic jams as it is without 300 Lorries a day Many crops are grown in and around Wisbech and school is very close</p>	<p>(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 the bioaccumulation of, for example,</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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]• 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• Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013].
RR-126	Debra Brenner	Traffic	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



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-126	Debra Brenner	Environmental	Pollution,	<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 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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				and the Outline Operational Noise Management Plan (Volume 6.4) [APP-077] . 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)
RR-127	Jayne Bridgeland	Traffic	Our roads are not capable of all the lorries coming and going	<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</p>



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.</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><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, 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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-127	Jayne Bridgeland	Human Health	Health issues	<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/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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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 499 1998 826">• 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 834 1998 1121">• 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];<li data-bbox="1368 1129 1998 1233">• Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013];<li data-bbox="1368 1241 1998 1342">• 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 • Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.
RR-127	Jayne Bridgeland	Landscape and Visual	An eyesore	<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]. 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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>[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 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].</p>
RR-128	Allen David Briscoe	Human Health	I have worries about a huge incinerator being positioned so close to my home and the potential significant health risks that this brings.	<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/publication</i></p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p><i>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> <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
RR-128	Allen David Briscoe	Traffic	I also worry about the increased traffic congestion and impact on the local environment at a location that is already busy .	<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 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



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-128	Allen David Briscoe	Comment	I hate the fact that despite widespread opposition to this scheme our views seem to be being ignored.	The Examining Authority will consider all received relevant representations.
RR-129	Rhiannon Brittain	Property Prices	...this will also affect house prices in the area.	<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 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>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-129	Rhiannon Brittain	Traffic	I am concerned about the impact of traffic in the locality, the roads into town suffer significant traffic throughout the morning and afternoon rush which will be exacerbated by the traffic flow to the incinerator.	<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]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p><u>Construction</u></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><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</p>



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				<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>
RR-129	Rhiannon Brittain	Air Quality	. I am also concerned about the environmental impact of burning waste within the town, especially so close to so many residential areas and schools,	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



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				<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>



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				<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];



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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 Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013].
RR-130	Anthony Howard Brooker	Environmental	Area - within the whole of the vastness of Fenland there MUST be a more suitable site when taking the effect on local communities as the primary concern - rather than economics as I suspect is the primary concern.	<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;



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> • 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. 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]. They consider matters such as noise and air quality and identify local schools as sensitive receptors. They do not identify significant negative effects upon schools. 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.
RR-130	Anthony Howard Brooker	Air Quality	Pollution - no matter how the plant is configured it WILL add pollution to the air and	The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality



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			<p>so very near a town and a large secondary school....And of course the pollution from the extra vehicles will add to the pollution load increase by the site</p>	<p>(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 the bioaccumulation of, for example,</p>



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				<p>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];• Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013];



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				<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 • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013].
RR-130	Anthony Howard Brooker	Traffic	Traffic - the large increase in traffic of vehicles to and from the site will have a major effect on travel by the local community. .	<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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<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.</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]. <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, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>



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				<p data-bbox="1368 316 1514 347"><u>Operation</u></p> <p data-bbox="1368 352 1998 783">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 data-bbox="1368 831 1998 1230">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="1368 1235 1998 1378" style="list-style-type: none"><li data-bbox="1368 1235 1998 1299">• A1101 north of A47 Elm Road roundabout;<li data-bbox="1368 1303 1998 1378">• 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-130	Anthony Howard Brooker	Socio-economic	The long-term effect on the population when taking their health and welfare into account I am sure would skew the decision making. People first, economics second for the long-term view.	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.
RR-131	Andrew Broughton	Socio-economic	I work close to the proposed Incinerator for a company that employs 73 full time staff and up to 25 agency staff, all of who's jobs may be at risk	The Applicant will put in place a series of measures to ensure that the Proposed Development operates safely and with due regard to neighbouring businesses. For example, Section 3.5.9, ES Chapter 3:



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			<p>if this build takes place. Us, like many other food factories in the close vicinity, have standards that have to be met, not only by law, but also individual customers audits. If for any reason hygiene standards slip at the incinerator site, it would be an absolute disaster for us / our neighbours, with a failed audit comes lost customers, which will then lead to business closure.</p>	<p>Description of the Proposed Development (Volume 6.2) [APP-030] confirms the receipt of waste will take place within an enclosed tipping. Nevertheless, Section 3.5.47, ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030] states: <i>“To monitor and control pests, insects and vermin, specialist firms will be contracted to undertake regular inspections of the EfW CHP Facility Site. Bait boxes will be maintained around the perimeter of the EfW CHP Facility if required”</i>. Other operational management plans include the Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013] and the Fire Prevention Plan – secured by Requirement 17, 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 require the Applicant to adopt an accredited Integrated Management Systems (IMS). Compliance with the EP will be regulated and monitored by the Environment Agency.</p>
RR-131	Andrew Broughton	Traffic	Traffic - a town that is gridlocked the majority of the time and now we plan on moving hundreds of extra	<p>HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations,</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			<p>HGV vehicles on roads (fen roads) that are not suitable for the current demands. Roads in this area are not sufficient, we have no motorways.</p>	<p>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 management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management</p>



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				<p>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> <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</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><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</p>



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				<p>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-131	Andrew Broughton	Socio-economic	Future - what will the future hold for this town, who will want to come in with new business ventures, housing, why would anyone wish to be associated with such an eyesore.	<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 businesses and</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				concludes, there will be not be significant negative effects.
RR-131	Andrew Broughton	Environmental	Site - Building an Incinerator, smokey, smelly, unsightly, dangerous place in the middle of a town, near residential properties and schools. I would like to ask these people if they would be happy for their children / grandchildren to live in these circumstances. Why is it not built on a coastal point, so at least 50% of the time all the fumes will blow out to sea, roads can be made specifically so there fit for purpose - not crammed into a small town.	<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. The environment effects arising from the Proposed Development are reported within the Environmental Statement and



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>summarised in the Non-Technical Summary (Volume 6.1) [APP-027]. They consider matters such as noise and air quality and identify local schools as sensitive receptors. They do not identify significant negative effects upon schools. 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.</p>
RR-132	Annabel Brown	Traffic	<p>I object to this proposal due to it being built within a town,. This will incur pollution to a wide population and also the amount of traffic movements that will arise on a daily basis will completely jam the surrounding roads all of which are invariably clogged due to every day usage without the extra 300 daily lorry movements that are now planned.</p>	<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] 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>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<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 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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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];



210 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">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><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, 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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>(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) <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-133	Colin Brown	Traffic	The project should not be authorised, the incinerator would introduce to many lorry's onto local roads near a school putting pupils at risk,	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 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



213 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>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



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><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, 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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-133	Colin Brown	Environmental	the project would attract rats	<p>Section 3.5.9, ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030] confirms the receipt of waste will take place within an enclosed tipping. Nevertheless, Section 3.5.47, ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030] states: <i>“To monitor and control pests, insects and vermin, specialist firms will be contracted to undertake regular inspections of the EfW CHP Facility Site. Bait boxes will be maintained around the perimeter of the EfW CHP Facility if required”</i>.</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) and will include the control of pests and vermin. Compliance with the EP will be regulated and monitored by the Environment Agency.</p>
RR-133	Colin Brown	Air Quality	the project...and produce air pollution at a time we should be reducing it.	<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-133	Colin Brown	Traffic	The roads in and around the site are of low quality and not designed for the expected 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</p>



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				<p>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>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-133	Colin Brown	Human Health	None of these projects should ever be built anywhere in the country and anyone authorising such a project would have ask themselves would they like	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:



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			<p>to breath the air near an incinerator that has lorry loads of rubbish delivered on their doorstep.</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> <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>



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				<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-134	Paul Brown	Traffic	<p>Also there is not a day goes by without poor roads and infrastructure around Wisbech being gridlocked by vehicular movements etc so how can the system cope with the reported 300 lorries a day extra its going to receive ???</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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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: 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</p>



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				<p>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]; • 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]; 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><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, 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</p>



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				<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>



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				restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013] .
RR-134	Paul Brown	Air Quality	incinerating waste will surly add to polluting the atmosphere and poor health surrounding the area.	<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>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<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]



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 • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013].
RR-135	Paul Malcolm Delman Brown	Environmental	There is ample open space in the fens. Position it such the traffic is directed away from what is already a bottleneck and that the use of pollution to a heavily popular area is minimized.	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



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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. 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]. They consider matters such as noise, traffic and air quality. 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.



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				Therefore, development consent should be granted.
RR-135	Paul Malcolm Delman Brown	Traffic	The roads around Wisbech and on the A47 are already congested. Tailbacks of traffic to and from and along the A47 are often several miles. The frequency of the tailbacks gets worse in the late Spring, Summer and early Autumn with holiday traffic going to and from the North Norfolk coast. Moreover there is no resilience in the routes around and through Wisbech. Even a minor accident brings gridlock.	<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><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, 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>



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-135	Paul Malcolm Delman Brown	Air Quality	The position of the incinerator, given prevailing winds, means that often it's	The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality



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			<p>exhaust will blow directly over heavily populated areas. Any rainfall would add to the risk of pollution. There is ample open space in the fens. Position it such the traffic is directed away from what is already a bottleneck and that the use of pollution to a heavily popular area is minimized.</p>	<p>(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 the bioaccumulation of, for example,</p>



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				<p>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] • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]



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				<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 • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013].
RR-136	Richard Brown	Human Health	The Incinerator at Wisbech will be a health hazard for people living in the Kings Lynn area as the prevailing wind is a South Westerly and will spread particulates over NW Norfolk.	<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 –



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				<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-136	Richard Brown	Climate Change	It will also be detrimental to Global Warming	<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 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</p>



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				<p>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>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 states that waste sector emissions can be reduced by 75% from today's levels), the Proposed Development will have a beneficial impact equivalent to – 67tkCO₂e</p>
RR-137	Richard Brown	Human Health	Health aspects	<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</i></p>



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				<p><i>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 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.
RR-138	Eleanor Brown-Ahern	Environmental	Such a development in an already congested and built up area is abhorrent. The local schools will be in the fall out of this proposal and the infrastructure of roads can barely cope as it is.	<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;



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. 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]. They consider matters such as noise and air quality and identify local schools as sensitive receptors. They do not identify significant negative effects upon schools. 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.
RR-138	Eleanor Brown-Ahern	CHP	The suggestions of benefits to the area do not out weigh the negatives of this new incinerator. The supposed benefits of energy being produced do not stack up as no local manufacturers have	ES Chapter 2 Alternatives (Volume 6.2) [APP-029] explains the reason for selecting the location of the Proposed Development. One of the Applicant's essential criteria for selecting the location for the Proposed Development was its close proximity to industrial users who have a heat/steam



