

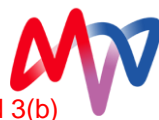
Medworth Energy from Waste Combined Heat and Power Facility

PINS ref. EN010110
Document Reference: 9.2
Revision: 1
Deadline: 1
March 2023



Applicant's Comments on the Relevant Representations – Part 4 Other Interested Parties and 3(b) Statutory Parties – Relevant Representations RR-200 – RR-299

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1. Introduction

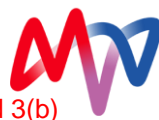
1.1.1 The Applicant (Medworth CHP Limited) submitted an application for development consent to the Secretary of State on 7 July 2022. The Application was accepted for examination on 2 August 2022. The Examination of the Application commenced on 21 February 2023.

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;**
 - **Part 4: Representations RR-200 – RR-299** (this volume);
 - **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



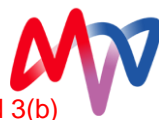
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- **Volume 9.2 Applicant's Comments on the Relevant Representations – Part 9 Appendices;** comprising of documents produced to support the Applicant's comments on the relevant representations.

1.1.5 This document **Volume 9.2 Applicant's Comments on the Relevant Representations – Part 4 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-200 – RR-299** are set out in **Table 2.1** below.



Table 2.1 Applicant's Comments on relevant representations RR-200 – RR-299

Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-200	Susan Joy Crown	Traffic	The increased traffic will overpower our infra structure.	<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 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



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]</p> <ul style="list-style-type: none"> • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013].
RR-200	Susan Joy Crown	Air Quality	The air pollution has yet to be proven to be beneficial to the population of this 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>



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 (CEMP) – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013] • Fire Prevention Plan – secured by • 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



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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-200	Susan Joy Crown	Environmental	The proposed site is far too close to homes, schools and businesses.	<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 and air quality and identify local schools as sensitive receptors.



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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>
RR-201	Patricia Anne Cuthbertson	Traffic	<p>Complete lack of infrastructure to support the transportation of waste Wisbech is gridlocked most of the time anyway.</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 Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated</p>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none">• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013];• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and• Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation</p>



Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				<p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road). <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-201	Patricia Anne Cuthbertson	Comment	Huge majority of the population of Wisbech are opposed to the incinerator, please listen to the locals of this small Georgian town.	Comments noted.



Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-201	Patricia Anne Cuthbertson	Environmental	Totally ludicrous to have an incinerator in the centre of this small Fenland town next to a school and food storage plant.	<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 (including for example the local food plants in Wisbech); • 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.



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-202	Charles Cutler	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-203	Diane P Cutler	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-204	Christopher Dallison	Air Quality	The prevailing winds in this area are south westerly and so airborne pollutants will be carried to and dropped on our area: Wisbech is the wrong place for an incinerator - if an incinerator has to be built, somewhere should be chosen where the pollutants could fall on the sea?	<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 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 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-204	Christopher Dallison	Waste Hierarchy	But, in these days of better waste separation/recycling/reuse are more incinerators really required?	<ul style="list-style-type: none"> • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013]. <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 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>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<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; • 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-204	Christopher Dallison	Comment	I understand that Norfolk County Council, King's Lynn and West Norfolk Borough Council, Cambridgeshire County Council and Fenland District Council, have objected to the building of this incinerator. Norfolk County	Comments noted.



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			Council have unanimously passed a motion tabled at County Council against the incinerator in May 2022.	
RR-205	Lee Dalton	Environmental	Nobody wants a massive incinerator on their doorstep, it's ugly, smelly, and a huge source of CO2. However, as a nation we have a duty to deal with our own waste, rather than continue shipping it abroad for developing countries to handle. If this development is adequately managed, and the heat from the plant is given away for free to local properties (the electricity should be sold to the grid at the same rates any other input receives (4.1p/kWh for my solar excesses), then I see no issue with the development. But it should benefit local residents with free heating, as that is a largely useless and wasted resource otherwise. Naturally the usual stipulations around improvement to roads and infrastructure to compensate for the increased traffic should be a condition of any planning consent. As well as controls on the radius of any waste that is shipped to the site.	Comment noted. The Applicant's intention is to export heat to local businesses to ensure that this is not wasted, with the electricity generated either also supplying local businesses or being fed into the national grid via the Walsoken Substation.
RR-206	Travers Dann	Traffic	This project is unacceptable for a number off reasons 1. Huge increase in lorries carry waste,	HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			<p>further increasing congestion, pollution and noise, which is already at a unacceptable level. The road cannot handle such a increase in heavy vehicles as the roads already suffer from pot holes and increasing sinkholes as the area is built on reclaimed marshland. Our house already shakes from lorries passing by.</p>	<p>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 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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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>Construction</p> <p>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p>



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



Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-206	Travers Dann	Air Quality	This project is unacceptable for a number of reasons 2. Pollution is proven to come from such incineration plants and the proposed project is very close to a large secondary school and numerous housing estates. Why is such a project being proposed to be built right in the middle of the town, when there are thousands upon thousands of acres of empty land with far better main road access for vehicle in 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), 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.</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> • Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and 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-206	Travers Dann	Climate Change	This project is unacceptable for a number of reasons 3. Such plants are not eco- friendly and goes	NATIONAL POLICY: National policy relevant to the determination of the DCO for the Proposed Development is stated in the following documents:



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			<p>against the supposed governments greening policy</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].</i>" 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).</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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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 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 – 67ktCO₂e.</p>
RR-206	Travers Dann	Socio-economic	This project is unacceptable for a number of reasons 4. Such proposals will not bring any significant employment	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



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			<p>opportunities and the cons far outweigh any pros. Such project would have a very negative impact on the economy of the town, making Wisbech a place where people will not wish to live.</p>	<p>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. 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> <p>Section 3.8.57, ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030] highlights, there are likely to be around 700 construction personnel from a range of disciplines. During the peak periods of construction for all elements of the Proposed Development, there would likely be up to 500 construction personnel present on-site at any one time. The Applicant is committed to working with the local community to deliver local employment, an approach undertaken at MVA's other UK facilities. These benefits are set out in the Outline Employment and Skills Strategy (Volume 7.8) [APP-099] which has been developed in consultation with Norfolk County Council and includes the following proposals:</p> <ul style="list-style-type: none"> • A waste education programme and support for higher and further education establishments, including STEM support;



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> • Apprenticeships, Internships and work experience/placements. • Local employment during construction and operation; and • Support the local supply chain.
RR-207	Alexander Daniel	Socio-economic	the impact on this for Wisbech will further the inequalities our area has in the county,	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. In reaching these conclusions tyhe Chapter includes for the identification of baseline conditions within the Study Area that includes Wisbech. This baseline identifies the current social and economic performance of the town including the levels of deprivation pertaining to it.
RR-207	Alexander Daniel	Wisbech Railway	removing the chance for a rail connection and confirming us as the regions dump for waste	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



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				Development (Volume 6.2) [APP-030] provide further details.
RR-207	Alexander Daniel	Waste Need	and confirming us as the regions dump for waste	The WFAA (Volume 7.3) [APP-094] has assessed both the local/ regional requirement for the Proposed Development as well as the national need. This has concluded that there is insufficient residual waste management capacity available to ensure that non-recyclable waste can be managed as far up the waste hierarchy as possible (i.e., diverted from landfill) and in a manner which complies with the proximity principle (i.e., treating waste as close as possible to its point of arising). Whilst this latter point is especially relevant for the significant quantities of residual waste that are presently exported from England for management via EfW in mainland Europe, it is also relevant in terms of the waste that is presently exported from the East of England region for final disposal.
RR-208	Barrie Darville	John Comment	Do not want incinerator in Wisbech	Comments noted.
RR-209	Mark Davenport	Socio-economic	Interested in the potentials the project brings to the town, district and county, and the issues such a development raises	The Applicant notes that the Relevant Representation recognises the potential economic benefits of the Proposed Development. The Applicant proposes to implement the Outline Employment and Skills Strategy (Volume 7.8) [APP-099] which is secured by Requirement 21, Schedule 2, Draft DCO (Volume 3.1) [APP-013] . It also proposed to implement the Outline Community Benefits Strategy (Volume 7.14) [APP-105] .
RR-210	David John Davey	Traffic	I wish to bring to your attention the total pollution that will be caused by transporting the rubbish to the incinerator from all over Norfolk	HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			<p>along with the horrendous traffic congestion that this additional transport on Norfolk and Cambridgeshire roads will cause. The current highways infrastructure is totally inadequate for this additional traffic.</p>	<p>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 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>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 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];



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-211	Colin Davies	Air Quality	I have concerns regarding air pollution, both with CO2 and particulate matter. The fly ash will be toxic and require special landfill sites.	<p>Incinerator bottom ash is an inert, non-hazardous, by-product of the combustion process. It will be removed and sent to a licenced facility for recycling, where the ferrous and non-ferrous metals will be removed and the remainder processed by size for use as secondary aggregates, thereby negating the requirement to quarry for virgin aggregate.</p> <p>The Air Pollution Control Residues (APCr) are stored in sealed silos and collected in sealed containers, then transported to a fully licenced facility for treatment and disposal. Typically APCr represents 2%- 3% of the input weight of waste delivered to the facility for thermal treatment. The Applicant, together with other companies in the industry, are actively investigating the potential to recycle the APCr for use in construction and civil engineering projects.</p> <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).</p> <p>Section 3.5.42 to 3.5.46, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>030] describes the quantities and handling arrangements for Air Pollution Control residues (ACPr).</p> <p>Both IBA and APCr will be exported off-site for processing at suitably licenced facilities.</p>
RR-211	Colin Davies	Waste Need	The scale is far in excess of local requirements and the small amount of energy generated does not justify the massive impact on the environment.	The WFAA (Volume 7.3) [APP-094] has assessed both the local/ regional requirement for the Proposed Development as well as the national need. This has concluded that there is insufficient residual waste management capacity available to ensure that non-recyclable waste can be managed as far up the waste hierarchy as possible (i.e., diverted from landfill) and in a manner which complies with the proximity principle (i.e., treating waste as close as possible to its point of arising). Whilst this latter point is especially relevant for the significant quantities of residual waste that are presently exported from England for management via EfW in mainland Europe, it is also relevant in terms of the waste that is presently exported from the East of England region for final disposal.
RR-211	Colin Davies	Air Quality	The atmospheric pollution will have a serious adverse impact on the residents and tourist industry of West Norfolk due to the prevailing south-westerly winds.	The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078] and Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052] respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator 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-211	Colin Davies	Environmental	The electricity claimed to be produced by this facility could be generated by five 10 megawatt wind turbines with minimal pollution.	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.
RR-211	Colin Davies	Waste Hierarchy	This facility could reduce recycling rates as it will need more fuel than	One of the guiding principles, that underpins national and local waste management policy of sustainable



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			that provided by non-recyclable material.	<p>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 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>



Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				<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; • 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-212	Elisabeth Davies	Environmental	<p>I disagree to the Wisbech incinerator being built in our town. I work directly near to where it will be, and traffic and congestion is bad enough with all the lorries coming in and out. I also live close by and this will be even more noisy and smell bad once built. Wisbech is not a dumping ground for an incinerator to be built.</p>	<p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment,</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic. 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 set the emission limits, including for odour. Compliance with the EP will be regulated and monitored by the Environment Agency.</p>
RR-212	Elisabeth Davies	Property Prices	I own my own house nearby and this will no doubt be a factor in the near future should I choose to sell up. Value will definitely be lower and with an incinerate nearby will not be a good selling factor for me or anyone else.	<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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				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-213	Maureen Therese Davis	Environmental	A facility of this size is totally unsuitable for this area and there are serious concerns that still haven't been addressed, such as the impact on the environment, traffic, and health of local residents.	<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]; • 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-213	Maureen Therese Davis	Traffic	I am strongly opposed to the proposed incinerator in Wisbech...This proposal will see over 300 lorry movements a day, bringing both household and commercial waste from up to a 2 hours' drive away, indeed, from places that have already rejected plans for such an incinerator to be built.	<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</p>



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



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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-213	Maureen Therese Davis	Adequacy Consultation	of I am strongly opposed to the proposed incinerator in Wisbech... There has been misleading information presented and the adverse effects have not been truly identified in the consultation documentation provided.	<p>The Applicant provided the necessary information in accordance with the requirements of the Planning Act 2008 and associated regulations (including the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 and the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. Having reviewed the matter of the adequacy of consultation, PINS accepted the DCO Application for the Proposed Development for Examination, see Notification of Decision to Accept Application [PD-001]. 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>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-213	Maureen Therese Davis	Comment	I am strongly opposed to the proposed incinerator in Wisbech.	Comments noted.
RR-213	Maureen Therese Davis	Traffic	This proposal will see over 300 lorry movements a day, bringing both household and commercial waste from up to a 2 hours' drive away, indeed, from places that have already rejected plans for such an incinerator to be built.	The Proposed Development seeks to move the treatment of waste up the waste hierarchy by removing it from landfill. Currently authorities such as Norfolk export much of their residual waste, for example to Bedfordshire, therefore it is not automatic that waste will be brought from a location of circa 2 hours distant to the EfW CHP Facility. The effects of delivering waste upon the local road network are considered and assessed in ES Chapter 6 Traffic and Transport (Volume 6.2) , [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073] . Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.
RR-213	Maureen Therese Davis	Adequacy Consultation	of There has been misleading information presented and the adverse effects have not been truly identified in the consultation documentation provided.	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



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. Having reviewed the matter of the adequacy of consultation, PINS accepted the DCO Application for the Proposed Development for Examination, see Notification of Decision to Accept Application [PD-001].</p> <p>Full details of the Applications statutory and non-statutory pre-application consultation are reported in the Consultation Report (Volume 5.1) [APP-018] and the accompanying appendices.</p>
RR-213	Maureen Therese Davis	Environmental	<p>I am strongly opposed to the proposed incinerator in Wisbech. A facility of this size is totally unsuitable for this area and there are serious concerns that still haven't been addressed, such as the impact on the environment, traffic, and health of local residents... It is ridiculous to consider building this incinerator so close to the largest school in the area.</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



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				<p>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.
RR-213	Maureen Therese Davis	Environmental	It is ridiculous to consider building this incinerator so close to the largest school in the area.	The EfW CHP Facility Site was allocated for waste treatment facilities in the previous Cambridgeshire and Peterborough Minerals and Waste Local Plan and is safeguarded as a Waste Management Area within the Development Plan adopted in 2021. The site is located within an industrial area south of the town centre. When considering a site, the Applicant identified '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 (including for example the local food plants in Wisbech); • 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-214	Carolyn Day	Traffic	<p>I object to the Super incinerator being built in Wisbech because. The roads in the area are not capable of supporting additional vehicles. At peak periods the Elm Hall roundabout already backs up in all directions, anything up to a mile, causing grid lock. The extra</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-</p>



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			lorries that would be needed to feed the plant the roads will not cope, causing the traffic in and out of Wisbech to come to a standstill.	<p>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> <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



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



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				<p>through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road). <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>
RR-214	Carolyn Day	Air Quality	I also have concerns for vehicle pollution that the lorries are going to create 24/ 7.	<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) [APP-035] includes detailed dispersion modelling, including traffic modelling, to predict potential impacts on human and ecological receptors. The assessment was undertaken considering Air Quality objectives for a series of pollutants including metals and particulate matter, set for the protection of human health and concludes the significance of effect is negligible.</p> <p>Where necessary, embedded mitigation is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated</p>



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				<p>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-214	Carolyn Day	Noise	Plus noise pollution, the lorries are going to pass sensitive residential areas.	<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



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				<ul style="list-style-type: none"> • Educational including the Thomas Clarkson Academy and Cambian Education Foundation • Businesses including those adjacent to the EfW CHP Facility, such as, Floorspan and Fountain Frozen <p>Where necessary, embedded mitigation is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. A full list of the embedded construction and operational environmental measures to be employed is reported in Table 7.40, ES Chapter 7: Noise and Vibration (Volume 6.2) [APP-034]. These measures include construction and operational management plans. Implementation of the management plans is secured by DCO Requirement and by the Environmental Permit:</p> <ul style="list-style-type: none"> • A Construction Environmental Management Plan (CEMP) (see Volume 7.12 [APP-103]), secured by Requirement 10, Schedule 2, Draft DCO (Volume 3.1) [APP-013]; and • Operational Noise Management Plan (see ES Appendix 7D: Operational Noise Management Plan (Volume 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-214	Carolyn Day	Traffic	We are already struggling with the roads that all the new housing is causing.	The Proposed Development seeks to move the treatment of waste up the waste hierarchy by removing it from landfill. Currently authorities such as



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				Norfolk export much of their residual waste, for example to Bedfordshire, therefore it is not automatic that waste will be brought from a location of circa 2 hours distant to the EfW CHP Facility. The effects of delivering waste upon the local road network are considered and assessed in ES Chapter 6 Traffic and Transport (Volume 6.2) , [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.
RR-215	Sara Dennis	Air Quality	I live within walking distance of the proposed plant, if the wind direction is right I will get any fumes from the plant.	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



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



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				<p>Plan (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-215	Sara Dennis	Noise	My place of work is along one of the proposed access roads to the plant alorges way, so we will be unable to sit outside in the summer because of theand the pollution from the plant at the end of the road	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:



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



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RR-216	Andrew Michael de WHALLEY	Waste Need	<p>1. Need: England is at incineration overcapacity. Defra statistics show that “Waste sent for incineration increased by 0.8 million tonnes (7.7 per cent) to 12.5 million tonnes in 2020/21 compared to 2019/20. It was the disposal method used for 48.2 per cent of all local authority waste.” However, The Circular Economy Package includes a target to recycle 65% of municipal waste by 2035 and measures to reduce the amount of waste sent to landfill or incinerated. Furthermore, in 2020, Defra reported “Of total residual waste from household sources in England in 2017, an estimated 53% could be categorised as readily recyclable, 27% as potentially recyclable, 12% as potentially substitutable and 8% as difficult to either recycle or substitute.” The government has pledged to leave the environment in a better condition for the next generation through eliminating avoidable plastic waste over the lifetime of the 25 Year Environment Plan, doubling resource productivity by 2050, and eliminating avoidable waste of all kinds by 2050. Means to realise Government ambition include: Household food waste to be collected separately by 2023 Extended Producer Responsibility</p>	<p>The WFAA (Volume 7.3) [APP-094] includes considerations around the availability of fuel should higher (65%) recycling targets be achieved. In this regard, the WFAA concludes that by 2030, it is predicted that even if the Government's ambitious combined recycling target of 65% for municipal and ‘municipal like’ commercial and industrial waste is realised, there would remain a minimum shortfall of 2.8 million tonnes of residual HIC capacity in the UK (rising to over 6 million tonnes if the Government's recycling target is undershot by 5%).</p>



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			(EPR) for packaging from 2024. Deposit Return Scheme in England, anticipated to launch in late 2024. Additional incineration capacity is incompatible with HM Government policy.	
RR-216	Andrew Michael de WHALLEY	Waste Need	2. Proximity Principle. UK ambition cannot meet incineration demands. Both Cambridgeshire County Council and Norfolk County Council have recorded their "in principle" objection to the Medworth proposal, so where will the waste come from? Will waste need to be imported during the lifetime of the plant? Is this consistent with the expectation that waste should generally be disposed of as near to its place of origin as possible?	Waste markets in the UK are directly influenced by a range of factors including waste type, availability of management capacity and government fiscal, waste management and planning policies. Whilst waste should be managed as close as possible to its point of origin, the complex range of influencing factors inevitably means there is a flow of material across the country (and beyond). In this context, it is important to recognise that the Proposed Development is likely to draw in waste from a wider area, than say, simply Cambridgeshire, and that over the life of the Proposed Development, the area from which it will receive waste material is likely to change. The local analysis of need has been based on the area that the Proposed Development is most likely to draw waste in from. This has been defined as an area approximately a 2-hour drive time from the Proposed Development. It is generally commercially viable to transport non-hazardous household, industrial and commercial waste from up to around 2 hours away, over 2 hours the haulage cost becomes increasingly expensive.
RR-216	Andrew Michael de WHALLEY	Climate Change	3. Carbon Emissions. The power generated by Medworth may be attractive to some at this time of energy need. However, that power is generated by the high calorie parts of the waste, that is to say the plastics fraction. KWt for KWt this	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.



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			<p>actually means that power generated this way produces more CO₂ than if coal was used furthermore the rest of the waste that is burnt at the same time but contributes little energy produces a huge amount of solid residual and airborne pollution. Mixed residual waste is a highly inefficient and polluting fuel. The CO₂ generated by burning 20 million tons of waste over 40 years will significantly contribute to global warming and not help the UK to meet its climate change undertakings/targets. The Fens are very susceptible to rising sea levels that are being and will be generated by global warming. Carbon Capture and Storage (CCS) is an emerging technology, currently considered highly inefficient and impractically expensive and is unlikely to be a viable prospect during the lifetime of the plant. Even if CCS was successfully employed, burying the waste CO₂, as well as the bottom ash and air pollution control residues, rather defeats the point of the process being supposedly preferable to landfill.</p>	<p>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 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 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</p>



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				<p>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>As stated in ES Chapter 14 (Volume 6.2) [APP-041] – Table 14.15: “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.” 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>
RR-216	Andrew Michael de WHALLEY	Human Health	<p>4. Health and wellbeing. The growing body of scientific, public health and medical research shows that PM 2.5 particles are a major public health issue should be of concern. PM 2.5s from incinerators are small pieces of unburnt carbon but have a wide range of other materials attached to them released from the weird mix of materials being burnt, Mercury, Cadmium, Arsenic, Lead, PCBs, Dioxins, Chrome etc. Such particles are very dangerous indeed. The real issue is will Medworth filter out these particles? The applicants say yes but the particle capture and release values are based on weight not particle number. If</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>“...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...”</p>



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			<p>nearly all the particles by weight are captured by filters even a small weight escaping represents a huge number of particles as they are each so very light weight! Emitted particles will accumulate in bodily tissues year on year for the 40-year life of Medworth. The official line of a well-run modern incinerator being of no significant risk to humans is in part based upon a London University study on incinerator particles which it turns out studied the large, relatively harmless pm 10 particles not the medically important PM 2.5s, which are typically unmonitored. The values for specific pollutants discharged to the air are shown as being within statutory limits. Consider the accumulation of toxic compounds as dioxins and elements such as cadmium in the soil, water, plants, animals and humans exposed to these and other products of the combustion of 20 million tonnes of waste over 40 years. The nearby Thomas Clarkson Academy, with 1,220 students, will be perceived as highly vulnerable to the adverse health effects as will nearby residents. Incinerators are often sited in areas of high deprivation, such as Wisbech, thereby masking their detrimental effects on health and wellbeing.</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]; • 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];



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RR-216	Andrew Michael de WHALLEY	Landscape and Visual	5. Landscape/Visual Influence. Fenland is flat countryside where large oppressive structures dominate the landscape. In particular, the 95m stack will be a much reviled and highly visible blot on the landscape causing significant loss of amenity.	<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 [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.</p> <p>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</p>



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				<p>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> <p>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-217	Ana Catarina Dias Lopes	Traffic	<p>I don't want this incinerator to be built; it is very close to my house, and I don't want ... the extra traffic. ... The other points are the town of Wisbech does not have the infrastructure to support all these lorries delivering tonnes of waste. Weasenham lane is a bustling road due to all the industrial facilities. The main supplies keep bursting down the road, needing constant repairing. A47 is already chaotic without the extra traffic, as it is mainly a single-lane road.</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.</p> <p>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]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction 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</p>



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				<p>town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road). <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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				<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-217	Ana Catarina Dias Lopes	Human Health	I don't want this incinerator to be built; it is very close to my house, and I don't want to be breathing the fumes The fumes of the burning waste will cause breathing diseases and premature 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>“...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...”</p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing,</p>



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				<p>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]; • 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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RR-217	Ana Catarina Dias Lopes	Property Prices	I don't want this incinerator to be built; it is very close to my house, Also, it will decrease the value of the home if one day I decide to sell it, as no one wants to live close to an incinerator.	<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-217	Ana Catarina Dias Lopes	Alternatives	Why can this incinerator not be built where there is easier access without being in a residential area?	Section 2.3.1 to 2.3.3 ES Chapter 2 Alternatives [APP-029] and ES Chapter 3 (Volume 6.2) [APP-030] explains the Applicant's reason for selecting the location of the Proposed Development, highlighting