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			signed up to this. Why does Wisbech get the rough deal time and time again?!	demand. To provide reassurance, the Applicant's Combined Heat and Power Assessment (Volume 7.6) [APP-097] has investigated the potential heat demands and concludes that there is sufficient potential demand to justify the supply of heat/steam in the location chosen to site the EfW CHP Facility. The Applicant's continued commitment to deliver heat to commercial users is secured by Requirement 23 (combined heat and power), Schedule 2, Draft DCO (Volume 3.1) [APP-013] .
RR-139	Lee Ahern	Brown- Traffic	This location is also wholly unsuitable due to traffic and transport congestion already in the town.	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



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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]. <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, 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</p>



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				<p>(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). <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-139	Lee Ahern	Brown- Alternatives	Moreover, it was chosen, despite being contrary to guidelines and common sense purely because of the perceived (and incorrect) lack of public resistance.	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: <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-139	Lee Ahern	Brown- Environmental	Inappropriate application for a waste incinerator, in the	The EfW CHP Facility Site was allocated for waste treatment facilities in the previous



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			centre of a town, close to several schools.	<p>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. 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]. They consider matters such as noise and air quality and identify local schools as sensitive receptors. They



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				do not identify significant negative effects upon schools. 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.
RR-140	Nicola Brundle	Socio-economic	This will destroy my town, why do we have to be burdened with this when other towns have prevented this happening to their town. This has only gone this far because Wisbech is classed as a poor area - disgusting. Wisbech does matter, it is my town and I wont roll over and let this happen.	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, 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



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				<p>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> <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



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				<ul style="list-style-type: none"> 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-141	A J Bryant	Waste Need	I object to the proposal on the following grounds: Its siting within the UK is entirely inappropriate	<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: "<i>EfW [Energy from Waste] is a form of renewable</i></p>



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				<p><i>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].</i></p>
RR-141	A J Bryant	Traffic	<p>The increase in traffic levels is unsustainable for the highways network in the area. The A47 is a key single lane route East/West and loading it with all this traffic is preposterous Its close proximity to one school, and proximity to many others is a risk</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].
RR-141	A J Bryant	Planning	The machinations and lengths to which the proposers have gone to avoid local planning review and local accountability are unacceptable	<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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				Schedule 2 Requirements, Draft DCO, (Volume 3.1) [APP-013]
RR-141	A J Bryant	Landscape and Visual	The tower will dominate the town and landscape unreasonably	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 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] . The assessment also concluded that there would be localised



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				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.
RR-141	A J Bryant		In recent times a similar proposal just over the Norfolk border was correctly rejected, if it wasn't right for there, it isn't right for here.	Comment noted. However, the Applicant were not involved in the King's Lynn incinerator proposal.
RR-141	A J Bryant	Drainage/Flooding	It is proposed for a Flood Level zone 3 risk which is inappropriate	<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 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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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] • 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



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> Outline Drainage Strategy (Volume 6.4) [APP-086] - secured by Requirement 8, Schedule 2, Draft DCO (Volume 3.1) [APP-013].
RR-141	A J Bryant	Air Quality	The pollution from the lorry movements will be awful and unfair on the local population	<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> <ul style="list-style-type: none"> Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff



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				<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-141	A J Bryant	Noise	The noise ... pollution from the site will be stressful for the local population It is proposed within the natural border of the town of Wisbech; siting infrastructure like this within residential areas is wrong.	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



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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> <ul style="list-style-type: none"> • A Construction Environmental Management Plan (CEMP) (see



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				<p>Volume 7.12 [APP-103], secured by Requirement 10, Schedule 2, Draft DCO (Volume 3.1) [APP-013]; and</p> <ul style="list-style-type: none"> 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-141	A J Bryant	Lighting	<p>The... light pollution from the site will be stressful for the local population It is proposed within the natural border of the town of Wisbech; siting infrastructure like this within residential areas is wrong.</p>	<p>Section 3.4.76, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]; states:</p> <p><i>“The Outline Operational Lighting Strategy (Appendix 3B Outline Lighting Strategy (Volume 6.4)) [APP-071] establishes the design objectives and parameters for the lighting of the EfW CHP Facility. Outside of the operational hours for the acceptance of waste, external lighting requirements would be limited to security and safety only. The lighting strategy aims to minimise lighting on the site; for example, through the use of lighting standards along main access route and the car park that have luminaires with full horizontal cut-off in order to minimise light</i></p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p><i>spill and sky glow. Minimising light levels and spillage also mitigates effects upon wildlife”.</i></p> <p>Full details of the operational lighting strategy are secured by Requirement 18 (lighting strategy) Draft DCO (Volume3.1) [APP-013].</p>
RR-141	A J Bryant	Air Quality	It represents an unnecessary elevated pollution risk in close proximity to residential areas	<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



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				<p>(CEMP) – secured by Requirement 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-142	PJ Bryant	Waste Need	I object to the proposal on the following grounds It's siting within the UK is entirely inappropriate	National policy relevant to the determination of the DCO for the Proposed Development is stated in the following documents:



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				<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: "<i>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.</i>" The NPS concludes that the ability of EfW (and biomass) to deliver predictable, controllable electricity is</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-142	PJ Bryant	Traffic	<p>I object to the proposal on the following grounds ..The increase in traffic levels is unsustainable for the highways network in the area. The A47 is a key single lane route East/West and loading it with all this traffic is preposterous Its close proximity to one school, and proximity to many others is a risk</p>	<p>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>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] 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: 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>



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				<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].



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				<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, 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>



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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-142	PJ Bryant	Planning	The machinations and lengths to which the proposers have gone to	The amount of residual waste to be processed at the EfW CHP will generate in excess of 50 megawatts of electricity.



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			avoid local planning review and local accountability are unacceptable	<p>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-142	PJ Bryant	Landscape and Visual	The tower will dominate the town and landscape unreasonably In recent times a similar proposal just over the Norfolk border was correctly rejected, if it wasn't right for there, it isn't right for here.	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



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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 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]. 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-142	PJ Bryant	Drainage/Flooding	It is proposed for a Flood Level zone 3 risk which is inappropriate	<p>DRAINAGE/FLOODING: 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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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 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



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>ranges of mitigation measures to control e.g., flooding) – secured by Requirement 10, Schedule 2, Draft DCO (Volume 3.1) [APP-013]</p> <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].
RR-142	PJ Bryant	Traffic	The pollution from the lorry movements will be awful and unfair on the local population	<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>



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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. The 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].
RR-142	PJ Bryant	Noise	The noise... pollution from the site will be stressful for	The environmental impacts due to noise and vibration associated with the Proposed



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			<p>the local population It is proposed within the natural border of the town of Wisbech; siting infrastructure like this within residential areas is wrong.</p>	<p>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 <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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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]. <p>With the environmental measures in place the assessment concludes there will be no significant effects.</p>
RR-142	PJ Bryant	Lighting	The and light pollution from the site will be stressful for the local population It is proposed within the natural border of the town of Wisbech; siting	<p>Section 3.4.76, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]; states:</p> <p><i>“The Outline Operational Lighting Strategy (Appendix 3B Outline Lighting Strategy</i></p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			infrastructure like this within residential areas is wrong. It represents an unnecessary elevated pollution risk in close proximity to residential areas.	<p><i>(Volume 6.4) [APP-071] establishes the design objectives and parameters for the lighting of the EfW CHP Facility. Outside of the operational hours for the acceptance of waste, external lighting requirements would be limited to security and safety only. The lighting strategy aims to minimise lighting on the site; for example, through the use of lighting standards along main access route and the car park that have luminaires with full horizontal cut-off in order to minimise light spill and sky glow. Minimising light levels and spillage also mitigates effects upon wildlife”.</i></p> <p>Full details of the operational lighting strategy are secured by Requirement 18 (lighting strategy) Draft DCO (Volume3.1) [APP-013].</p>
RR-142	PJ Bryant	Environmental	It represents an unnecessary elevated pollution risk in close proximity to residential areas.	<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>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p><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 a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the



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				<p>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-143	Marilyn Buckley	Traffic	<p>It is my opinion that the proposed site for the incinerator is totally wrong and will have a detrimental impact on Wisbech and the surrounding area but more importantly the amount of increased traffic movement As a regular road user I experience queues on many of the roads in and around Wisbech and beyond (particularly between Wisbech and Peterborough). Much of the A47 is single carriageway and a lot of it is not in a good state of repair.</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 Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With</p>



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.</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><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, 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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-143	Marilyn Buckley	Air Quality	It is my opinion that the proposed site for the incinerator is totally wrong and will have a detrimental impact on Wisbech and the surrounding area but more importantly the amount of increased traffic movement and the added pollution that will produce. .	<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> <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-143	Marilyn Buckley	Landscape and Visual	It is my opinion that the proposed site for the incinerator is totally wrong and will have a detrimental impact on Wisbech and the surrounding area both visually ...	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] . These 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 at various directions and distances to the Site. These locations have been agreed with the Local Authorities. The assessment concluded that



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				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 highways, as reported in Tables 9.16, 9.17 and 9.18 of Volume 6.2 ES Chapter 9 Landscape and Visual [APP-036] .
RR-144	Martin Buckley	John Traffic	This development is in the wrong place (too close to a school, eye clinic, etc.) and with limited access. The road infrastructure does not exist to support the extra hgv movements required to feed this incinerator. Much of the A47 is single carriageway and already suffers from considerable congestion in summer.	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.</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-145	Michael George Bucknor	Air Quality	I am concerned about: pollution to surrounding farmland, water courses, immeasurable particulate emissions, proximity to schools etc.	<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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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]



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 • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013].
RR-145	Michael George Bucknor	Traffic	lack of infrastructure to support the increase in traffic, the main road to Wisbech A47 is a single carriageway a road often blocked between Guyhirn and Wisbech.	<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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p data-bbox="1368 277 2002 970">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 1018 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 be secured by DCO Requirements and include:</p>



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				<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><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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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><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</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-145	Michael George Bucknor	Socio-economic	A major threat to Jobs as the proposed site would be close to several food processing factories.	<p>It is unclear as to how the Proposed Development would detrimentally affect local food businesses. The Proposed Development is designed to be able to provide useful heat and electricity to local businesses such as those in the food processing industry via the CHP pipeline. With regard to detrimental environmental effects, 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</p>