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			Surely, there are other areas that can be built.	<p>the 'essential' and 'preferable' site selection criteria that were applied and suitably meet. In summary, the selection criteria included:</p> <ul style="list-style-type: none"> • There is a need for additional residual waste treatment within the area; • In close proximity to existing business that have a large heat and/or power demand; • A site of a suitable size to accommodate the EfW CHP Facility; • Good access to the strategic road network; • A brownfield site allocated for waste management; and • A site free of environmental designations.
RR-218	Owen Dobson	Traffic	Increased lorry traffic into town will be disruptive.	<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]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction 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</p>



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				<p>be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road). <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-218	Owen Dobson	Property Prices	Impact on property value in the area for homeowners.	<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-218	Owen Dobson	Waste Need	Why should Wisbech site an incinerator to burn waste from elsewhere?	<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</p>



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				<p>Proposed Development to treat residual waste within the region.</p> <p>ES Chapter 2: Alternatives (Volume 6.2) [APP-029] explains the Applicant's reason for selecting the location of the Proposed Development, highlighting the 'essential' and 'preferable' site selection criteria that were applied to the Proposed Development and suitably meet. In summary these are:</p> <ul style="list-style-type: none"> • There is a need for additional residual waste treatment within the area; • In close proximity to existing business that have a large heat and/or power demand; • A site of a suitable size to accommodate the EfW CHP Facility; • Good access to the strategic road network; • A brownfield site allocated for waste management; and • A site free of environmental designations.
RR-218	Owen Dobson	Environmental	Several schools in the near vicinity of incinerator site.	<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 (including for example the local food plants in Wisbech);



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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. 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-218	Owen Dobson	Environmental	Obvious environmental impact from incinerator.	<p>The environmental impacts of the Proposed Development during both its construction and operation are reported within the Environmental Statement Volumes 6.2-6.4 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.</p>



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RR-219	Susan Dockett	Julia Socio-economic	I think the proposal will cause significant damage to the economic and social environment of the town	The environmental impacts of the Proposed Development including those that could affect local residents and businesses, such as noise and odour, have been assessed and reported in the ES and summarised in the Non-Technical Summary (Volume 6.1) [APP-027]. ES Chapter 15: Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042] assesses impacts relevant to the topic on local residents and businesses and concludes, there will be not be significant negative effects.
RR-220	Margaret Donaldson	Diane Traffic	I strongly oppose the application of the incinerator for Wisbech. This is unsuitable for our town and area bringing many lorries in and out of Wisbech bringing waste from a distance of up to 2 hrs drive away. Our road around Wisbech are very busy without this extra traffic and roads are in bad repair already.	<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.</p> <p>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> <p>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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RR-220	Margaret Donaldson	Diane	Human Health	<p>There are many health concerns for people in this area and it would have an adverse impact on our agricultural area and food factories. Unfortunately our concerns have not been addressed or even answered by the company.</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>“...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...”</p> <p>The environmental impacts of the Proposed Development including those that could affect local</p>



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				<p>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]; • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013];



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.
RR-220	Margaret Donaldson	Diane Waste Hierarchy	Why would there be the need for this incinerator as there are so many across the country and the government policy is for better recycling and less packaging.	<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</p>



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



Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-220	Margaret Diane Donaldson	Environmental	It would be located very near our largest school and many 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 (including for example the local food plants in Wisbech); • 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.



Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-221	Alan Dougall	Human Health	Proposed Incinerator in Wisbech. From a personal perspective. This incinerator would have a detrimental effect on my health due to my health issues. The effect on the surrounding area from the increased particulates from the incinerator and the massive increase in pollution would be catastrophic. The real, or perceived, pollution effect on the surrounding food processing industry will be detrimental and may lead to its collapse.	<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 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.</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> • Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and 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-222	Kathy Dougall	Air Quality	The Proposed incinerator in Wisbech Cambs. I am extremely concerned about the increased	The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality (Volume 6.2)



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			<p>traffic pollution that will be caused by this project for Wisbech and the surrounding area, both from a personal prospective due to my respiratory health issues and from the perspective of a resident care concerned about the area....I am also concerned that the particulates released from such a large incinerator could impact on the health of all local residents and may influence the existing, and future plans, companies may have to process and pack food in this area. Food production and processing forms a major part of the area's economy.</p>	<p>[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, 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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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]; • 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-222	Kathy Dougall	Traffic	The Proposed incinerator in Wisbech Cambs. ... Wisbech is a small market town at least 45 mins driving time from any major arterial traffic routes therefore the added pollution caused by trucks will	<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
			outweigh any perceived reduction of pollution in avoiding landfill.	<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> <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



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and</p> <ul style="list-style-type: none"> Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the Efw CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the Efw CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road). <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>
RR-223	Paul Downham	Environmental	How can this be good for the environment if the waste is being driven hundreds of miles to this site.	<p>The environmental impacts of the Proposed Development including climate change impacts arising from the transportation of waste, have been assessed and reported in the ES Chapter 14 Climate Change (Volume 6.2) [APP-041]. Chapter 14 includes a greenhouse gas (GHG) assessment. The GHG assessment reports a net reduction in emissions of -2,570.80 kilotonnes carbon dioxide equivalent (ktCO₂e) in the 'with Proposed Development' scenario compared to a 'without Proposed Development' scenario. The assessment is based on assessing whether the Proposed Development would impede the UK in being carbon net zero by 2050, this being the UK position in terms of meeting international obligations to reduce carbon emissions. The assessment includes evaluation of emissions with respect to UK Government 5-year carbon budgets, indicating a minor reduction in emissions ranging from</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				between 0.004% to 0.03% for the 4th, 5th and 6th carbon budgets.
RR-223	Paul Downham	Traffic	I cannot see how the local infrastructure can cope with the increased traffic.	<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 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



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<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].
RR-223	Paul Downham	Odour	I am very concerned about the smell.	<p>The environmental impacts of the Proposed Development including those that could affect the local community, such as odour, have been assessed and reported in the ES and summarised in the Non-Technical Summary (Volume 6.1) [APP-027]. Where necessary, embedded mitigation is included within the design of the Proposed Development and ongoing operational 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 set the emission limits, including for odour.</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				Compliance with the EP will be regulated and monitored by the Environment Agency.
RR-224	Tanya Downham	Environmental	This should not be situated near busy town it does not make any logical sense.	<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 (including for example the local food plants in Wisbech); • 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. 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.



Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-224	Tanya Downham	Air Quality	I am concerned about the air quality deteriorating.	<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 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.</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> • Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013] • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013] • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013] • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and 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-224	Tanya Downham	Traffic	I expect to see traffic issues particularly on regular occasions when the A47 is closed and the	<p>HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			<p>traffic gets rerouted through the local villages.</p>	<p>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 plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013] • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013];



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation 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 In the event of road closures, like all road users, the Applicant would follow the Highways Authority route diversion(s).</p>
RR-224	Tanya Downham	Odour	I have spent a day inside a similar site and the smell was completely overwhelming.	<p>Within the enclosed tipping halls of EfW Facilities; odours maybe experienced, however 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</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.</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 set the emission limits, including for odour. Compliance with the EP will be regulated and monitored by the Environment Agency.</p>
RR-225	Anthony Dring	Human Health	Environmental and health impacted by the incinerator,	<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>“...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...”</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]; • 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-225	Anthony Dring	Traffic	increasing traffic through an already overloaded 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 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</p>



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				<p>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 • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013].
RR-226	Dorothy Duffy	Human Health	I don't think putting an incinerator in a built up area is a responsible thing to do. It will be too close to homes and schools and there is real concern what the resultant fumes etc will do to our 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>“...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links</p>



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



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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-226	Dorothy Duffy	Traffic	The surrounding roads are not equipped to take the increased amount of traffic. Our roads are congested enough with lorry traffic as it is.	<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</p>



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				<p>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 Requirement 10, Draft DCO (Volume 3.1) [APP-013] • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and



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



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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-226	Dorothy Duffy	Socio-economic	Why has Wisbech been chosen as a suitable site for this when Kings Lynn successfully rejected the project. It is a case of well it's going to go somewhere so we will shunt it up the road. We live in an area that is struggling with attracting new businesses to our high street and this proposed incinerator will further deter new business growth.	<p>Section 2.3.1 to 2.3.3 ES Chapter 2 Alternatives [APP-029] and ES Chapter 3 (Volume 6.2) [APP-030] explains the Applicant's reason for selecting the location of the Proposed Development, highlighting the 'essential' and 'preferable' site selection criteria that were applied and suitably meet. In summary, the selection criteria included:</p> <ul style="list-style-type: none"> • There is a need for additional residual waste treatment within the area; • In close proximity to existing business that have a large heat and/or power demand; • A site of a suitable size to accommodate the EfW CHP Facility; • Good access to the strategic road network; • A brownfield site allocated for waste management; and • A site free of environmental designations.
RR-227	Sarah Dunn	Traffic	Very disappointed we strongly oppose this as we have just bought a house in Wisbech and currently	<p>HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			<p>going through the process and this will be a terrible shame to have such lorries travelling in and out of our town</p>	<p>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 management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013] • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013];



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation 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 Weasenhams Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenhams 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-228	Kevin Durham	Traffic	Wisbech is a clean environment and needs and deserves to remain so . Our roads will not cope with the amount of extra traffic from this incinerator.	<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</p>



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



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road).



Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-229	Andrea Durling	Human Health	As an experienced factory operator, I know that systems such as filters and pumps and lines do break and this will mean almost certain pollution despite the limits set, these will get breached and this is my serious worry as I struggle with asthma and breathing.	<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>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>“...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...”</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</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 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



111 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"> Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.
RR-229	Andrea Durling	Environmental	I would like to strongly object to the proposed project on the basis of it polluting the environment, poisoning our air and water.	<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 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)</p>
RR-230	Karen Durrant	Traffic	The increased traffic on the surrounding roads.	<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</p>



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				<p>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 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



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

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



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

Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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-230	Karen Durrant	Human Health	The impact on people's health especially children as the proposed site is not far from schools and homes. The effect on air quality. The size of the project in a small town.	<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>“...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...”</p> <p>The environmental impacts of the Proposed Development including those that could affect local</p>



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				<p>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]; • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013];



Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-231	Nigel Dyer	Traffic	The road structure in Wisbech and surrounding area cannot support the hundreds of extra HGV movements involved with the building and operation of this project.	<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. <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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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]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction 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</p>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none">• A1101 north of A47 Elm Road roundabout;• Churchill Road (north of Elm High Road); and• Weasenham Lane (between Algores Way and Elm High Road). <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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Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-231	Nigel Dyer	Property Prices	The project location is too close to residential areas and will have an adverse effect on ... and house prices.	<p>As part of the assessment undertaken in ES Chapter 15: Socio economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042] the Applicant reviewed the local housing market. The review shows that house prices within the Study Area have been increasing. The review shows that house prices within the Study Area are lower than the county and national averages.</p> <p>House prices are driven by a range of factors and it is considered generally that the Proposed Development would not by itself decrease house prices 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-231	Nigel Dyer	Environmental	The project location is too close to residential areas and will have an adverse effect on living conditions...	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 and it is not allocated as a site for residential development within the Fenland Local Plan 2014. The emerging Fenland Local Plan 2022 identifies the site as a waste management area and established employment area with part of the frontage to New Bridge Lane for Employment/Non-residential development. 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
RR-232	Albert Eaglen	Edward	Air Quality	Health reasons. Not all particles or gases are captured or monitored by filters in the chimney stack. With prevailing winds particulates will descend on King's Lynn.
				<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 (including for example the local food plants in Wisbech); • 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 on sensitive receptors such as local 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.



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



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>Plan (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-232	Albert Eaglen	Edward	Waste Hierarchy	<p>Waste can, and should be , reused or prevented..</p> <p>One of the guiding principles, that underpins national and local waste management policy of sustainable waste management is the concept of a hierarchy of waste management options (waste hierarchy), where the most desirable option is not to produce the waste in the first place (waste prevention) and the least desirable option is to dispose of the waste with no recovery of either materials and/or energy i.e., landfill. Between these two extremes there are a wide variety of waste treatment options that may be used as part of a waste management strategy to recover materials.</p>



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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.</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. 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;



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> • 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-232	Albert Eaglen	Edward	Comment	<p>All the Statutory Consultees, Norfolk County Council, King's Lynn & West Norfolk Borough Council, Cambridgeshire County Council and Fenland District Council, have objected. I make similar objections to all those objections for a similar proposed plant in King's Lynn which was rejected</p> <p>Comment noted. However, the Applicant were not involved in the King's Lynn incinerator proposal.</p>
RR-233	Paul Edward Eden	Environmental	<p>An Energy from Waste Combined Heat and Power Facility is a power station. That point seems not to have been made clear. Removing waste is a useful by-product of what it does, since it is a power station fuelled by waste rather than coal, gas or oil. How is building a power station on what today is the outskirts of a small town, but tomorrow may well be the middle of a developing settlement, in any</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. 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
			<p>way sensible or forward-looking? If the facility is built, Wisbech will live with it for at least 50 years. Right now, we can already see national and global attitudes towards waste, emissions and power generation changing. Building a power station that relies on burning anything to generate electricity now is akin to buying a new film camera just as the digital era began, it's Betamax to VHS... a poor, short-sighted decision taken at the wrong time.</p>	<ul style="list-style-type: none"> • In close proximity to existing business that have a large heat and/or power demand (including for example the local food plants in Wisbech); • 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 <p>A site free of environmental designations. 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>
RR-233	Paul Edward Eden	Climate Change	<p>So far as I am aware, there is no plan to offset the facility's carbon emissions. Ensuring carbon-neutral operations for any new infrastructure is imperative. The idea that infrastructure with a 40-year operational lifespan should even be considered without an assurance of carbon neutrality is unthinkable.</p>	<p>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>



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				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 DCO Requirements at the Examination phase.
RR-234	Adam Edgeley	Human Health	I am extremely concerned with the effect of the development on our health, especially as there is a large secondary school very close to the proposed development site	<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>“...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...”</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]; • 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



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				emissions are monitored to industry standards.
RR-235	Andrew James Edgeley	Comment	No comments yet	Comment noted.
RR-236	Tracey Edgeley	Comment	No comment	Comment noted.
RR-237	Adrian Edgington	Air Quality	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-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</p>



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				<p>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]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and



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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-237	Adrian Edgington	Comment	Political instability locally	Comments noted.
RR-237	Adrian Edgington	Environmental	Safety	<p>The Proposed development will operate in line with a number of operational management plans and will be regulated via an Environmental Permit. They will include for a</p> <ul style="list-style-type: none"> • Fire Prevention Plan – secured by Requirement 17, 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-238	Linda Edwards	Jean Traffic	I am very concerned about... The development is in an area of Wisbech close to schools and houses and the A47 and a large number of lorries will be using this road on a daily basis.	<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,</p>



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				<p>identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013] • Construction Traffic Management Plan (CTMP) – secured by 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>Construction Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation 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
RR-238	Linda Edwards	Jean Environmental	I am very concerned about the pollution that will be engendered by this development over a large area of Wisbech and its surrounds...	<ul style="list-style-type: none"> • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road). <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078] and Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052] respectively.</p> <p>International and local ecological receptors within 15km and 2 km respectively have been assessed within the air quality assessment and include:</p> <ul style="list-style-type: none"> • Nene Wash Special Area of Conservation (SAC) Special Protection Area (SPA) and Ramsar; • Ouse Wash SAC, SPA, and Ramsar; and • River Nene County Wildlife Site (CWS). <p>The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and concludes the significance of effect is negligible. The assessment has considered the potential impacts from deposition on land for all relevant parameters as required by the regulator, the Environment Agency (EA). For example, impacts from nitrogen and acid</p>



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				<p>deposition (Chapter 8: Air Quality (Volume 6.2)) on sensitive ecological receptors and impacts from heavy metal deposition on land, were assessed (Chapter 8: Air Quality (Volume 6.2)). The assessment concludes the potential effects are not significant.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA. The EA also have the power to undertake announced and unannounced site visits to verify emissions data, and in cases where there is a risk of serious pollution, to suspend the environmental permit.</p>
RR-239	Neil Elcome	Climate Change	I live in the local area and would like to express my strong opposition to the proposed waste incinerator. This is a project which is not wanted by the local community and is a step backwards in the way we generate power as a country. Renewable	<p>NATIONAL POLICY: National policy relevant to the determination of the DCO for the Proposed Development is stated in the following documents:</p> <ul style="list-style-type: none"> • Overarching National Policy Statement for Energy (EN-1); • National Policy Statement for Renewable Energy Infrastructure (EN- 3); and



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			<p>energy sources such as offshore/onshore wind, solar and tidal are currently the cheapest forms of energy production and have a long-term future, and these are where we should be investing time and resources to develop. This plant will produce a huge amount of carbon. I raised this issue at the consultation event and was told that by the time the project was finished carbon capture technology would have improved, and if at that stage it were a legal requirement to do so then that technology would be added to the plant. This is clearly nonsense based on things which may or may not happen in the future, and there is a scientific consensus that we need to dramatically reduce our carbon output, so the idea that actually burning waste is the answer is ludicrous.</p>	<ul style="list-style-type: none"> • National Policy Statement for Electricity Networks Infrastructure (EN- 5). <p>The Applicant is aware that these National Policy Statements are under review and consequently, as part of the planning policy assessment that accompanies the DCO application, the Applicant has reviewed these emerging policy documents to check compliance. The Applicant's planning assessment concludes, the proposed Development is supported by adopted and emerging national policy. For example, Section 4.2.5 of the Planning Statement (Volume 7.1) [APP-091] states: "<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].</i>" 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).</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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<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.</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 – 67ktCO₂e.</p> <p>CARBON CAPTURE</p> <p>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</p>



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				<p>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 DCO Requirements at the Examination phase.</p>
RR-239	Neil Elcome	Landscape Visual	and Another obvious issue with this development is the size of it. The building will be bigger than anything around it and out of proportion to the town itself.	<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 [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</p>



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RR-239	Neil Elcome	Air Quality	<p>It will also be burning a huge amount of waste every day close to residential areas and farmland which is mainly for food production. There are severe health and environmental implications from emissions which will be produced, and in the event of an accident there could be catastrophic consequences on health and the economy.</p>	<p>(LCA) to the EfW CHP Facility but that this situation would not apply to the more distant majority of the LCA.</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 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]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and



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RR-239	Neil Elcome	Traffic	Also, the implications of road traffic which will be needed to bring huge amounts of waste into the plant have not been addressed by the plan in a convincing way, and I would argue that the impact of this has been downplayed.	<ul style="list-style-type: none"> • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013]. <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 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].
RR-239	Neil Elcome	Human Health	<p>Many people in our area are elderly or vulnerable, and many have underlying respiratory and lung issues which also make them vulnerable. A proposal like this presents an additional risk to those groups.</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>“...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...”</p>



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				<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]; • 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];



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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 • Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.
RR-239	Neil Elcome	Socio-economic	<p>The argument I've heard in favour of the incinerator are that it will bring employment to the area but the number of jobs which will be created long term for local people is negligible. The profits from this development will not benefit the local economy but the shareholders of the company which controls the plant.</p>	<p>ES Chapter 15: Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042] assesses impacts on local businesses. It considers both the potential benefits arising from local supply chain opportunities through to the potentially negative effects arising from disruption during construction for example. In all cases the conclusion reached is that negative effects would not be significant. Section 3.5.53, ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030] confirms there will be 40 full time equivalent (FTE) jobs in a range of disciplines for the operational phase of the Proposed Development. Furthermore, ES Chapter 15 Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042] predicts that an additional 32 indirect jobs would be created at the County level. Indirect employment opportunities include (as a minimum), cleaning services, electrical engineering services, mechanical engineering services and other maintenance-related roles such as scaffolding teams.</p>



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				<p>Section 3.8.57, ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030] highlights, there are likely to be around 700 construction personnel from a range of disciplines. During the peak periods of construction for all elements of the Proposed Development, there would likely be up to 500 construction personnel present on-site at any one time. 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.
RR-239	Neil Elcome	Adequacy Consultation	of The consultation around this project by the company has been deeply inadequate and I would suggest deliberately designed to play down the obvious flaws in the plan. I attended a 'consultation event' in person, and I asked how the comments of people visiting the event would be recorded. I was advised that they would not be recorded, only the number of people attending the event. The	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] .



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			information on show at the event was completely biased and basically just an exercise in PR for the company. It feels very much like this process has been managed in a way which suppresses the facts and the reality of the situation.	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-239	Neil Elcome	Waste Hierarchy	This proposal is something which we should not be considering given the worldwide push to reduce pollution and slow climate change, and has nothing to offer in terms of energy security. There are many better options as I mention above which we should be investing in and if those are proposed in this area then I would be supportive of that.	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 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-240	Nigel Elgood	Traffic	My main objection is that it is too far away from a main road or motorway which will cause havoc in the local area with all the extra lorry movements.	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



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013] • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and



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



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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-241	Rosemary Elliott	Air Quality	* pollutants from the plant reducing the air quality in 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>



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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 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-241	Rosemary Elliott	Traffic	<p>increase in traffic on roads that are already congested and in events such as road closures following accidents etc. Alternative routes are completely unsuitable, for heavy traffic *</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</p>



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				<p>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 • 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 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.</p>



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				<p>During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road). <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</p>



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				<p>OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>
				<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>
RR-241	Rosemary Elliott	Waste Hierarchy	<p>incineration is not an acceptable alternative to landfill. The effort should be put into putting pressure on companies to reduce non-recyclable products and packaging</p>	<p>One of the guiding principles, that underpins national and local waste management policy of sustainable waste management is the concept of a hierarchy of waste management options (waste hierarchy), where the most desirable option is not to produce the waste in the first place (waste prevention) and the least desirable option is to dispose of the waste with no recovery of either materials and/or energy i.e., landfill. Between these two extremes there are a wide variety of waste treatment options that may be used as part of a waste management strategy to recover materials.</p> <p>Residual waste, which the Proposed Development proposes to process, is mixed waste that cannot be usefully reused or recycled and is either destined for landfill, the least sustainable form of waste management or could be incinerated (under strict controlled conditions) to recover valuable energy in the form of electricity and/or heat, via a process commonly known as Energy from Waste (EfW). By diverting residual waste away from landfill to EfW, the principles established by the waste hierarchy 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>



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

Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>The 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;• 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-242	Lin everett	Traffic	The impact on Wisbech itself will be drastic our roads cannot cope with traffic as it is and all the lorries	<p>HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with</p>



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			<p>as if we have not got enough going thru our town as it is ..it takes an hour from my home to A14 which is ridiculous in this day and age so we don't need more congestion</p>	<p>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 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>Construction</p> <p>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on</p>



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				<p>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-243	Darren Exell	Environmental	There is lots of spare land away from Wisbech so why can't it be built on land that will not have such a negative impact on people's lives? Please do not allow this to happen it would have a massive negative impact on so many people's lives.	<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 (including for example the local food plants in Wisbech);



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. 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-243	Darren Exell	Traffic	<p>This incinerator will cause massive traffic issues in and around Wisbech. It's also located near to a Secondary school with lots of children that walk to the school. There have been many pedestrian fatalities on the main road that would be used to access this proposed site. The extra traffic will cause untold issues for everyone in and around Wisbech. Wisbech will not be able to cope with the extra lorries that will visit the site daily, the traffic is already at a standstill majority of the day. this will just add to the issue.</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>



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				<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• 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 Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application.</p>



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				<p>The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road). <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</p>



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				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-243	Darren Exell	Human Health	Then there is the pollution that will be caused that people will breathe in unknowing the damage it's causing them. This has already been rejected in Kings Lynn for the very same reasons why it shouldn't be allowed to be built in a built-up area in Wisbech. There is lots of spare land away from Wisbech so why can't it be built on land that will not have such a negative impact on people's lives? Please do not allow this to happen it would have a massive negative impact on so many people's lives.	<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>“...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...”</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]; • 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



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				emissions are monitored to industry standards.
RR-243	Darren Exell	Socio-economic	Please do not allow this to happen it would have a massive negative impact on so many people's lives.	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-244	Adam Fairbrother	John Traffic	The road layout for 300 + lorry movements is unable to cope which equates to 500,000 tonnes of nonrecyclable waste per year	<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</p>



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				<p>(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 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



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				<p>Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]</p> <ul style="list-style-type: none"> • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013].
RR-244	Adam Fairbrother	John Environmental	The impact on the small market town of Wisbech will be massive the project is completely in the wrong place next to biggest school in Fenland	<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 (including for example the local food plants in Wisbech); • 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 on sensitive receptors such as schools. The assessments conclude that effects would not be significant. 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-245	Pamela Fenton	Traffic	I am alarmed that this incinerator will be built at this site in Wisbech on the A47. The A47 is congested at the best of times & in the summer months it becomes a stationary route.	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.