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				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 businesses and concludes, there will not be significant negative effects.
RR-145	Michael George Bucknor	Comment	I have more concerns but hope these express the flavour of my concerns.	Comments noted.
RR-146	Virginia Mary Bucknor	Traffic	My major concerns are regarding (1) the lack of Highways infrastructure for lorries coming from a 200 mile radius of our small market town. We have no dual carriageways (except for one of about 250 yards along the Churchill Road which was the old canal filled in that feeds into the River Nene. The A47 is a popular route to the North Norfolk coast and the single carriageway is frequently jammed during the summer months so the increased 330+ lorries per day will	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] 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. The HGV vehicle moments presented in Table 6.14 and 6.15 include those associated with waste and consumable



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			exacerbate the existing problem	<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 Lane which</p>



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				<p>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><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, 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]</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-146	Virginia Bucknor	Mary Historic Environment	My major concerns are regarding (2) the imposing damaging visual impact on our Fenland Georgian town which has 263 Listed buildings and the enormous chimneys will be seen for miles around	<p>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 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>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-146	Virginia Mary Bucknor	Drainage/ Flooding	My major concerns are regarding (3) building on a flood plain. We had a flood disaster in 1978 so bad the Prime Minister visited. Flood gates were installed. These gates were breached in 2013 when the River Nene came over the flood gates into businesses around Freedom Bridge on both sides of the river. The town is low-lying, surrounded by waterways with the River Nene running through the centre of town.	<p>DRAINAGE/FLOODING: 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 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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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] 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].
RR-147	Derek Bull family (Bull family)	Bull Comment	No comments at the moment.	Comments noted.
RR-148	Sarah Bunning	Jane Traffic	The plant will finish Wisbech as a town with it being grid	HIGHWAY CAPACITY:



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			<p>lock all ways in and out. It is proposed to be built very near to a large secondary school which will also cause traffic and environmental issues .</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 Development and ongoing operational</p>



310 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>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> <p><u>Construction</u></p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p data-bbox="1368 276 2000 751">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 data-bbox="1368 794 2000 1270"><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 data-bbox="1368 1313 2000 1417">ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<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>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 been assessed and reported in the ES. ES Chapter 8: Air</p>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p data-bbox="1368 276 1998 639">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 data-bbox="1368 683 1998 970">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> <ul data-bbox="1368 1013 1998 1380" style="list-style-type: none"><li data-bbox="1368 1013 1998 1236">• 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 1236 1998 1380">• 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-148	Sarah Bunning	Jane	Environmental Assessment	<p>I don't like the way the company used cash incentives to get people on board of which I refused and denied access to my land , it's tantamount to bribery</p> <p>The Applicant required access to key land parcels in order to carry out comprehensive environmental surveys to inform the Environmental Statement (Volume 6.2). Landowners were compensated for the time and effort they provided in arranging access to their land.</p>
RR-148	Sarah Bunning	Jane	Environmental	<p>The plant will finish Wisbech as a town with it being grid lock all ways in and out. It is proposed to be built very near to a large secondary school which will also cause traffic and environmental issues .</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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p data-bbox="1368 277 1998 746">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 794 1998 1153">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="1368 1166 1998 1377" 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-149	Maureen Burgess	Traffic	<p>To build an incinerator in Wisbech would be catastrophic to the already congested A47 which a times is at standstill . The road already gets backed up on a regular basis the infrastructure in the area is in noway going to be suitable for the extra vehicles coming and going from the incinerator site. The 100's of lorry expected delivering waste would be further polluting the air quality in the area and would have some impact on the wildlife and the</p>	<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] 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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			<p>people around the area. I DO NOT THINK A TOWN IS THE PLACE FOR THIS AND IT WOULD BE OF NO BENEFIT TO THE TOWN OR RESIDENTS</p>	<p>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: 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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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]; • Operational Traffic Management Plan (OTMP) including route restrictions to



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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]; 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><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, 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</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-150	Andrew Burke	Traffic	I believe that the local road infrastructure and the A47 is not suitable for the proposed incinerator. The increase of traffic that the incinerator will bring will cause further delays locally, on already an under pressure road network.	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 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.



Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-150	Andrew Burke	Noise	The impact on the quality of life with additional road noise ,.... is very concerning.	<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. <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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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]. <p>With the environmental measures in place the assessment concludes there will be no significant effects.</p>
RR-150	Andrew Burke	Air Quality	The impact on the quality of life with, traffic pollution ... is very concerning.	The environmental impacts of the Proposed Development including HGV movements during operation and construction and their impact on air quality been assessed and



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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> <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



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]; and</p> <ul style="list-style-type: none"> Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013].
RR-150	Andrew Burke	Human Health	The impact on the quality of life with ...potential contamination of surrounding arable land is very concerning.	<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];



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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-151	Niall Burnell	Environmental	Environmental impact	The environmental impacts of the Proposed Development during both its construction and operation are reported within the Environmental Statement Volumes 6.2-6.4



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				and summarised within the Non-Technical Summary (Volume 6.1) . Individual topics are assessed with mitigation in place and conclusions drawn as to the levels of significance. 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.
RR-152	Jade Burns	Waste need	The proposed scheme involves the burning of waste from other areas of the country, so it wouldn't be our own waste, that would still be going to landfill, but apparently it's fine to suggest that rubbish from other areas can be burned here affecting our health. This proposal is a farce, it was originally proposed for Kings Lynn, they fought it, so it they've come to the next town along.	The Applicant has no connection with the project that was proposed for Kings Lynn. Cambridgeshire currently landfills significant amounts of waste whilst Norfolk exports its waste for treatment out of the county. The WFAA (Volume 7.12) [APP-094] has concluded that the Proposed Development could offer up to 625,600 tonnes per annum of much needed capacity that would contribute significantly to a local and national move away from a reliance on disposal to landfill.



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			They're praying on the fact that this town is underdeveloped and failing (this has been stated in governmental reports for the last 20 years). ...	
RR-152	Jade Burns	Traffic	The project for a mega incinerator in the town of Wisbech is a farce. The road infrastructure already cannot cope with the amount of traffic we get, we're on one of the only areas of the A47 to still be single carriageway. We have no rail links, ...So in short, our roads cannot cope with the significant increase in traffic that is proposed.	<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</p>



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				<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



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><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, 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</p>



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				<p>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, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-152	Jade Burns	Air Quality	<p>we already have a large industrial presence in the town which diminishes our air quality without what is now being proposed. The proposed development site is within a mile of the towns largest secondary school, and close enough meaning these harmful emissions would be dispersed over the schools sports areas. Without the risk that the emissions pose to the town as a whole and our quality of life (which is already well below the national average if you check governmental reports on the town). ...The site is in very close proximity to the towns major secondary school and would be downwind from residential areas. ...</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 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-152	Jade Burns	Socio-economic	The town needs investment not to be further pushed into the ground by a mega incinerator. From governmental reports it is noted that in Wisbech is a deprived town, not only in funding and facilities but also our health and life expectancy is less than other areas of the country with	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. Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), ES Appendix 8B: Air



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			<p>extremely high rates of lung diseases and cancers (probably lingering effects from the fact this town was and still is an industrial town), the proposed facility would only worsen all of these factors and turn other investors away. No one wants to live or work in a town being filled by pollutant emissions. I also do not feel that the company proposing this has done adequate research into the location and surroundings.</p>	<p>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 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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				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.
RR-152	Jade Burns	Adequacy Consultation	of The plans they have provided are incomplete and do not provide accurate representations of proposed routes, or emissions are solely theoretical. Our lives and health isn't to be played with in this way.	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] .



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				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.
RR-152	Jade Burns	Environmental	The plans they have provided are incomplete and do not provide accurate representations of proposed routes, or emissions are solely theoretical. Our lives and health isn't to be played with in this way.	The Applicant has prepared and submitted an Environmental Statement (ES) that reports on the Environmental Impact Assessment (EIA) for the Proposed Development. ES Chapter 1: Introduction (Volume 6.2) [APP-028] highlights the relevant EIA Regulations and requirements to be met and that competent expertise have been used to prepare the assessment.
RR-153	MICHAEL BURNS	Air Quality	My wife and I are very much against the Wisbech Incinerator proposal. Medically damaging compounds will drift right across the town and surrounding areas.	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 data-bbox="1368 276 1998 563">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 data-bbox="1368 611 1998 1121">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 1169 1998 1417">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-153	MICHAEL BURNS	Traffic	Also the Fens do not have a suitable road system to deal with so many heavy lorries bringing waste to Wisbech. Roads are frequently closed to mend potholes and shifting cambers, resulting in traffic being re-routed over many miles, causing great inconvenience to both public and industry.	<p>TEMPORARY ROAD CLOSURES In the event of road closures, like all road users, the Applicant would follow the Highways Authority route diversion(s).</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-154	R Burry	Comment	As a concerned local resident, who will be directly affected by this proposed project. I reserve the right to	Comments noted. The DCO Application documents are available on the Planning Inspectorate website.



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			comment on the application at a later date	
RR-155	Christopher John Calver	Comment	I am an []. I live a mile or so downwind of the proposed facility.	Comments noted.
RR-156	Hannah Campagna	Human Health	I do not want the incinerator built in my town as I have grave concerns about its impact on health and the environment. I have survived multiple autoimmune diseases and do not wish to add cancer to the list as a result of either the increased pollution from traffic movements or microscopic carcinogens the plant will produce. These types of facilities have been banned in Europe and I believe they should be here in the UK too. There are other less harmful ways to produce power. I think it is criminal that with the NHS in crisis you would even consider building a facility in a densely populated area, next to a school as by doing so you	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: <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>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			<p>are storing up health issues for the future. Even on a purely economic basis the on costs of health treatment for the local population going forward will outweigh any benefits the proposed plant might bring. These types of incinerators are no longer being built in Europe so why should the residents of Wisbech have to put up with it.</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 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-157	Jack Cannon	Comment	This scheme has no support in Wisbech and is being pushed through regardless	Comments noted. However, the Planning Inspectorate has received representations supporting the Proposed Development



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			of anyone's objections. It must not happen.	
RR-158	Nicola Carr	Human Health	.Air pollution and risk to health causing ill health such as cancer, heart disease, premature births and deaths .	<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 and reported in the ES (Volume 6.2). ES</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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.
RR-158	Nicola Carr	Comment	Extremely expensive causing towns and cities getting in to large amounts of debt .Energy bill's will rise even higher although people are already struggling with the cost of living! .Least	The Proposed development is corporate funded, therefore does not require public money, see Funding Statement (Volume 4.2) [APP-016] .