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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].
RR-245	Pamela Fenton	Human Health	<p>In addition, this is a rural area with food producing fields. It cannot be right that the toxins produced by incineration can drift across, polluting the area, when we want people to eat well. Already, unborn babies are accumulating nano plastics in umbilical cords.</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>



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				<p><i>(https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health).</i> <i>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 – 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-245	Pamela Fenton	Waste Hierarchy	Better ways must be found to reduce waste for the future,	<p>One of the guiding principles, that underpins national and local waste management policy of sustainable waste management is the concept of a hierarchy of waste management options (waste hierarchy), where the most desirable option is not to produce the waste in the first place (waste prevention) and the least desirable option is to dispose of the waste with no recovery of either materials and/or energy i.e., landfill. Between these two extremes there are a wide variety of waste treatment options that may be used as part of a waste management strategy to recover materials.</p>



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				<p>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.</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-246	Laia Fernandez Tolos	Comment	I will like to read the information to have a better opinion about it prior to comment.	Comments noted. The DCO Application documents are available on the Planning Inspectorate website.
RR-247	Maureen Fernley	Traffic	I object to this proposal; the roads around here are busy enough without lorries bringing other areas of waste in.	<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</p>



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				<p>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 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-247	Maureen Fernley	Adequacy Consultation	of I think the information was not but to the public correctly, most people were too scared to go to things during the pandemic when they were held. Please do not allow this	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



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			it will ruin a lovely area of the country.	<p>Assessment) Regulations 2017. Having reviewed the matter of the adequacy of consultation, PINS accepted the DCO Application for the Proposed Development for Examination, see Notification of Decision to Accept Application [PD-001].</p> <p>Full details of the Applications statutory and non-statutory pre-application consultation are reported in the Consultation Report (Volume 5.1) [APP-018] and the accompanying appendices.</p>
RR-247	Maureen Fernley	Environmental	It is also right in the centre of town, near houses and a large 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; • In close proximity to existing business that have a large heat and/or power demand (including for example the local food plants in Wisbech); • 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



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				(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-248	Betty Fillingham	Glenys	Air Quality	<p>This is a valuable agricultural district and fallout will contaminate the land. It is a low-lying area and debris will lie in the atmosphere affecting the lungs of local people. ... I know many people with breathing problems and the fumes etc will only increase these problems.</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</p>



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



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



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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]• 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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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]; andOdour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013].
RR-248	Betty Fillingham	Glenys Traffic	The roads are totally unsuitable for the increased traffic. This is the main way to the Norfolk coast and is already heavily congested.	<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 Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans</p>



Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				<p>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 Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road). <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-249	William Fillingham	David Comment	I will be commenting with detail once I have further fully studied the proposals. I have numerous comments already, but due to the way MVV have been conducting	Comments noted. The DCO Application documents are available on the Planning Inspectorate website.



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			their business matters I will be putting everything fully in writing later on in detail with evidence against them due to the nature of this which will be very lengthy and drawn out and will undoubtedly end up in court with many people fighting MVV.	
RR-250	Barry Fogarty	Environmental	Equity in planning decisions. In the absence of other compelling reasons, is the siting of infrastructure evenly shared throughout the nation? Within a ten-mile radius of Walton Highway, there is the Kings Lynn Power Station, the Sutton Bridge power station and the Walpole electricity sub-station, all built in the last twenty-five years. These three nationally strategic infrastructures would become four with the EWF. As to their importance, the Sutton Bridge power station alone supplies 2% of the electricity of England and Wales. Difficult to imagine there is a comparable concentration anywhere else in the East of England and possibly the country. As such this area already seems to be providing more than its share of the national energy infrastructure, so it seems only reasonable the incinerator should be situated elsewhere.	<p>Comment noted. 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 (including for example the local food plants in Wisbech); • 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



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				matters such as noise and air quality. 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-251	Belinda Francis	Landscape Visual	and Our town is a small town situated in a rural area; the proposed incinerator is going to be a blot on a flat, tranquil landscape, situated in the immediate vicinity of many homes and local businesses.	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 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.



Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-251	Belinda Francis	Traffic	<p>These proposals would involve over 300 lorry movements a day, bringing both household and commercial waste from up to a 2 hours' drive away to a mega incinerator located 500m from the largest secondary school in our town. Our roads are busy enough without the extra lorries, during the summer months there are endless traffic problems due to our predominantly, single carriage way road structure.</p>	<p>VEHICLES NUMBERS TO THE EFW CHP FACILITY SITE</p> <p>Table 6.14 and 6.15, ES Chapter 6: Traffic and Transport (Volume 6.2) [APP-033] presents information on anticipated weekday and weekend vehicle movements to and from the EfW CHP Facility Site. In Summary, once operational there would be 362 weekday traffic movements, 78 of which would be the movement of staff cars and light good vehicles and 284 heavy goods vehicles (HGV). Traffic movements at weekends are lower; 32 staff cars and light vehicles and 64 HGVs.</p> <p>The HGV vehicle moments presented in Table 6.14 and 6.15 include those associated with waste and consumable deliveries and the export of Incinerator Bottom Ash (IBA) and Air Pollution Control residues (APCr) to suitable licenced facilities.</p> <p>The vehicles movements described above have been assessed within ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-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</p>



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				<p>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] • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013].



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation 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. 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-251	Belinda Francis	Adequacy Consultation	of Multiple flaws have been identified with the consultation, inaccurate and misleading information presented by the developer, and adverse effects from the scheme which have not been accurately reflected in the developer's consultation documentation.	<p>The Applicant provided the necessary information in accordance with the requirements of the Planning Act 2008 and associated regulations (including the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 and the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. Having reviewed the matter of the adequacy of consultation, PINS accepted the DCO Application for the Proposed Development for Examination, see Notification of Decision to Accept Application [PD-001].</p> <p>Full details of the Applications statutory and non-statutory pre-application consultation are reported in the Consultation Report (Volume 5.1) [APP-018] and the accompanying appendices.</p>
RR-251	Belinda Francis	Socio-economic	We are a small, friendly market town, a haven for many, such as myself who have moved from the busy, congested life in London and other busy polluted Cities. Please do not allow this monstrosity to spoil the life we have in Wisbech.	<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</p>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				to the topic on local residents and businesses and concludes, there will be not be significant negative effects.
RR-251	Belinda Francis	Environmental	I am strongly opposed to the proposed incinerator in Wisbech. I believe a facility of this size is wholly unsuitable for this area and think there are many key concerns that still haven't been fully addressed, such as the impacts on health, traffic, and the environment amongst others.	<p>The environmental impacts of the Proposed Development including 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 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



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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-252	Andrea French	Louisa	Environmental	<p>Assessment of impact to local health, infrastructure and services as well as location of proposed facility</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>“...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...”</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]; • 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



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				emissions are monitored to industry standards. Effects upon infrastructure and services are assessed either within the health chapter referenced above (in the case of health services) or in the case of highways, within ES Chapter 6 Traffic and Transport (Volume 6.2) . This latter chapter concludes that effects upon the highway network will not be significant. Should damage be caused to the local highways then 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.
RR-253	Joyce Fry	Air Quality	Putting this incinerator in a built-up area will impact on the area, and people living in it. It will create pollution and is detrimental to people's health. These things should be built in isolated areas where there are no buildings or people.	<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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>(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 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-254	Roland Fry	Traffic	The planned site is not suitable. The road infrastructure would not cope with the amount of lorries going to and from the plant. Also, the plant is to near the centre of a major town and surrounding villages.	<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>



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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• 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 Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application.</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road). <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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013] .
RR-255	The Fuller Family	Traffic	Extra traffic will be generated by the construction and the running; vehicle movements would be considerable in an already saturated traffic area.	<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 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	Representatee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013] • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road). <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>
RR-255	The Fuller Family	Air Quality	The process of incineration would produce hazardous substances. Residues would need to be transported by road. Airborne particles add to air pollution and have a cumulative harmful effect on the population.	Incinerator bottom ash is an inert, non-hazardous, by-product of the combustion process. It will be removed and sent to a licenced facility for recycling, where the ferrous and non-ferrous metals will be removed and the remainder processed by size for use as secondary aggregates, thereby negating the requirement to quarry for virgin aggregate.



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				<p>The Air Pollution Control Residues (APCr) are stored in sealed silos and collected in sealed containers, then transported to a fully licenced facility for treatment and disposal. Typically APCr represents 2%- 3% of the input weight of waste delivered to the facility for thermal treatment. The Applicant, together with other companies in the industry, are actively investigating the potential to recycle the APCr for use in construction and civil engineering projects.</p> <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).</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).</p> <p>Both IBA and APCr will be exported off-site for processing at suitably licenced facilities.</p>
RR-255	The Fuller Family	Waste Need	To be commercially run, waste materials would need to be brought in from well outside the local area, which is inefficient and polluting in itself.	Waste markets in the UK are directly influenced by a range of factors including waste type, availability of management capacity and government fiscal, waste management and planning policies. Whilst waste should be managed as close as possible to its point of origin, the complex range of influencing factors inevitably means there is a flow of material across the country (and beyond). In this context, it is important to recognise that the Proposed Development is likely to draw in waste from a wider area, than say, simply Cambridgeshire, and that over the life of the Proposed Development, the area from which it will receive waste material is likely to change.



Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-255	The Fuller Family	Waste Hierarchy	The burning of waste discourages better recycling practices	<p>The local analysis of need has been based on the area that the Proposed Development is most likely to draw waste in from. This has been defined as an area approximately a 2-hour drive time from the Proposed Development. It is generally commercially viable to transport non-hazardous household, industrial and commercial waste from up to around 2 hours away, over 2 hours the haulage cost becomes increasingly expensive</p> <p>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</p>



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



Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-255	The Fuller Family	Environmental	We believe that this project would be harmful to our environment. The evidence on incinerators is that they produce noise, traffic, pollutants and smells which are harmful to people living locally.	The environmental impacts of the Proposed Development during both its construction and operation are reported within the Environmental Statement Volumes 6.2-6.4 and summarised within the Non-Technical Summary (Volume 6.1) . Individual topics which include noise and traffic, and transport are assessed with mitigation in place and conclusions drawn as to the levels of significance. With regard to pollutants 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 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-256	Martin Field	Climate Change	Incinerating waste is not a sustainable way of managing waste or generating power. It contributes greenhouse gas emissions, not only from the incineration process itself, but also in the transportation of waste to the site. This increase in transport will lead to additional emissions caused by the increased congestion on the roads and with the inevitable increased degradation of the roads and	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) . 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. The GHG assessment reports a net reduction in



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			<p>particulate breakdown of tyres. Not only will this have consequences for the global climate crisis but it will have specific local environmental and health implications.</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. 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.</p>
RR-256	Martin Field	Socio-economic	<p>The only beneficiaries of this project will be those companies that will make large amounts of profit from the scheme without bring any significant economic or social benefits to the area that could possibly outweigh the negative impacts.</p>	<p>Section 2.3.1 to 2.3.3 ES Chapter 2 Alternatives [APP-029] and ES Chapter 3 (Volume 6.2) [APP-030] explains the Applicant's reason for selecting the location of the Proposed Development, highlighting the 'essential' and 'preferable' site selection criteria that were applied and suitably meet. At the time it was identified, the site also benefited from an allocation as a waste management site within the Cambridgeshire and Peterborough Minerals and Waste Development Plan. Whilst this has now been replaced, the site is considered to be compliant with Policy 4 of the new, adopted Development Plan 2021. In summary, the Applicant's 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
RR-257	Christopher John Finlay	Traffic	My main objection is the proposed site location and impact on our local roads and traffic. The technology is good, but the location in its proposed urban area, near a school and accessed by wholly inadequate road infrastructure, render this development totally inappropriate.	<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 environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, and the potential impact upon the capacity of the existing road network 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. Whilst 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</p>



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				<p>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-258	Valerie Fitzpatrick	Socio-economic	The main issue is that it is to be built in town near houses, schools, shops and food factories. It will be detrimental to Wisbech, who will want to live in a town where the focal point is an incinerator, who will want to relocate to Wisbech? Nobody.	<p>Section 2.3.1 to 2.3.3 ES Chapter 2 Alternatives [APP-029] and ES Chapter 3 (Volume 6.2) [APP-030] explains the Applicant's reason for selecting the location of the Proposed Development, highlighting the 'essential' and 'preferable' site selection criteria that were applied and suitably meet. At the time it was identified, the site also benefited from an allocation as a waste management site within the Cambridgeshire and Peterborough Minerals and Waste Development Plan. Whilst this has now been replaced, the site is considered to be compliant with Policy 4 of the new, adopted Development Plan 2021. In summary, the Applicant's 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-258	Valerie Fitzpatrick	Traffic	Also, the roads around town are not suitable for further heavy traffic.	The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, and the potential impact



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				<p>upon the capacity of the existing road network 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. Whilst 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-259	Lesley Ford	Traffic	i am concerned that additional traffic into and out of Wisbech has	The environmental impacts of the Proposed Development including HGV traffic associated with



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			not been adequately addressed in this application. The roads surrounding Algores Way are in a disgusting state and need a complete overhaul to bring them up to an acceptable standard. Additional HGVs accessing the plant will only make the situation worse. We need a review of the infrastructure before anything further happens with this application	<p>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. Whilst 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-260	David Forster	Environmental	This whole thing is a nonsense and if you had to live next to this plant.. Well you wouldn't. Ask the people	The EfW CHP Facility Site was allocated for waste treatment facilities in the previous Cambridgeshire and Peterborough Minerals and Waste Local Plan and



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			<p>if they want this and you would get a solid no. And that is not that I am NIMBY but it makes no sense to be in the middle of a 30000 populated town with a total of 60000 in the area. Move it to a more logical area with zero emissions as done in Scandinavian countries.</p>	<p>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 (including for example the local food plants in Wisbech); • 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. 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-260	David Forster	Waste Need	<p>This is a totally inappropriate facility for this area. Bringing refuse from the Midlands to be burnt in the middle of a town does not make sense.</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</p>



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				'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.
RR-260	David Forster	Air Quality	Why do we need a 95m tower to protect ourselves from emissions? Where will these emissions go... across the whole town or onto Kings Lynn. No emissions is a minimum for this facility.	<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:</p>



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				<p>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] • 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



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				<p>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-260	David Forster	Traffic	Bringing refuse from the Midlands to be burnt in the middle of a town does not make sense. The road structure in this area is poor. It takes 40 min to travel from Wisbech to Peterborough a distance of 22 miles.	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.
RR-260	David Forster	Air Quality	Why do we need a 95m tower to protect ourselves from emissions? Where will these emissions go... across the whole town or onto	The Environment Agency sets strict emission limits for the chimneys, and in part, this dictates the minimum height required to secure an Environmental Permit. ES Chapter 8: Air Quality (Volume 6.2) [APP-035]



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			Kings Lynn. No emissions is a minimum for this facility.	and the accompanying Air Quality Technical Report (Appendix 8B, Volume 6.4) [APP-078] assessed the height and concluded it must be no lower than 84m above finished floor level (FFL). As part of their assessment of the Applicant's Environmental Permit application, the Environment Agency will review the air quality assessments and then confirm the chimneys' height. Should the Environmental Agency require an increase in height to secure the Environmental Permit, Section 3.4.25, ES Chapter 3: Description of the Proposed Development (Volume 6.2) allows for a final chimney height of 84m to 90m above FFL. Section 3.4.2, ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030] confirms FFL at 3m Above Ordnance Datum (AOD).
RR-260	David Forster	Environmental	And where does the waste go?	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). 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). Both IBA and ACPr will be exported off-site for processing at suitably licenced facilities.
RR-260	David Forster	Environmental	It promises power production. Wind farms are better. And we have the space for that without producing emissions.	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



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				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.
RR-260	David Forster	Comment	Enough said. This is not a good thing. They failed in Kings Lynn with a smaller plant. Gone big to get past local planning. Do not let them get away with this. Don't poison us and ruin our already struggling road infrastructure. Dr D B FORSTER	Comment noted. However, the Applicant were not involved in the King's Lynn incinerator planning application.
RR-260	David Forster	Environmental	This is an totally inappropriate facility for this area.	<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 (including for example the local food plants in Wisbech);• 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



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RR-261	Belinda Francis	Environmental	I believe a facility of this size is wholly unsuitable for this area and think there are many key concerns that still haven't been fully addressed, such as the impacts on health, traffic, and the environment amongst others.	<p>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. 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>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]



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-261	Belinda Francis	Comment	I am strongly opposed to the proposed incinerator in Wisbech.	Comments noted.
RR-261	Belinda Francis	Landscape Visual	and Our town is a small town situated in a rural area; the proposed incinerator is going to be a blot on a flat, tranquil landscape, situated in the immediate vicinity of many homes and local businesses.	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



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				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-261	Belinda Francis	Traffic	These proposals would involve over 300 lorry movements a day, bringing both household and commercial waste from up to a 2 hours' drive away to a mega incinerator located 500m from the largest secondary school in our town. Our roads are busy enough without the extra lorries, during the summer months there are endless traffic problems due to our predominantly, single carriage way road structure.	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.
RR-261	Belinda Francis	Adequacy Consultation	of Multiple flaws have been identified with the consultation, inaccurate and misleading information presented by the developer, and adverse effects from the scheme which have not been accurately	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



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			reflected in the developer's consultation documentation.	<p>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-261	Belinda Francis	Comment	We are a small, friendly market town, a haven for many, such as myself who have moved from the busy, congested life in London and other busy polluted Cities. Please do not allow this monstrosity to spoil the life we have in Wisbech.	Comments noted.
RR-262	Rosina Jane Frost	Traffic	The proposed incinerator will be detrimental to area and the increase in traffic will cause chaos in the town which is grid locked already at times.	<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>



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				<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 • 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 Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application.</p>



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				<p>The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road). <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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-263	Stephen Frost	John Traffic	The proposed incinerator will be detrimental to the area. At times the town is grid locked with the amount of traffic extra volume will cause chaos.	<p>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 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>Construction Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation 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 restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>	
RR-264	Barry Fryer	George	Environmental	<p>I am Against the project as there isn't the infrastructure to support it and it is bad for the local environment</p>	<p>Effects upon infrastructure and services are assessed within Chapter 15 Socio-economics, Tourism, Recreation and Land Use, Chapter 16 Health (in the case of health services) or in the case of highways, within ES Chapter 6 Traffic and Transport (Volume 6.2). Each assessment concludes that effects upon relevant services would not be significant. Chapter 6 concludes that effects upon the highway network will</p>



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				not be significant. Should damage be caused to the local highways then 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.
RR-265	Mr Glen Fulcher	Comment	Will comment when we get to next stage	Comments noted.
RR-266	Kim Fulcher	Comment	Will withhold until time to discuss	Comments noted.
RR-267	Julia Gale	Traffic	Increased traffic congestion. This is already a huge issue during nice weather and the Summer months.	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.



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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].
RR-267	Julia Gale	Air Quality	Concerned by the level of contamination into the local environment ...	<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</p>



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



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				<p>Plan (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-267	Julia Gale	Human Health	Concerned by the ... potential effects on 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>“...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</p>



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				<p>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..."</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]; • 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-268	John Gallagher	Alternatives	This is a terrible choice for a plant of this type. No rail link, poor road infrastructure and in the middle of a large town.	<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 including any offshore, however, Section 2.3.1 to 2.3.3 ES Chapter 2 Alternatives [APP-029] and ES Chapter 3 (Volume 6.2) [APP-030] explains the Applicant's reason for selecting the location of the Proposed Development, highlighting the 'essential' and 'preferable' site selection criteria that were applied and suitably meet. In summary, the selection criteria included:</p> <ul style="list-style-type: none"> • There is a need for additional residual waste treatment within the area;



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				<ul style="list-style-type: none"> • In close proximity to existing business that have a large heat and/or power demand; • A site of a suitable size to accommodate the EfW CHP Facility; • Good access to the strategic road network; • A brownfield site allocated for waste management; and • A site free of environmental designations.
RR-269	Wendy Galley	Anne Air Quality	Pollution from extra vehicles and from the incinerator itself.	<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 receptors would</p>



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				<p>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] • 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-269	Wendy Galley	Anne Alternatives	Not the right area for an incinerator.	<p>Section 2.3.1 to 2.3.3 ES Chapter 2 Alternatives [APP-029] and ES Chapter 3 (Volume 6.2) [APP-030] explains the Applicant's reason for selecting the location of the Proposed Development, highlighting the 'essential' and 'preferable' site selection criteria that were applied and suitably meet. In summary, the selection criteria included:</p> <ul style="list-style-type: none"> There is a need for additional residual waste treatment within the area; In close proximity to existing business that have a large heat and/or power demand; A site of a suitable size to accommodate the EfW CHP Facility; Good access to the strategic road network; A brownfield site allocated for waste management; and A site free of environmental designations.
RR-269	Wendy Galley	Anne Environmental	Damage to the environment and degrading the local area.	<p>The environmental impacts of the Proposed Development during both its construction and operation are reported within the Environmental Statement Volumes 6.2-6.4 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</p>



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				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-270	Christine Gardner	Human Health	and 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 (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>



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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]; • 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



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				emissions are monitored to industry standards.
RR-270	Christine Gardner	Environmental	Environmental	The environmental effects arising from the Proposed Development are assessed and reported within the Environmental Statement (Volumes 6.1-6.4). The conclusions are considered within 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-271	Chris Garner	Traffic	Main issues for me are: - the 300+ a day approx. vehicle movements to feed the incinerator when operating as we are a small town without the infrastructure to cope.	<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>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<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 include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013] • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road). <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>
RR-271	Chris Garner	Air Quality	Pollution from the incinerator and vehicle traffic.	<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.</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>The sensitive receptors considered within the assessment include:</p> <ul style="list-style-type: none"> • Schools including – Thomas Clarkson Academy, Meadowgate Academy, Elm Road Primary School, Nene Infant School, Cambrian Wisbech School, Anglia Way and TBAP Unity Academy, Weasenham Lane. • Medical including – Anglia Community Eye Service, North Cambridgeshire Hospital, Trinity Surgery, Orchard House Nursing Home and Smedley Trust Home. • Residential including properties on – New Bridge Lane, New drove, Weasenham Lane and Elm High Road. <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078] and Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052] respectively.</p> <p>International and local ecological receptors within 15km and 2 km respectively have been assessed within the air quality assessment and include:</p> <ul style="list-style-type: none"> • Nene Wash Special Area of Conservation (SAC) Special Protection Area (SPA) and Ramsar; • Ouse Wash SAC, SPA, and Ramsar; and • River Nene County Wildlife Site (CWS). <p>The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and concludes the significance of effect is negligible.</p>



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



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>require emissions to air to be limited and emissions to ground (soil or groundwater) will not be permitted. Air emissions will need to comply with mandatory emission limit values (ELV). The operator of the EfW CHP Facility will need to demonstrate to the Environment Agency in the permit application for the EfW CHP that they are using best available techniques for pollution prevention – including use of filters to prevent particulates and particle-bound pollutants such as heavy metals, being released to air. Other embedded measures include the likely requirement for regular soil and groundwater monitoring at the EfW CHP Facility as a permit condition.</p> <p>Following best practice, shortly after submitting the DCO Application, the Applicant submitted their Environmental Permit (EP) Application to the Environment Agency. The Environment Agency have acknowledged receipt of the EP application and confirmed it will be prioritised to enable parallel tracking with the DCO Application.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> • Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013] • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013] • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]



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-271	Chris Garner	Odour	. The smell.	<p>The environmental impacts of the Proposed Development including those that could affect the local community, such as odour, have been assessed and reported in the ES and summarised in the Non-Technical Summary (Volume 6.1) [APP-027]. Where necessary, embedded mitigation is included within the design of the Proposed Development and ongoing operational 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 set the emission limits, including for odour.</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				Compliance with the EP will be regulated and monitored by the Environment Agency.
RR-271	Chris Garner	Property Prices	Reduced 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> <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-271	Chris Garner	Waste Hierarchy	We are as a nation reducing, reusing and recycling more and more. Incinerating is right at the bottom of the waste hierarchy along with dumping to landfills.	<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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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.</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
RR-272	Kieran Garrett	Traffic	<p>The area does not have the infrastructure to support the extra traffic this will bring, the road network can't and does not support our current level of traffic. This area of the country is the only one in the UK without a motorway to allow big traffic movement, yet this has not been taken into Account. The area where the site is detailed to be placed is near schools, having heavy goods vehicles operating near schools with young children is a recipe for disaster with traffic accidents rising. And not only the danger of traffic near schools, ..</p>	<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>
				<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]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction 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</p>



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				<p>town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road). <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-272	Kieran Garrett	Air Quality	<p>.but the emissions of the vehicles bringing in waste and the plant itself emitting emissions near a school seems like air population due diligence hasn't been conducted. How can you expect to send your children to schools knowing full well the air they're breathing each day is polluted by being so close to this site. All governments and territories globally are Cutting their emissions requirements to make the world a better place and the UK government seem To be bucking that trend by letting any old industry pollute the air as much as they wish so long as they pay enough money to the right people. I work in emissions regulation for vehicles so I know how the next set of regulations will be reducing the emissions requirements 10 fold to reduce pollution, yet where are the regulations and the published pollution levels of these nice incinerators? Further tests need to be conducted Looking at pollution levels that will inevitably ruin a small town and contaminate a large number of adults and most importantly children.</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 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.</p>



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				<p>The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> • Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013] • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013] • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013] • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and 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-272	Kieran Garrett	Comment	Seems it's another case of 'I don't want that near me, but sod the others' from people in charge of	Comments noted.