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			efficient way of producing energy .	
RR-158	Nicola Carr	Climate Change	Will have a bad impact on the environment and climate	<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: "<i>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</i></p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p><i>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."</i> 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 which assumes that the residual waste will be sent to landfill. The assessment is based on assessing whether the Proposed</p>



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				<p>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.</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. In 2050 when the UK net carbon budget is zero (and the Climate Change Committee states that waste sector emissions can be reduced by 75% from today's levels), the Proposed Development will have a beneficial impact equivalent to – 67tkCO₂e</p>
RR-159	Samantha Carrier	Environmental	...,If the incinerator is built it will have an effect on air pollution, the wildlife will be affected ,traffic will increase threefold and our roads are	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



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			<p>not suitable for this, let alone all the particles being released into the air which will have an impact on the air we breathe, this incinerator could be placed where there are no homes, no schools and suitable access.</p>	<p>health and concludes the significance of effect is negligible. 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)) 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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				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.
RR-159	Samantha Carrier		MVV said previously they have numerous incinerators in which they do, what they have not said is the one in Ridham Docks is nowhere near houses or schools, the site is on a piece of land which is not surrounded..	MVV's Ridham biomass facility is located at Ridham Docks, however the Plymouth EfW CHP Facility's closest residential properties are less than 100m meters from the site's boundary.
RR-160	Benjamin Charles Carter	Environmental	This proposed project sits right amongst many food factories producing a great deal of food for the nation. This project sits very close to housing and the proposed area sits within or indeed very close to the long term housing development land. It sits on or very close to one of the main trunk roads into Wisbech... There is a major	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 met. In summary, the selection criteria included:



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			<p>secondary school within a few hundred meters of this proposed site. There are also 3 special education schools within a matter of meters of this proposal.... I am no expert in this but as a resident who lives not far away from this proposal I fully oppose this going ahead in our town</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. 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]. They consider matters such as noise and air quality and identify local schools as sensitive receptors. They do not identify significant negative effects upon schools. 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.



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				Therefore, development consent should be granted.
RR-160	Benjamin Charles Carter	Environmental	These facilities need to be out of a town and in a very rural locations not within a thriving market town. I believe that this is the wrong site in the wrong location and the business behind it seem to be 'chancing their arm'	<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. The environment effects arising from the Proposed Development are reported within the Environmental Statement and



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				summarised in the Non-Technical Summary (Volume 6.1) [APP-027] . They consider matters such as traffic, noise and air quality. 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.
RR-160	Benjamin Charles Carter	Wisbech Railway	The proposed site will also affect the proposed reopening of the wisbech railway.	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



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				Development (Volume 6.2) [APP-029] provide further details.
RR-160	Benjamin Charles Carter	Traffic	I also note that the likely increase of heavy road vehicles travelling to this site will cause disruption and would likely run 24 hours a day 7 days a week.	<p>OPERATIONAL HOURS</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 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>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<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-033] and Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073].</p> <p>HIGHWAY CAPACITY:</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<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>



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-160	Benjamin Charles Carter	General	Furthermore, I have grave concerns about the company proposing this and their ability to follow the law and to	MVV have a proven track record of safely operating EfW facilities in the UK. Section 1.2 ES Chapter 1: Introduction (Volume 6.2)



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			<p>their business integrity. Since the start of this process, they have been opaque at best and downright dishonest at times. They don't care about Wisbech and are only thinking about the commercial aspect.</p> <p>Sincerely Ben Carter</p>	<p>[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-161	Shirley Carter	Environmental	<p>countryside is being destroyed</p>	<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.</p>
RR-161	Shirley Carter	Traffic	<p>roads will not be able to cope with the extra heavy lorries coming and leaving site,</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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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 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><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</p>



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				<p>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><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</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> <p>NEW BRIDGE LANE ACCESS IMPROVEMENTS:</p> <p>During operations and to avoid using Weasenham Lane, Elm High Road and Cromwell Road (north of New Bridge Lane), the Proposed Development includes an HGV access to the EfW CHP Facility via New Bridge Lane. To accommodate the Proposed development there will be a series of improvements to New Bridge Lane. These improvements include, carriageway widening from Salters Way to the site's entrance, a footpath, pedestrian crossing</p>



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				<p>points street lighting 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. Section 3.4.105 to 3.4.117, ES chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030].</p> <p>The proposals can be seen on Figure 3.19: (Volume 6.3) [APP-049].</p>
RR-161	Shirley Carter	Environmental	This is in the wrong location, close to schools, shops and food factories,	<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;



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				<ul style="list-style-type: none"> • 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. 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]. They consider matters such as noise and air quality and identify local schools as sensitive receptors. They do not identify significant negative effects upon schools. 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.
RR-162	Vincent James Cartledge	Traffic	1. The town of Wisbech has been denied proper opportunity to prosper and	The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations,



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			<p>develop touristically in a manner that one would expect from "The Capital of the Fens" with such a rich history, historical connections, and a wealth of beautiful 18th century architecture due to its very poor road and rail connectivity. This development will further compound these factors that have hampered the development of Wisbech. My objection is not founded in Nimbyism but is one of bewilderment as to how it could be envisaged or even considered that so many lorry movements will be accommodated into and out of a small rural market town with such well recognized and well-documented inadequate infrastructure and connectivity with the rest of East Anglia at all points of the compass.</p>	<p>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 management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management</p>



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				<p>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-162	Vincent James Cartledge	Traffic	2. The roads into and out of Wisbech are very poor single carriageway roads, the A47 taking all the traffic from the A1 and Peterborough from the South and West is single carriageway only between	<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</p>



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			Wisbech and Thorney Toll to the East of Peterborough.	<p>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>



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RR-162	Vincent James Cartledge	Traffic	3. All roads around, into and out of the edges of the town are already congested with huge number of large, slow moving commercial vehicles accessing primary food producer and food processor hubs additionally, huge numbers of very slow-moving farm traffic throughout the farming year	<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</p>



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			<p>which is further compounded by huge number of holiday traffic especially during peak holiday times.</p>	<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</p>



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				<p>CTMP is secured by Requirement 11, 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-162	Vincent James Cartledge	Traffic	4. The A47 to the north of Wisbech brings huge numbers of farm and food distribution traffic from more Northerly (Norfolk) and Easterly (Norwich and West Norfolk). All this southerly traffic converges to single carriageway at the Wisbech Elm Hall roundabout. This roundabout is continually congested with traffic piling in from the North and the South A47 and from the Eastern aspects of the town and the West from the Downham Market direction.	<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</p>



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			<p>The tailbacks to the South frequently bring the entire section of the A47 road between the Elm Hall roundabout to the East of the town and the roundabout at the Southern access to the town; this is a particular problem throughout the summer months, public holidays and major holiday periods throughout the calendar.</p>	<p>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];



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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]. <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, 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</p>



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				<p>(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). <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15)</p>



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RR-162	Vincent James Cartledge	Traffic	<p>5. There is a very high concentration of large food processors and storage and distribution businesses within the town all creating huge numbers of vehicle movements in and out of the town daily, furthermore, the creation of ill placed "out-of-town retail and leisure sites all create daily issues with congestion around the Churchill Road and South Brink areas of the town which will provide access to the proposed site. Frequently at present it can take 20 minutes to travel by car from Old Lynn Road to the Tesco site at the Southern edge of the town, a distance of less than one mile.</p>	<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>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 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>



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				<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]. <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, 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</p>



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				<p>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, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>



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RR-162	Vincent James Cartledge	Traffic	<p>6. The town of Wisbech is regularly log jammed centrally at the Nene River crossing due to lorry traffic accessing the Southern and Eastern aspects of the town from the A17 bringing traffic from Lincolnshire, from the A1 to the North and Nottinghamshire Newark and Grantham via A1 to the West. To the South of the Guyhirn roundabout the A141 is another single carriageway road that continues to Huntingdon, the A1 South, A14 East and West and M11 carrying a further influx of heavy commercial and holiday traffic from Cambridgeshire and beyond into and around Wisbech.</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 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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				<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]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p><u>Construction</u></p>



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				<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><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</p>



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RR-162	Vincent James Cartledge	Traffic	7. Apart from clear access issues and the concomitant logistical effects of these addition Heavy Goods Vehicle movements on top of those already cited above there is the impact that all	<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: 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</p>



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			<p>this has on the quality of life of residents and local businesses and the ease of residents and business owners, and employees own vehicular movements within, around, in and out of the town of Wisbech.</p>	<p>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 be secured by DCO Requirements and include:</p>



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				<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><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</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-162	Vincent James Cartledge	Alternatives	8. The proposed site and therefore the potentially toxic plume from the disposal process coupled with diesel and noise pollution from so many additional HGV movements is not only close to the Centre of this historic Fenland town, densely populated residential areas but is also in extreme proximity to several schools, nursery providers and food	<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;



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			<p>processors. Surely activities such as this should be first and foremostly sited: a. as close to the source of its raw materials as practically possible. b. In low density residential areas and certainly well distanced from schools, hospitals and primary food production and food processing facilities. c. In a location well serviced with regards to road infrastructure and ideally transported primarily by rail. d. Not within the immediate environs of a market town and residential areas. It would appear Wisbech is a victim of the low cost of its non -agricultural land and its small voice within the County and Country coupled with the attitude of its own County towards it. It has been damaged so much by the lack of investment in accessibility with no rail link despite a population of 30,000 and despite a huge deficit in accommodation in</p>	<ul style="list-style-type: none">• 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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			<p>the more affluent areas of the County such as Cambridge and a clear lack of investment in the highways in Fenland and West Norfolk. I urge decision makers to avoid placing yet another nail in the coffin of an already battered and weary Wisbech. Sincerely Dr Vincent Cartledge MA. BSc Vet MB MRCVS - resident</p>	
RR-163	Louise Cater	Climate Change	<p>A report done by dispatches recently concludes: Despite the cases put forward for waste incineration, the report illustrates why incineration cannot be considered a 'green' or low carbon source of electricity, especially over a 15-year window. In fact, it tells us that incineration will become more carbon-intensive than landfilling in the UK by 2035 as well as a major source of toxic air pollution. Reference ClientEarth Zero Waste Scotland (ZWS) has published a report</p>	<p>EfW is the generation of partly renewable electricity and/or usable heat from non-recyclable waste. The EfW CHP Facility provides an option for the management of residual waste, remaining after the removal of recyclables, which moves the management higher up the waste hierarchy than the alternative 'without Proposed Development' scenario where waste is sent to landfill. The Proposed Development would recover useful energy in the form of electricity and steam from over half a million tonnes of non-recyclable (residual), non-hazardous municipal, commercial and industrial waste each year.</p> <p>It is acknowledged that as a standalone entity the Proposed Development results in</p>