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			<p>making these decisions. I guess the governments pockets are being lined well enough to look the other way. 'Some of you may die, but that's the price I'm willing to pay' attitude from the government shows the gulf in understanding what the normal people of this country need and want, we aren't listened to unless there's a general election and a vote needs to be won.</p>	
RR-273	Karen and Pat Gathercole	Traffic	<p>The main issue is increased traffic in my area...</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]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction 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</p>



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				<p>town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road). <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-273	Karen and Pat Gathercole	Odour	The main issue is ... smell.	<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 set the emission limits, including for odour. Compliance with the EP will be regulated and monitored by the Environment Agency.</p>
RR-274	Mrs Sally Gibbs	Odour	I am against the incinerator because as the crow flies it is almost in our backyard we will get any smells	<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>



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				<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 set the emission limits, including for odour. Compliance with the EP will be regulated and monitored by the Environment Agency.</p>
RR-274	Mrs Sally Gibbs	Air Quality	I am against the incinerator because as the crow flies it is almost in our backyard we will get or fumes	<p>The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The 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 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-274	Mrs Sally Gibbs	Property Prices	and it will definitely devalue our property.	<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-274	Mrs Sally Gibbs	Environmental	It is also very close as the crow flies very close to several schools in Wisbech and nearby villages whatever are they thinking of by putting it so close to property it	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 and it is not



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			<p>should be built out in the country where no properties are. This should not even be considered to be put so close to a town they must be mad to even think of it!!!!</p>	<p>allocated as a site for residential development within the Fenland Local Plan 2014. The emerging Fenland Local Plan 2022 identifies the site as a waste management area and established employment area with part of the frontage to New Bridge Lane for Employment/Non-residential development. 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 (including for example the local food plants in Wisbech); • 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 on sensitive receptors such as local 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.



Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-275	Geoffrey Chapman Gibson	Air Quality	Concerned about amount of pollution from incinerator 2.5 particles also from tyre degradation from 300plus lorries every day poor roads in the area more to follow	<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 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.</p>



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				<p>The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> • Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013] • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013] • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013] • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and 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-276	Lesley Gibson	Comment	I will comment later once I have seen all the information available.	Comments noted. The DCO Application documents are available on the Planning Inspectorate website



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RR-277	Anne Gilbert	Air Quality	Pollution close to town and even closer to school	<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 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.</p>



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				<p>The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> • Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013] • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013] • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013] • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and 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-277	Anne Gilbert	Traffic	Road infrastructure overload	Traffic HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and



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				<p>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 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>Construction Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation 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> <p>HIGHWAY SUBSIDENCE</p> <p>The maintenance of the local road network is the responsibility of Cambridgeshire County Council. However, Appendix 6A Outline CTMP (Volume 6.4) [APP-072] confirms the Applicant will appoint an independent contractor to undertake a highway condition survey of the highway before and after construction of the Proposed Development. Any damage caused by the construction activities can be repaired by the Applicant and the road returned to the previous condition.</p> <p>The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>



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RR-277	Anne Gilbert	Environmental	Health and safety	The 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.
RR-278	Mark Gilbert	Traffic	Traffic overload ... town Road conditions	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.



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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]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction 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</p>



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				<p>town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road). <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-278	Mark Gilbert	Air Quality	Pollution close to schools	<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 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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RR-279	Trevor Gilbert	Comment	Shocked and dismayed that you are even looking at this horrendous proposal!	Comments noted.
RR-280	Will Gilbert	Environmental	In short, I cannot see one benefit to validate the construction of this Mega Incinerator.	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 these are applied to the Proposed Development are reported in Section 2.2, Waste Fuel Availability Assessment (Volume 7.3) [APP-094] and in the Planning Statement (Volume 7.1) [APP-091] .
RR-280	Will Gilbert	Waste Need	The need for such a construction is questionable. Why is such a vast incinerator needed?	The Waste Fuel Availability Assessment (WFAA) (Volume 7.3) [APP-094] In line with the existing National Policy Statement for Renewable Energy



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				<p>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>ES Chapter 2: Alternatives (Volume 6.2) [APP-029] explains the Applicant's reason for selecting the location of the Proposed Development, highlighting the 'essential' and 'preferable' site selection criteria that were applied to the Proposed Development and suitably meet. In summary these are:</p> <ul style="list-style-type: none"> • There is a need for additional residual waste treatment within the area; • In close proximity to existing business that have a large heat and/or power demand; • A site of a suitable size to accommodate the EfW CHP Facility; • Good access to the strategic road network; • A brownfield site allocated for waste management; and • A site free of environmental designations.
RR-280	Will Gilbert	Socio-economic	I run a small business on Algores Way which is still very much in its infancy and strongly believe this incinerator will affect it to a point	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



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			that it will either be forced to close or relocate. These two things are not an option for us, as we employ local residents & support local businesses.	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-280	Will Gilbert	Traffic	<p>Another major concern is the road network. It's not designed to cope with the current level of traffic, let alone the hundreds possible thousands of trips required to construct the incinerator and then a lifetime of 300+ vehicles a day to keep the incinerator going. Weasenham Lane has been closed many times for sink holes & water mains. The A47 for 8-9 months of the year is congested with coastal traffic, the only link from Peterborough to Norwich. The image 1 following shows the current traffic level as I write this letter. That's before any work has even started. The A47 between Guyhirn and Wisbech also has a great responsibility to the local villages Guyhirn, Wisbech St Mary and the North Brink. The fact is when this stretch of road is closed, which it often is, the easiest route is Guyhirn, Wisbech St Mary, North Brink. When the survey (Which I believe was carried out in lock down) was carried out, how was this addressed? Was the route that the HGVs would take determined? March isn't an option;</p>	<p>VEHICLES NUMBERS TO THE EFW CHP FACILITY SITE</p> <p>Table 6.14 and 6.15, ES Chapter 6: Traffic and Transport (Volume 6.2) [APP-033] presents information on anticipated weekday and weekend vehicle movements to and from the Efw CHP Facility Site. In Summary, once operational there would be 362 weekday traffic movements, 78 of which would be the movement of staff cars and light good vehicles and 284 heavy goods vehicles (HGV). Traffic movements at weekends are lower; 32 staff cars and light vehicles and 64 HGVs.</p> <p>The HGV vehicle moments presented in Table 6.14 and 6.15 include those associated with waste and consumable deliveries and the export of Incinerator Bottom Ash (IBA) and Air Pollution Control residues (APCr) to suitable licenced facilities.</p> <p>The vehicles movements described above have been assessed within ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-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-</p>



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			<p>the roads are very uneven and also go through small villages. Then there's Welney, the wash, that floods during winter months, has a mass of wildlife as well as The Welney Wetland Centre, a charity that protects the wetland & wildlife. Another option you have is the A47 from Kings Lynn, again coastal traffic but again the road network cannot cope with the current traffic as shown in image 2. The last option is the A1101 which the route is over the only bridge in Wisbech that HGVs can use, which goes straight through the middle of Wisbech town and again, not designed to carry the level of traffic it takes now. Image 1 Image 2 Wisbech Gateway is a brand-new proposed retail park and leisure destination. This will offer Wisbech far greater benefits with new jobs, hotel & leisure. The Incinerator will back on to this new project and will most probably halt or even stop any further plans to carry out this new park, affecting the local opportunities and morale. Wisbech needs more jobs and leisure, not rubbish.</p>	<p>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> <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



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				<p>villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and</p> <ul style="list-style-type: none"> Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the Efw CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the Efw CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm</p>



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				<p>High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road) <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>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-280	Will Gilbert	Landscape Visual	and Then there's the eyesore of a 93m chimney, along with the building itself, dwarfing all other buildings, schools, factories and the largest UK refrigeration unit.	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



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				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.
RR-280	Will Gilbert	Air Quality	However, above all my previous concerns, my biggest concern is the fumes from this incinerator, with the fumes affecting a 25-mile radius, how can this even be suggested let alone considered.	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.



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				<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> <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-280	Will Gilbert	Environmental	Wisbech is a small town surrounded by small villages, a large arable farming community, large food factories and many small successful businesses on all the estates in Wisbech, not just Algores Way.	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 and it is not allocated as a site for residential development within the Fenland Local Plan 2014. The emerging Fenland Local Plan 2022 identifies the site as a waste management area and established employment area with part of the frontage to New Bridge Lane for Employment/Non-residential development. 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:



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				<ul style="list-style-type: none"> • There is a need for additional residual waste treatment within the area; • In close proximity to existing business that have a large heat and/or power demand (including for example the local food plants in Wisbech); • 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. 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-281	Adam gipp	Adequacy Consultation	of Although West Norfolk and King's Lynn could be more affected than Wisbech by airborne pollution from the incinerator given the existing weather conditions, the residents of King's Lynn were not consulted about the incinerator. The firm only consulted within a narrow radius of up to 5 km and this was not sufficient.	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] .



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				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-282	P W Gleaves	Comment	To know more of what's going on	Comments noted. The DCO Application documents are available on the Planning Inspectorate website.
RR-283	Alan John Gooch	Air Quality	As a resident of Wisbech I wish to object strongly to the proposal. The area selected is in the middle of the Town and close to a School. Apart from the obvious air quality issues.... Residents and school children will be at risk of injury and illness.	<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 receptors would eat food grown in the local area and considers</p>



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				<p>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] • 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-283	Alan John Gooch	Traffic	<p>As a resident of Wisbech I wish to object strongly to the proposal. The area selected is in the middle of the Town and close to a School. ... the incinerator the infrastructure is not suitable for the increase in lorry traffic to the facility. Residents and school children will be at risk of injury and illness.</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 Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans</p>



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				<p>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 Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road). <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-283	Alan John Gooch	Traffic	As a resident of Wisbech I wish to object strongly to the proposal. ... This type of project should be out of any town perhaps on an industrial area suited to the	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 and it is not



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			comings and goings of large numbers of lorries.	allocated as a site for residential development within the Fenland Local Plan 2014. The emerging Fenland Local Plan 2022 identifies the site as a waste management area and established employment area with part of the frontage to New Bridge Lane for Employment/Non-residential development. The site is located within an industrial area south of the town centre.
RR-284	Gillian Goodchild	Traffic	I am extremely concerned about the impact of the increased amount of traffic on our roads!! The infrastructure of this town is the same now as it was 50 years ago, when I was a child, and our roads cannot cope now with the volume of traffic!! Without the 300 plus lorries a day for this eyesore of an incinerator!!	<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> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and</p>



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				<p>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 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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RR-285	Peter Goodchild	Traffic	This will be no good here as our roads can't take the traffic, they can't cope now	<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>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 management plans will ensure that the EfW CHP Facility will continue to be operated</p>