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			<p>highlighting the negative climate impacts of the energy-from-waste (EfW) process of energy generation. The climate change impact of burning municipal waste in Scotland measured the impacts of burning municipal waste in six of Scotland's EfW plants in terms of carbon intensity and greenhouse gas emissions. This study finds that the carbon intensity of the country's EfW plants was twice as high as the UK national grid average, which it says contradicts any claim that it can be considered a low-carbon technology. REFERENCE Iain Gulland, chief executive of Zero Waste Scotland YOUR CLAIMS OF MORE ENVIRONMENTALLY FRIENDLY ENERGY ARE BASED ON A PERIOD OF CARBON INTENSIVE ENERGY USE AND NOT BASED ON OUR CURRENT PLANS TO DRASTICALLY</p>	<p>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 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</p>



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			REDUCE CARBONISATION. SO YOUR CLAIMS ARE BOGUS AND PUT THE GOVERNMENT'S PROMISE TO BE CARBON NEUTRAL IN DOUBT!!!	<p>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 states that waste sector emissions can be reduced by 75% from today's levels), the Proposed Development will have a beneficial impact equivalent to – 67tkCO₂e</p> <p>The Applicant has completed additional sensitivity analysis considering the gradual decarbonisation of the UK Grid and the potential impact on the assessment of avoided emissions (see Appendix 9.2C (Part 9)). This additional sensitivity analysis for lifetime grid mix decarbonisation shows that GHG emissions will still be lower in the 'with Proposed Development' case compared to the 'without Proposed Development' case, albeit at a reduced scale.</p>
RR-164	Karen Scott Champion	Environmental	There would also be a considerable cost in ensuring that the Environment Agency were properly resourced to monitor and enforce current / future regulations governing this type of plant.	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 and confirmed it will be prioritised to enable parallel tracking with the DCO Application. The EP will set the emission limits for the



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				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.
RR-164	Karen Scott Champion		Please ensure that due to Wisbech being close to parts of Lincolnshire and Norfolk that these Counties are given full consultation on the proposed facility.	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] . Full details of the Applications statutory and non-statutory pre-application consultation are reported in the Consultation Report (Volume 5.1) [APP-018] .
RR-164	Karen Scott Champion	Socio-economic	Both Wisbech and Kings Lynn have areas of deprivation and poor	The environmental impacts of the Proposed Development including those that could affect local residents and businesses, such



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			education and health outcomes compared to the more affluent areas of their respective counties.	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 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 whilst ES Chapter 16 Health (Volume 6.2) [APP-043] establishes the baseline pertaining to health. The Proposed Development will create new jobs during its construction and operation. The Applicant has committed to supporting the 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-164	Karen Scott Champion	Traffic	The road infrastructure is poor and the few trunk roads are well beyond their expected capacity, a situation exacerbated by seasonal holiday traffic drawn by a wonderful	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



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			<p>coastline. At peak traffic the network of poor quality fen c roads are punished by traffic pushing around accidents or traffic jams which has an impact on farm traffic at peak season.</p>	<p>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 be secured by DCO Requirements and include:</p>



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				<p>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><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</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-164	Karen Scott Champion		Please learn from Cambridgeshire's experience with the Landbeach waste facility. They talked a good talk but subsequent commercial companies running the facility had regular accidental fires and other issues whilst mismanaging the plant	Comment noted. However, the Applicant are not involved in the landbeach waste facility.
RR-164	Karen Scott Champion	Environmental	Please refuse this application on traffic,	The maintenance of the local road network is the responsibility of Cambridgeshire County



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			damage to road infrastructure and health.	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. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013] . 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.
RR-165	Amanda Channing	Traffic	Roads and infrastructure	The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013] .



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

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RR-165	Amanda Channing	Traffic	Roads and infrastructure	<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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				<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-166	Ruth Chaplain-Barton	Environmental	I urge you to look very carefully at this scheme and the hugely negative impact it will have on the community	The environmental impacts of the Proposed Development during both its construction and operation are reported within the Environmental Statement Volumes 6.2-6.4



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			of Wisbech and the surrounding area, but more importantly to the future damage this scheme will have on the environment.	and summarised within the Non-Technical Summary (Volume 6.1) . Individual topics are assessed with mitigation in place and conclusions drawn as to the levels of significance. 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.
RR-166	Royal Mail Group Limited (Royal Mail Group Limited)	Climate Change	The world has currently come together at COP27 to look at global solutions to tackle climate change. it seems quite unbelievable that MVV Environmental Ltd are forging ahead with plans to build a 50 megawatt plant in Wisbech. The planned incinerator will result in high levels of harmful greenhouse gas emissions. In 2020 The Committee on Climate Change said: Achieving	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 EfW CHP Facility provides an option for the management of residual waste, remaining after the removal of recyclables, which moves the management higher up the waste hierarchy than the alternative 'without Proposed Development' scenario where waste is sent to landfill. The GHG assessment reports a net reduction in



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			<p>significant emission reductions in the waste sector requires a step-change towards a circular economy, moving away from landfill and incineration (and the associated methane and fossil CO2 emissions), and towards a reduction in waste arisings and collection of separated valuable resources for re-use and recycling. This applies at local, regional and national levels...Fossil emissions from energy from waste plants are growing rapidly (currently at 6.8 MtCO2e/yr), and will continue to do so in the near term... - Reducing UK emissions:2020 Progress Report to Parliament (Committee on Climate Change, 25 June 2020) Page 183</p>	<p>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 states that waste sector emissions can be reduced by 75% from today's levels), the Proposed Development will have a beneficial impact equivalent to – 67tkCO2e</p>



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RR-166	Ruth Chaplain-Barton	Air Quality	As well as the emissions from the incinerator being released into the air ...	<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>



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				<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]



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				<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-166	Ruth Chaplain-Barton	Traffic	As well as the ...there will will be pollution from the estimated 300 lorries a day bringing waste to the town. Much of the A47 that these lorries will travel along is single carriageway. In the summer months the A47 is heavily congested with cars making their way to the North Norfolk coast. The section of	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] 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>the A47 between the Begdale roundabout and B&Q roundabout Wisbech is regularly heavily congested with cars nose to bumper crawling along impacting on journey time for locals going about their daily business. This would be the route the lorries would take meaning air quality would be greatly compromised and congestion significantly worsened.</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: 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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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p><u>Operation</u></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-166	Ruth Chaplain-Barton	Landscape and Visual	<p>The scale of the planned incinerator will have a detrimental visual effect on the town of Wisbech which has a high concentration of listed buildings (231) With an enormous scale to the incinerator and a 95m chimney towering over the town it will be totally out of keeping and not in scale to anything in the local area. The landscape of the fens is very flat, there is nothing and will be nothing that could soften or detract from the enormous scale of the proposed incinerator dominating the town, the</p>	<p>The Landscape and Visual Assessment and the Historic Environment Assessment are reported in ES Chapters 9: Landscape and Visual (Volume 6.2) [APP-036] and 10: Historic Environment (Volume 6.2) [APP-037] respectively. They assess the potential for significant effects upon receptors including the townscape character within the centre of Wisbech and its conservation area and conclude that these would not be significant. 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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			skyline and the area, this will be seen from miles away.	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 highways, as reported in Tables 9.16, 9.17 and 9.18 of Volume 6.2 ES Chapter 9 Landscape and Visual [APP-036] .
RR-166	Ruth Chaplain-Barton	Environmental	Within 750m of the proposed site is Thomas Clarkson academy, the largest secondary school in the area. Within 2km there are 6 schools, the College of West Anglia Wisbech Campus, the North Cambs Hospital numerous areas of housing and much of the town centre. This surely makes the proposed site completely unsuitable.	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: <ul style="list-style-type: none"> • There is a need for additional residual waste treatment within the area;



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">• 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. 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]. They consider matters such as noise and air quality and identify local schools as sensitive receptors. They do not identify significant negative effects upon schools. 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.



Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-167	James Chase	Historic Environment	From someone who has lived in Wisbech all my life I cannot express enough how upset it makes me to think that this could happen. How can this be a good idea to build an incinerator in this small historic town?	<p>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 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-167	James Chase	Adequacy of Consultation	Please for once listen to the people who live here. Everyone I speak to, everywhere I look, all you	The Applicant provided the necessary information in accordance with the requirements of the Planning Act 2008 and associated regulations (including the



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			see and hear is No Wisbech Incinerator!	<p>Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 and the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 when submitting the DCO Application. 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>
RR-167	James Chase	Traffic	Our roads would not take the extra traffic. With A47 being the backbone of the east, money being spent east and west, wisbech once again is forgotten. One breakdown, one accident (which is extremely common on the A47 between wisbech and Guyhirn) our town becomes gridlocked. Adding more pressure on our neglected B	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 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			roads which were never built for heavy traffic.	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.
RR-167	James Chase	Air Quality	Along with the pollution this incinerator will cause, not only effecting wisbech but the surrounding villages too.	<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)</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>[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> <p>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-167	James Chase	Comment	King's Lynn did not want this project and I beg you, please do not force it into our town. Listen to those that live here. No Wisbech Incinerator	Comments noted.
RR-168	Joanne Chase	Environmental	Wisbech has seen a sad decline over the past years from what was a beautiful and thriving town, but hopefully it is not too late for things to improve and is still a lovely part of the country to live in. This incinerator is not in the best interests of this town, only to enhance its decline and the health of all residents.	The Proposed Development delivers project benefits. These are reported within the Project Benefits Report (Volume 7.4) [APP-075] .
RR-168	Joanne Chase	Environmental	Something like this should be constructed away from towns in a location with good road access where it will not impact on local communities. Shame on you if this is allowed to proceed.	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:



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. 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]. They consider matters such as noise and air quality and identify local schools as sensitive receptors. They do not identify significant negative effects upon schools. 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.



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				Therefore, development consent should be granted.
RR-168	Joanne Chase	Traffic	Who would want to live here if it goes ahead, a dumping ground for everyone else's rubbish, even more traffic congestion,....	<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><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, 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>



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-168	Joanne Chase	Human Health	Who would want to live here if it goes ahead, a dumping ground for everyone else's	HEALTH



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			rubbish, ..., health implications.	<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 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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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]; • 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-168	Joanne Chase	Comment	Shame on you if this is allowed to proceed.	Comments noted.
RR-169	Douglas Cheyne	Environmental	Hundreds of thousands of tonnes of non-recyclable municipal and 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 the health of	The environmental effects arising from the construction, operation and decommissioning of the Proposed development are assessed and reported in the Environmental Statement (Volumes 6.1-6.4) . The findings of the ES are then considered against national policy within the Planning Statement (Volume 7.1) [APP-091] which considers the outcome of the ES and assesses conformity with national and



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			constituents is worrying to say the least.	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.
RR-170	Robin Clapperton	Comment	No comments just now.	Comments noted.
RR-171	Stephen McGrath Clark	Environmental	If the government goes against all common sense, then the real motives must be suspect. Why... ..turn waste into CO2 and noxious gases ... pollute the air and land ... spend money on going backwards? Instead, we must... .. recycle ... reuse products and packaging ... find alternative uses for "waste" materials ... reduce manufacturing of waste ... reduce manufacture of non-recyclable materials ... be realistic in moving to sustainable power generation and storage	The Proposed development will only process waste that cannot be recycled and is instead often landfilled. In this way it moves the treatment of waste up the waste hierarchy. With regard to carbon emissions, these are 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 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



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				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.
RR-171	Stephen McGrath Clark	Environmental	The people have said "No" and their demands are... No autocratic imposition of unjustifiable policies	Comment noted.
RR-171	Stephen McGrath Clark	Environmental	There is also an opportunity cost of foregoing the use of the land and the money for civilised purposes.	Comment noted.
RR-171	Stephen McGrath Clark	Environmental	The real cost to the Nation and to the locality, both financial and ecological, is literally far more than its benefits.	The Proposed development deals with waste in a way that is more sustainable than the current approach which is to landfill. By burning the waste heat and electricity are produced. Section 4.2.5 of the Planning Statement (Volume 7.1) [APP-091] states: <i>"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</i>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-171	Stephen McGrath Clark	Biodiversity	The "Medworth" plan is ill conceived in several respects, and belies the government's ecological claims.	<p><i>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.</i></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 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,</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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 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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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) [APP-009].</p>
RR-171	Stephen McGrath Clark	Planning	I submit that, since this is not wartime, it is unconstitutional and irresponsible of the government to circumvent democracy and impose this horror by force.	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.
RR-171	Stephen McGrath Clark	Climate Change	There is a looming climate catastrophe.	<p>CLIMATE CHANGE:</p> <p>It is acknowledged that as a standalone entity the Proposed Development results in</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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 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.</p> <p>Therefore, GHG impacts of the Proposed Development will have a beneficial significant effect. The Proposed Development has net GHG emissions below</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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 states that waste sector emissions can be reduced by 75% from today's levels), the Proposed Development will have a beneficial impact equivalent to – 67tkCO₂e</p> <p>CARBON CAPTURE The Applicant's commitments to carbon capture are stated in Section 3.4.80, ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030]. Whilst the Proposed Development does not include carbon capture, to ensure that the Proposed Development can deliver future legal and/or policy requirements relating to carbon capture, the layout of the EfW CHP Facility Site has been designed to allow sufficient space for the plant and equipment for a Carbon Capture Storage facility, see Section 2.3.34 to 2.3.27 ES Chapter 2: Alternatives (Volume 6.2) [APP-029].</p> <p>To secure an ongoing commitment to reserve space for and if feasible develop carbon capture at the EfW CHP Facility Site, the Applicant intends to propose additional</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				DCO Requirements at the Examination phase.
RR-171	Stephen McGrath Clark	Comment	Members of the government would not allow such a monstrosity close to one of their own homes.	Comments noted.
RR-171	Stephen McGrath Clark	Air Quality	No to the serious impact on air quality	<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>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<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



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				<p>(CEMP) – secured by Requirement 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-171	Stephen McGrath Clark	Traffic	No to further road congestion	The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES



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				<p data-bbox="1368 276 1998 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 1998 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>



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].
RR-171	Stephen McGrath Clark	Property Prices	No to impact on our house values	<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>



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RR-171	Stephen McGrath Clark	Vibration	No to HGV damage to roads and house foundations	<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> <p>The environmental impacts due to vibration associated with the construction and operation of the Proposed Development have been assessed and reported in ES Chapter 7: Noise and Vibration (Volume 6.2) [APP-034]. This includes vibration from HGV movements associated with the Proposed Development.</p> <p>With regard to roads, maintenance of the road surface on the local highway network is the responsibility of the highway authority, and is outside of the control of the Applicant. The majority of roads proposed to be used by vehicles during the construction and operation of the Proposed Development already accommodate significant flows of</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>vehicles and the numbers of additional vehicle movements generated by the construction and operation of the Proposed Development are generally very low compared to existing flows. This is demonstrated by data on existing baseline, and anticipated future, flows of vehicles presented in ES Chapter 7 in Table 7.15 and Table 7.16.</p> <p>The potential for significant vibration effects due to HGV traffic was assessed and reported in ES Chapter 7, Section 7.9. Most vibration sensitive receptors, particularly dwellings, are set back a reasonable distance from the kerbside where vehicle movements are anticipated, and are located on routes where there are already significant flows of heavy vehicles. For these receptors, a slight increase in the numbers of heavy vehicles will not give rise to any significant vibration effects.</p> <p>For the one road link where a significant increase in heavy vehicles is anticipated, New Bridge Lane, recommendations have been made to avoid and reduce significant effects. A pre-construction building condition survey has been recommended for 2 New Bridge Lane, so that if any damage is caused by vibration then this can be identified and</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				rectified. The dwelling at 9 New Bridge Lane will be taken out of residential use to avoid significant noise and vibration effects during construction and operation.
RR-171	Stephen McGrath Clark	Socio-economic	Instead... If it is forced ahead ahead, full compensation to local authorities and also to local residents,	<p>The Applicant has developed an 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.
RR-171	Stephen McGrath Clark	Property Prices	Full compensation for reduction in house prices and its consequential effects	<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>



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				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.
RR-171	Stephen McGrath Clark	Traffic	Ongoing compensation for traffic delays Ongoing compensation for extra fuel costs.	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



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				<p>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]; • Operational Traffic Management Plan (OTMP) including route restrictions to



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				<p>reduce impacts to Wisbech Town and 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].
RR-171	Stephen McGrath Clark	Comment	Mr Sunak halted fracking... can he now halt this misbegotten project?	Comments noted.
RR-172	Linda Clarke	Environmental	Danger to Grade 1 soil	<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-172	Linda Clarke	Waste Need	Unnecessary	<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);



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				<ul style="list-style-type: none"> • 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: "<i>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.</i>" The NPS concludes that the ability of EfW (and biomass) to deliver predictable, controllable electricity is</p>



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				increasingly important in ensuring the security of energy supplies. Further details of the policy assessment are reported in the Planning Statement (Volume 7.1) .
RR-172	Linda Clarke	Human Health	Detrimental impact all round Danger to 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 (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,</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<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];



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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.
RR-172	Linda Clarke	Biodiversity	Danger to Wildlife	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 effects may occur. International and local ecological receptors have been assessed



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				<p>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 and enhance ecological connectivity in line with the Natural Habitat</p>



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				<p>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 to deliver BNG within Appendix 11M (Volume 6.4) [APP-009].</p>
RR-172	Linda Clarke	Drainage/ Flooding	Danger to Reservoirs	There are reservoirs are within the study area of the Proposed Development (ES



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RR-172	Linda Clarke	Drainage/ Flooding	Danger to Waterways	<p>Chapter 12: Hydrology (Volume 6.2) [APP-039].</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 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</p>



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				<p>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-173	Michael Clarke	Human Health	PROVEN health concerns	<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-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 Manager to engage and raise



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				<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.



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RR-173	Michael Clarke	Human Health	PROVEN health concerns	<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/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</p>



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				<p>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]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013];



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				<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 • Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.
RR-174	Richard David Clarke	Traffic	I am very concerned about the amount of extra lorry traffic that will congest the areas roads. I was brought up down Weasenham lane and have seen Boleness road/Algores way and this area get worse and worse over the last 45 years to the point of standstill EVERY	<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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			<p>day at either end of Weasenham lane. Surely enough is enough i.e. can it get any worse than gridlock. When checking this out don't just go down there and think we'll this isn't so bad, find out the local factories shifts and go down there 5 minutes after they finish. ie 5.55pm is ok 6.05 pm gridlock. And also when Thomas clarkson schooltime starts / ends Also take a look at the road repairs down weasenham lane which have just been done and think what the lorries would do to it as it is a very shoddy repair in my view. Our county seems to be at the bottom of the que for road repairs.</p>	<p>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 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><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</p>



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				<p>CTMP is secured by Requirement 11, 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-174	Richard David Clarke	Human Health	I still only live approx 3/4 mile from the proposed site and am concerned about my health [redacted] . And is building a site so close to several schools a risk to the children ? Who knows for sure.	<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</i></p>



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				<p><i>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]; • For the operational phase of the Proposed Development, the Applicant



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				<p>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];</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



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				safely and emissions are monitored to industry standards.
RR-175	Simon Clarke	Environmental	the incinerator is supposed to generate over 50 megawatts of power, meaning hundreds of thousands of tonnes of non-recyclable municipal and commercial and industrial waste will be brought to Wisbech each year. The impact a facility like this will have on the..., environment, is worrying.	The Proposed Development will burn residual waste which is waste that cannot be recycled and which is currently landfilled. The numbers of vehicles associated with its delivery is considered within 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.



Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-175	Simon Clarke	Socio-economic	the incinerator is supposed to generate over 50 megawatts of power, meaning hundreds of thousands of tonnes of non-recyclable municipal and commercial and industrial waste will be brought to Wisbech each year. The impact a facility like this will have on the local community, ...is worrying.	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 businesses and concludes, there will be not be significant negative effects.
RR-175	Simon Clarke	Human Health	the incinerator is supposed to generate over 50 megawatts of power, meaning hundreds of thousands of tonnes of non-recyclable municipal and commercial and industrial waste will be brought to Wisbech each year. The impact a facility like this will have on ... health of constituents is worrying.	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: “...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



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				<p><i>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]; • For the operational phase of the Proposed Development, the Applicant



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				<p>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];</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



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				safely and emissions are monitored to industry standards.
RR-175	Simon Clarke	Traffic	the incinerator is supposed to generate over 50 megawatts of power, meaning hundreds of thousands of tonnes of non-recyclable municipal and commercial and industrial waste will be brought to Wisbech each year. The impact a facility like this will have on ... traffic, ... is worrying.	<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>



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				<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><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, 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>



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RR-176	wayne clarke cowling	Traffic	How will access be gained to the site?	<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>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p>



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				<p data-bbox="1368 316 2002 826"><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, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p data-bbox="1368 868 2002 1342"><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>



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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-176	wayne cowling	clarke	Wisbech Railway	<p>will the use of trains be considered for transport of waste?</p> <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</p>



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				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-176	wayne clarke cowling	Traffic	will there be a new roundabout needed on the A47	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



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				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. Consequently there is no need for a further roundabout to accommodate the Proposed Development
RR-176	wayne clarke cowling	Environmental	What quantity of ash will be produced from the plant and how will this be disposed of?	<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 ACPr assuming a maximum waste throughput of 625,600tpa.</p>



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				Both IBA and APCr will be exported off-site for processing at suitably licenced facilities.
RR-176	wayne clarke cowling	Waste Need	what area will the waste be transported from for disposal at this plant?	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).
RR-177	Roy Henry Claxton	Traffic	Congestion caused by increasing vehicles using already inadequate roads.	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



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				<p>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-177	Roy Henry Claxton	Air Quality	...air... 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 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>



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				<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>



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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



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-177	Roy Henry Claxton	Noise	... noise pollution.	<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]. <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-178	Tony Clee	Traffic	<p>The proposed project will vastly increase HGV traffic used to supply waste and take away bottom and fly ash on a road infrastructure clearly unable to support it and often subject to road closures. It will be sited close to popular schools and increase the risk of accidents as pupils attempt to get to and away from school and need to use these same roads, particularly during construction.</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 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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				<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]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p>



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				<p data-bbox="1368 316 1998 786">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 data-bbox="1368 831 1509 863">Operation</p> <p data-bbox="1368 908 1998 1342">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>TEMPORARY ROAD CLOSURES</p> <p>In the event of road closures, like all road users, the Applicant would follow the Highways Authority route diversion(s).</p>



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RR-178	Tony Clee	Air Quality	It will have a detrimental effect on air quality, degrading residential and surrounding agricultural land.	<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>



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				<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]



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				<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-179	sarah cliss	Comment	I will be commenting once I have examined the information.	Comments noted. The DCO Application documents are available on the Planning Inspectorate website.
RR-180	Julie Coales	Dawn Traffic	Very concerned about the increase in the volume of traffic and the impact it will have on the 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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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 be secured by DCO Requirements and include:</p>



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				<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><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</p>



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				<p>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><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</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-180	Julie Coales	Dawn	Human Health	<p>Very concerned about how close the proposed sight is to residential areas, schools and hospitals and the impact on people's 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></p> <p><i>(https://www.gov.uk/government/publication</i></p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p><i>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> <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-181	James Coates	Landscape and Visual	I can not believe that such a project is even being considered for a rural area. It's sheer size is out of proportion with the surrounding landscape.	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



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				recreational routes and 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] . 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.
RR-181	James Coates	Traffic	The existing infrastructure will not cope with increased 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</p>



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				<p>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



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				<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].
RR-181	James Coates	Environmental	It is in a town with schools and homes too near by.	<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



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				<ul style="list-style-type: none"> A site free of environmental designations. 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]. They consider matters such as noise and air quality and identify local schools as sensitive receptors. They do not identify significant negative effects upon schools. 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.
RR-182	Diana Coe	Human Health	I strongly object to the proposed mega incinerator in Wisbech on grounds of the impact on the health of local residents and school children in the vicinity there will be many lorries servicing this plant as well as emissions noise and traffic	<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</i></p>



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			congestion in an area already busy with traffic.	<p><i>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 a range of mitigation measures



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				<p>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



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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.
RR-182	Diana Coe	Property Prices	<p>The proposed mega incinerator will send the town into a downward spiral affecting house prices detrimental in every way to a Georgian town.</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 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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				claim for compensation can be made under Part 1 of the Land Compensation Act 1973.
RR-183	Rachel Collins	Comment	Will update later	Comments noted.
RR-184	Robert Colwell	Air Quality	The local population are scared. They do not want this incinerator. The plume modelling suggests areas such as Roydon Common, Site of Special Scientific Interest, could be at risk. Neighbouring West Norfolk said no to incineration 10 years ago and would be impacted by any plume.	<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-185	Christine Cook	Traffic	<p>Traffic congestion is already a problem. There could be as many as 1 lorry every 11 minutes travelling through Wisbech to the site. This does not include staff vehicles or vehicles taking away ash waste.</p>	<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] 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</p>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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: 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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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 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><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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>CTMP is secured by Requirement 11, 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;



515 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">• Churchill Road (north of Elm High Road); and• Weasenham Lane (between Algores Way and Elm High Road). 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-185	Christine Cook	Human Health	The pollution from these vehicles would be detrimental to public 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 (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</i></p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p><i>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]; • For the operational phase of the Proposed Development, the Applicant



517 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>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];</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



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				safely and emissions are monitored to industry standards.
RR-185	Christine Cook	Property Prices	The value of property would be adversely effected. Prospective buyers would not consider buying a property in a congested, polluted area under the shadow of a 95 metre high chimney sticking up from the Fen landscape.	<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 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-185	Christine Cook	Human Health	The emissions/...from such an incinerator would create a health hazard that should not be inflicted on the population.	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:



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				<p data-bbox="1368 316 1998 898"><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 data-bbox="1368 943 1998 1377">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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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]; • 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 Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.
RR-185	Christine Cook	Odour	The .../smell from such an incinerator would create a health hazard that should not be inflicted on the population.	<p>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 CHP Facility will continue to be operated appropriately.</p> <p>The Applicant has prepared an Outline Odour Management Plan (Volume 7.11)</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>[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.</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-185	Christine Cook	Traffic	.the lorries carrying industrial and commercial waste would be close to pedestrians including children walking to school.	<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</p>



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				<p>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><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, 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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>(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) <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
				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-185	Christine Cook	Environmental	The location of the proposed site is completely wrong. It is in close proximity to homes, retail premises, gyms, clinics, offices, an eye clinic and is 750 metres from one of the largest high schools in Cambridgeshire.	<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. The environment



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RR-185	Christine Cook	Environmental	When future development of Wisbech is completed, the incinerator, if built, would be completely surrounded by homes, small businesses, retail areas, schools etc. The building may stop this future development. This proposed incinerator should be situated in a sparsely populated area away from centres of population.	<p>effects arising from the Proposed Development are reported within the Environmental Statement and summarised in the Non-Technical Summary (Volume 6.1) [APP-027]. They consider matters such as noise and air quality and identify local schools as sensitive receptors. They do not identify significant negative effects upon schools. Chapter 15 Socio-Economic, Tourism, Recreation and Land Use also considers the potential for effects upon other uses such as local businesses and concludes that negative effects would not be significant.</p> <p>ES Chapter 18 Cumulative Effects Assessment (Volume 6.2) considers the effects arising from the Proposed development in combination with other proposed developments. The list of other developments was submitted to and agreed with the relevant local planning authorities. The assessment considers the potential for combined effects across all of the individual topics reported within the ES and concludes that such effects should not be significant.</p>



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RR-186	Wayne Cook	Comment	<p>dear sir/madam/planning inspectorate: it will probably surprise you why I'm contacting you but its not what you think as you've probably had hundreds of responses regarding this matter but I just wanted to let you know where I am on this matter. I've done my research and i know most of the local people from my town are objecting to this incinerator being build but I for one don't object to this at all in fact I strongly believe we need it. And we need a alternative in how we dispose of our waste I don't believe anyone that opposes this have thought it through properly and some of there arguments are totally unjustified. The road infrastructure arguments there using are not valid has they have had years to sort this out but haven't as far as pollution being a issue they don't seem to have addressed the issue that</p>	Comments noted.



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			<p>something on this scale would have to be heavy regulated. Now don't get me wrong I'm not saying incineration is the complete answer to our waste problems but you have to have something else in place to complement the recycling issue which i believe this is a failed experiment on our local authorities were only a small island. And we are running out landfill space that we seriously need a alternative to our current situation and we seriously can't keep expecting other countries to keep on taking our waste its costing us alot of money and we really need to start taking responsibility of our own waste. Wisbech is in need of much needed jobs and I believe this can only improve things for Wisbech and not so much a blight on the town like most people of Wisbech are saying. So in all this letter is in support for MVV and my support for this</p>	



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			incinerator to come to Wisbech needs investment and i believe that is something MVV can provide plus the energy they can provide for the town & possibly the nation. date & time: Monday 31/10/2022 signed: Mr Wayne Cook.	
RR-187	William Cook	Environmental	The proposed incinerator would be being built in a residential area. Schools, food factories, a clinic and many homes are within close proximity. The increase in traffic would be detrimental to a healthy lifestyle for the residents of Wisbech.	<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;



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				<ul style="list-style-type: none"> • A brownfield site allocated for waste management; and • A site free of environmental designations. 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]. They consider matters such as noise and air quality and identify local schools as sensitive receptors. They do not identify significant negative effects upon schools. Chapter 15 Socio-Economic, Tourism, Recreation and Land Use also considers the potential for effects upon other uses such as local businesses and concludes that negative effects would not be significant.
RR-188	Susan Cooke	Comment	I will comment when I have looked at the plans	Comments noted. The DCO Application documents are available on the Planning Inspectorate website
RR-189	Ian W Cooper		The proposed incineration capacity is no longer required for the 30 year plant life. The additional cost of importing wastes to maintain the plant in operation means that the	The Proposed development is corporate funded, therefore does not require public money, see Funding Statement (Volume 4.2) [APP-016] .



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			plant will be uneconomic. At a time when we need to reduce costs, approving this plant would appear folly.	
RR-189	Ian W Cooper	Human Health	The toxic emissions and impact on the lives of local folks have been totally ignored with sub 2.5 micron emissions underestimated.	<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> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as,</p>



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				<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.
RR-189	Ian W Cooper	Climate Change	The emissions are also counter to the Net Zero aims of the UK as expressed at COP 27.	<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);



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				<ul style="list-style-type: none"> • National Policy Statement for Renewable Energy Infrastructure (EN- 3); and • National Policy Statement for Electricity Networks Infrastructure (EN- 5). <p data-bbox="1368 536 1998 1417">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: "<i>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.</i>" The NPS concludes that the ability of EfW (and biomass) to deliver predictable, controllable electricity is</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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 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</p>



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				<p>reduction in emissions ranging from between 0.004% to 0.03% for the 4th, 5th and 6th carbon budgets.</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. In 2050 when the UK net carbon budget is zero (and the Climate Change Committee states that waste sector emissions can be reduced by 75% from today's levels), the Proposed Development will have a beneficial impact equivalent to – 67tkCO₂e</p>
RR-190	Philip Cooper	Comment	... many more reasons not to have it here which will coment on at a later date	Comment noted.
RR-190	Philip Cooper	Traffic	A small town with bad roads. How anyone would build a incinerator right next to several schools.	<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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p data-bbox="1368 277 2002 970">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 1018 2002 1375">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><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</p>



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				<p>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><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</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-190	Philip Cooper	Air Quality	...How anyone would build a incinerator right next to several schools. Contamination of good farming land ...	<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.</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</p>



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				<p>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 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-191	Brodie Corbett	Kyle Air Quality	I would like to register that I am against this planning application on several grounds. 1) Air pollution. Not only are we having pollution from the actual incinerator but also from the extra transportation IE the 300 lorry's a day in and out of the plant.	<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-191	Brodie Corbett	Kyle Traffic	I would like to register that I am against this planning application on several grounds. 2) Our infrastructure	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] presents information on anticipated weekday



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			<p>Wisbech will not be able to cope with the huge increase of the volume of traffic that will be using our roads. Every other week we have issues around the weasenham lane area and this was surely increase with the prospect of 300 lorries a day a in addition to all the other traffic. We are having an additional 215 homes being proposed for my village Elm without the huge development which is under going planning application for along the Churchill road/ back of Morrisons. Our road infrastructure cannot cope now let alone with all the development plus 300 lorries a day.</p>	<p>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> <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</p>



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				<p data-bbox="1368 276 1998 1007">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 1050 1998 1414">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>



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				<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><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</p>



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				<p>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><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</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-191	Brodie Corbett	Kyle Property Prices	<p>I would like to register that I am against this planning application on several grounds. 3) My parents have worked so hard all their lives to finally be able to pay their mortgage off and own they own home out right. Obviously if this incinerator gets built then they will see they house value plummet and all their hard work will be in vain.</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</p>



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				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.
RR-192	Lisa Corbett	Property Prices	Obviously with the incinerator being considered to be built my house price will plummet.	<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 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</p>



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				claim for compensation can be made under Part 1 of the Land Compensation Act 1973.
RR-192	Lisa Corbett	Traffic	Roads will be clogged up even more with various lorries throughout the day. Where I live now it takes a good ten minutes to get through the traffic most days , imagine with 300 lorries a day being added into the mix. Also I have just [redacted] .	<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-033] and Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073].</p>



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				<p data-bbox="1368 316 1998 1305">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 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 1350 1998 1417">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].
RR-192	Lisa Corbett	Air Quality	Air quality will be affected and as someone who suffers	The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality



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			with their lungs it will be a detriment to me.	<p>(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 the bioaccumulation of, for example,</p>



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				<p>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] • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]



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				<p>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 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-193	Peter Thomas Corbett	Air Quality	I really am against this planned incinerator because 1) Air pollution. We live approx 2 and half miles away from the planned incinerator site. Not only smoke from the incinerator making the local area polluted but also the 300 plus lorries a day contributing to the poor air quality.	<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-193	Peter Thomas Corbett	Traffic	I really am against this planned incinerator because 2) We do not have the correct infrastructure to deal with all the extra traffic on the	HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES



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			<p>roads. This is planned to be built near to the main secondary school which already gets heavily congested. Also in this area approx another 200 homes are going to be built and within 1 and half miles in Elm there already planning being applied for another 215 homes. Our roads will not be able to cope with the extensive additional volume of traffic if the incinerator goes ahead.</p>	<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><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</p>



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				<p>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><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</p>



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				<p>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-193	Peter Thomas Corbett	Property Prices	I really am against this planned incinerator because 3) I have just finishing paying off my mortgage after 25 years and if this proposal goes ahead my house price will plummet. This means for the last 25 years of working hard and sacrificing a lot will be wasted as my house will lose a considerable amount plus will never be able to sell	<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>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			as who would want to move to an area with a massive incinerator just up the road	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.
RR-194	Raymond Denis Costen	Traffic	Severe increase in volume of traffic on already highly congested roads in 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 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</p>



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				<p>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



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				<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><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, 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]</p>



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				<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 restrictions that are described above. The</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013] .
RR-194	Raymond Denis Costen	Noise	Noise extra pollution to area near schools and homes.	<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]. <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-195	Mary Cowan	Environmental	Ridiculous proposal in the middle of a town	<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. 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]. They consider matters such as noise



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				and air quality and identify local schools as sensitive receptors. They do not identify significant negative effects upon schools. Chapter 15 Socio-Economic, Tourism, Recreation and Land Use also considers the potential for effects upon other uses such as local businesses and concludes that negative effects would not be significant.
RR-196	Robert Cowen	Comment	Nobody I know wants this kings Lynn didn't want it and we don't either. The local mp has all of a sudden gone quiet wonder why ? when he was all 4 abolishing it a few months ago I would like to hear from him as he is the one working on our behalf?	Comments noted.
RR-197	Bradley Cox	Human Health	1. Health implications for people working and living within Wisbech.	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: <i>"...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from</i>



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				<p><i>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 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



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<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.
RR-197	Bradley Cox	Traffic	2. Increased traffic and congestion on roads which are already over crowded and in appalling state of repair.	<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 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><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, 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</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>



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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-197	Bradley Cox	Traffic	3. Increased traffic on the industrial estate which is already dangerous due to the lack of lorry parking for Wisbech cold food store ! (a lorry park would be far more suited 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 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</p>



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				<p data-bbox="1368 277 1998 895">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 943 1998 1302">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="1368 1310 1998 1414" style="list-style-type: none">• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff



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				<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><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</p>



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				<p>CTMP is secured by Requirement 11, 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-197	Bradley Cox	Socio-economic	4. No prospect for increasing the employment rate in an area with already low employment.	<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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RR-197	Bradley Cox	Property Prices	5. Decreased property value and future investment potentials decreased due to the undesirability brought to the area by this proposal.	<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 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-197	Bradley Cox	Historic Environment	6. This is a historic Georgian town! Not some huge industrial city where this would be required.	<p>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</p>



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				<p>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 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-197	Bradley Cox	Socio-economic	7. Impacts on businesses locally with increased congestion reducing footfall in a town already struggling to survive.	<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</p>



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				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 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-197	Bradley Cox	Air Quality	8. Increased air pollution from the addition of the transport vehicles coming to deposit waste.	<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,</p>



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				<p data-bbox="1368 276 1998 456">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>



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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].



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RR-197	Bradley Cox	Socio-economic	10. The proposed site is within a mile of local food production plants, therefore the potential risk of increased vermin (rats/mice) is likely to drive these places to relocate to ensure hygiene standards therefor decreasing the local employment rate even further.	ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-029] paragraph 3.5.47 states that monitor and control pests, insects and vermin, specialist firms will be contracted to undertake regular inspections of the EfW CHP Facility Site. Bait boxes will be maintained around the perimeter of the EfW CHP Facility if required.
RR-197	Bradley Cox	Environmental	9. The proposed site is within a mile of a local secondary school and college directly impacting the health and wellbeing of children in the local and surrounding areas.	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: <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;



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> • Good access to the strategic road network; • A brownfield site allocated for waste management; and • A site free of environmental designations. 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]. They consider matters such as noise and air quality and identify local schools as sensitive receptors. They do not identify significant negative effects upon schools. Chapter 15 Socio-Economic, Tourism, Recreation and Land Use also considers the potential for effects upon other uses such as local businesses and concludes that negative effects would not be significant.
RR-198	Anne Craw	Traffic	Unacceptable increase in traffic on already overcrowded roads, where there is already congestion and sink holes . Regular accidents on the A47 causing major delays. Houses already shaking due	<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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			to traffic as built on reclaimed land.	<p>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><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</p>



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				<p>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><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</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> <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
				The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013] .
RR-198	Anne Craw	Noise	Increase in noise pollution.	<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"> • 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>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-198	Anne Craw	Air Quality	Increased pollution from traffic during construction.	<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> <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].
RR-198	Anne Crow	Landscape and Visual	Total blot on the landscape.	<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. (KW comment - think this has been added to the wrong entry).</p> <p>The landscape and visual effects are reported in Volume 6.2 ES Chapter 9</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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 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]. 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>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-198	Anne Crow	Socio-economic	No employment for locals as specialist jobs.	<p>The Applicant is committed to working with the local community to deliver local employment, an approach undertaken at MVV'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>
RR-198	Anne Crow	Waste Hierarchy	Does not conform to governments greening policy.	<p>The Proposed Development is consistent with national policy. NPS EN-3 Renewable Energy Infrastructure classifies waste combustion as renewable energy. This is because the waste is burnt to create energy in the form of electricity and heat in the case of the Proposed Development. Treating</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				waste in this way also moves it up the waste hierarchy away from landfilling. This is also consistent with government policy. ES Chapter 14 Climate (Volume 6.2) [APP-041] assesses the emissions created during the construction and operation of the Proposed Development and compares them against the current baseline conditions where waste is landfilled. It concludes that 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.
RR-198	Anne Craw	Socio-economic	Negative impact on economy and prosperity of a town already considered deprived.	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.
RR-198	Anne Craw	Socio-economic	Negative impact on farmers and the local economy from pollutants in the air. We are	The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			an integral part of the food chain in the uk.	<p>(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 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)) 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</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>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-198	Anne Crow	Air Quality	Not enough checking as admitted by MMV on what comes out of the chimney.	Support the local supply chain.
RR-198	Anne Crow	Property Prices	Negative impact on house prices, who wants to live looking at an enormous chimney.	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



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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-198	Anne Craw	Environmental	Vicinity to schools and housing unacceptable.	<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;



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. 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]. They consider matters such as noise and air quality and identify local schools as sensitive receptors. They do not identify significant negative effects upon schools. Chapter 15 Socio-Economic, Tourism, Recreation and Land Use also considers the potential for effects upon other uses such as local businesses and concludes that negative effects would not be significant.
RR-199	Bettina Croft	Human Health	Now, at[], and a [] for most of my life, I feel that the younger people of this	To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			<p>country cannot be made to suffer the air pollution that this burning of noxious waste materials will bring to the younger generations in our area. We Senior Citizens have faced, endured and fought through World War II in order to look after and save from extinction our vulnerable future generations. It is imperative that the unnecessary release of poisonous substances to be unleashed on children's and adults' respiratory functions be abandoned as it is too dangerous. It is also unbelievable that people in charge are not caring enough to look after the health and safety of future generations. Please make sure you reconsider and place this monstrosity elsewhere!</p>	<p>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/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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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]; • 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 • Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.
RR-199	Bettina Croft	Alternatives	<p>...There is at present plenty of open land available for the siting of this project which should be used as a site instead...</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;



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none">• 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-100 – RR-199** have been provided in this document and were submitted to the ExA for Deadline 1 (10 March 2023).