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				<p>appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013] • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013].
RR-286	Rosemary Goodenough	Human Health	<p>Not very long ago following a very protracted process, another such proposal (for an incinerator at a site just outside King's Lynn) was eventually defeated and I am disappointed that a new proposal has arisen so quickly which also could threaten health and pose potential harm to the lives of residents in the borough. I note that West Norfolk Council's planning team has identified key issues and concerns about these proposals which I share, and I sincerely hope these will properly be taken into account together with the (proven in the previous case</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>“...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</p>



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			<p>referred to above) concerns of many, many residents so that I trust the application will be refused. No infrastructure which could cause harm to health should ever be put in or near a residential area and prevailing winds should also be taken into account.</p>	<p>incinerators completely, any potential effect for people living close by is likely to be very small..."</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]; • 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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RR-287	Cliff Goodman	Human Health	1) concern about harmful emissions from such a large operation	<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 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-287	Cliff Goodman	Waste Hierarchy	4) High proportion of waste will not be suitable for incineration and the general idea of burning waste will negate incentives for waste reduction	<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>



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



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				The final Community Benefits Plan will be published by the Applicant prior to commencement of the construction of the Proposed Development.
RR-287	Cliff Goodman	Environmental	2) Environmental damage during construction	The environmental impacts of the Proposed Development during both its construction and operation are reported within the Environmental Statement Volumes 6.2-6.4 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-287	Cliff Goodman	Environmental	3) ongoing increased traffic noise and ongoing environmental damage during operation	<p>The environmental impacts due to noise and vibration associated with the Proposed Development, including those that could affect residents, businesses, and educational facilities, have been assessed and reported in the ES. This includes noise and vibration from HGV movements associated with the Proposed Development. The ES Chapter 7: Noise and Vibration (Volume 6.2) [APP-034] considers the potential for noise and vibration effects, at numerous sensitive receptors (Table 7.14) during the construction and operational phase of the Proposed Development. The sensitive receptors within the assessment include:</p> <ul style="list-style-type: none"> Residential including those closest to the EfW CHP Facility on New Bridge Lane



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> • Educational including the Thomas Clarkson Academy and Cambian Education Foundation • Businesses including those adjacent to the EfW CHP Facility, such as, Floorspan and Fountain Frozen <p>Where necessary, embedded mitigation is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. A full list of the embedded construction and operational environmental measures to be employed is reported in Table 7.40, ES Chapter 7: Noise and Vibration (Volume 6.2) [APP-034]. These measures include construction and operational management plans. Implementation of the management plans is secured by DCO Requirement and by the Environmental Permit:</p> <ul style="list-style-type: none"> • A Construction Environmental Management Plan (CEMP) (see Volume 7.12 [APP-103], secured by Requirement 10, Schedule 2, Draft DCO (Volume 3.1) [APP-013]; and • Operational Noise Management Plan (see ES Appendix 7D: Operational Noise Management Plan (Volume 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-288	Jean Goward	Air Quality	The air quality is a concern with it being so close to our house, plus the extra amount of amount of	The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality (Volume 6.2)



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			<p>traffic and the extra pollution that will be bellowed out of the lorries is a grave concern not only for us but our children and grandchildren.</p>	<p>[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, 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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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]; • 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-288	Jean Goward	Traffic	... the extra amount of amount of 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



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> <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



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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-289	Jean Goward	Air Quality	<p>I am registered so I can put my concerns of the mega incinerator and the problems it will create. There is air pollution to consider from the burning of the waste and the extra fumes that the lorries coming and going will create. This is to mention just a few of the problems that will be faced by those living near the mega incinerator.</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 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 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-290	Emma Gower	Human Health	Unsuitable need residential area, will cause mass deterioration to health	<ul style="list-style-type: none"> • 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> <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



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				<p>measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013];</p> <ul style="list-style-type: none"> • For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, Draft DCO (Volume 3.1) [APP-013]; • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; • 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-291	Jane Gower	Environmental	Unsuitable area to close to residential area and schools	<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 (including for example the local food plants in Wisbech); • 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.



Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-292	Martin Gower	Traffic	Unsuitable site near to town with schools and residential area. Poor roads	<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 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>Construction Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation 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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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>
RR-293	Colin Gowler	Human Health	Incineration is a bad idea for health reasons.	<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).</i></p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p><i>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 – 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-293	Colin Gowler	Traffic	Damage to infrastructure caused by thousands of lorries will cause immense damage pollution and congestion.	<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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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]; • 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 The maintenance of the local road network is the responsibility of Cambridgeshire County Council.</p>



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



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<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].
RR-294	Charlotte Graham-Cameron	Climate Change	It will be a huge monolith 'pumping' over 20 million tonnes of carbon dioxide into the atmosphere.	<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</i></p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p><i>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).</i></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 kilo tonnes 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>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<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-294	Charlotte Graham-Cameron	Traffic	<p>There will be an increase in heavy traffic through the area, putting a burden on already congested roads.</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]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction 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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road. <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>



314 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
RR-294	Charlotte Graham-Cameron	Waste Hierarchy	Nationally the UK already has an overcapacity to burn waste meaning yet more recyclable materials would be used as fuel. We should be recycling more and not polluting the air.	<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 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>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<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; • 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-294	Charlotte Graham-Cameron	Air Quality	Incinerators are an inefficient and highly polluting method of power generation.	<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</p>



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



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>Plan (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-294	Charlotte Graham-Cameron	Environmental	The proposed Wisbech incinerator is in totally the wrong place, too near to schools and residents.	<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 (including for example the local food plants in Wisbech); • 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-295	Karen Smith	Grainger-	Human Health	<p>Against this plan as we moved to the area for the health of my children [redacted]. This should not be put near their school or in this area. We already supply huge amounts of wind energy.</p> <p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p><i>“...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health (https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health).</i>”</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p><i>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 – 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-296	Louise Gratton	Air Quality	1. The location is very close to residential areas with a school in very close proximity (200m). I am concerned of the impact of pollution/emissions to health for local residents and for wildlife. Burning waste is bad for health.	The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078] and Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052] respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator 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-296	Louise Gratton	Human Health	2. There is a lot of farming land in proximity to the incinerator with produce entering the human food chain. I am concerned once again about the impact pollution from the incinerator will have on this and the effect of such produce will have.	<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</i></p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p><i>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 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-296	Louise Gratton	Traffic	3. The developer suggests the incinerator will require lorry movements 7 days a week from 6am to 7pm. The A47 will be the main route for around 600,000 tonnes of waste to travel. Wisbech does not have a rail station, so road is the only option. The A47 to and from Wisbech is a single carriageway as are the majority of roads in Fenland. The Elm Hall Roundabout causes considerable hold ups, particularly at peak times. This will only be exacerbated by the volume of lorries bringing waste to the incinerator. Furthermore, crossing facilities for pedestrians is poor	<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>“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.</p> <p>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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			<p>and I fear for children and vulnerable road users such as cyclists navigating this area.</p>	<p>circumstances. It is therefore proposed that the EfW CHP Facility be able to accept waste outside the operating hours stated above in these circumstances”.</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-033] and Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073].</p> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction 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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road). <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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013] .
RR-296	Louise Gratton	Adequacy Consultation	of 4. Public consultation from MVV has been extremely poor with COVID used as an apparent excuse for this. The information produced by MVV is not easily palatable for the average person and I believe has been designed to promote the incinerator rather than fully inform residents and business of the pitfalls and health risks.	<p>The Applicant provided the necessary information in accordance with the requirements of the Planning Act 2008 and associated regulations (including the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 and the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. Having reviewed the matter of the adequacy of consultation, PINS accepted the DCO Application for the Proposed Development for Examination, see Notification of Decision to Accept Application [PD-001].</p> <p>Full details of the Applications statutory and non-statutory pre-application consultation are reported in the Consultation Report (Volume 5.1) [APP-018] and the accompanying appendices.</p>
RR-296	Louise Gratton	Planning	5. MVV has bypassed local planning by declaring the incinerator a Nationally Significant Infrastructure Project. This shows a blatant disregard for a proper local consultation. The scheme needs to generate over 50 megawatts of energy to qualify as a national project. MVV talks of taking waste from "surrounding counties" in order to meet this threshold. To put this in context, it is twice the size of the Kings Lynn incinerator proposal that was rejected and twice the size of the developers next largest incinerator	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.



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			in Plymouth which powers the naval shipyard at Devonport.	
RR-296	Louise Gratton	Alternatives	6. MVV has failed to outline any reasonable alternative sites and state why this proposed location is the best option of all and why the others are unacceptable.	<p>Section 2.3.1 to 2.3.3 ES Chapter 2 Alternatives [APP-029] and ES Chapter 3 (Volume 6.2) [APP-030] explains the Applicant's reason for selecting the location of the Proposed Development, highlighting the 'essential' and 'preferable' site selection criteria that were applied and suitably meet. In summary, the selection criteria included:</p> <ul style="list-style-type: none"> • There is a need for additional residual waste treatment within the area; • In close proximity to existing business that have a large heat and/or power demand; • A site of a suitable size to accommodate the EfW CHP Facility; • Good access to the strategic road network; • A brownfield site allocated for waste management; and • A site free of environmental designations.
RR-296	Louise Gratton	Drainage/Flooding	7. The incinerator will be built on land at risk of flooding (known as Flood Risk 3). Yet the developer is silent on the risk this causes of contamination including to drinking water, in addition to any risk of soil contamination during the construction phase.	<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>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>Due to their low laying nature, many areas within the Fens are at risk from flooding but benefit from defences managed by the Environment Agency. However, the Applicant has assessed extreme events, including changes due to climate change, where these defences fail. The Proposed Development has been designed to respond to the results of the hydraulic modelling. The assessment concludes that with embedded mitigation, there are no significant impacts related to the risk of flooding. The embedded mitigation that will be secured by either a DCO Requirement and/or by the Environmental Permit and includes:</p> <ul style="list-style-type: none"> • The finished floor level (FFL) of the EfW CHP Facility to be 3m Above Ordnance Datum (AOD) – secured by the Maximum Design Parameters, Schedule 14, Draft DCO, (Volume 3.1) [APP-013]; • Outline Construction Environmental Management Plan (Volume 7.12) [APP-103] (includes a ranges of mitigation measures to control e.g., flooding) – secured by Requirement 10, Schedule 2, Draft DCO (Volume 3.1) [APP-013] • Outline Operational Flood Emergency Management Plan (Volume 7.9) [APP-100] – secured by Requirement 13, Schedule 2, Draft DCO (Volume 3.1) [APP-013]; and • Outline Drainage Strategy (Volume 6.4) [APP-086] - secured by Requirement 8, Schedule 2, Draft DCO (Volume 3.1) [APP-013]. <p>PROTECTION OF WATERCOURSES: The environmental impacts of the Proposed Development including those associated with protection of watercourses during construction, have</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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 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-296	Louise Gratton	Property Prices	8. The developer has stated that compulsory acquisition may be required to obtain land outside of this main site. What land does the developer plan to compulsory	Compulsory Purchase: The Applicant's Statement of Reasons (Volume 4.3) [APP-017] explains the scope of powers sought (Section 4), justification for the powers of compulsory acquisition (Section 5) and the purpose for which the



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			purchase, on what basis, and from whom, in order to build an incinerator of the scale required for its designation as a national infrastructure project? I am strongly opposed to the incinerator.	compulsory acquisition and temporary possession powers are sought (Section 6).
RR-297	David Green	Traffic	Considerable increase in HGV traffic on already substandard congested roads in Fenland.	<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 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. 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 Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road). <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-297	David Green	Landscape Visual	and Appalling eyesore on the flat landscape of Fenland.	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



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				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.
RR-297	David Green	Air Quality	Unacceptable levels of fumes and dirt for the local area.	The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078] and Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052] respectively. This includes schools, medical facilities, and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator 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-297	David Green		And all the reasons that made it unacceptable for Kings Lynn!	Comment noted. However, the Applicant were not involved in the King's Lynn incinerator planning application.
RR-298	Davina Green	Comment	I will comment once I have received and digested the information, Thank you.	Comments noted. The DCO Application documents are available on the Planning Inspectorate website.
RR-299	James Green	Alternatives	Absurd location for an incinerator.	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 including any offshore, however, Section 2.3.1 to 2.3.3 ES Chapter 2 Alternatives [APP-029] and ES Chapter 3 (Volume 6.2) [APP-030] explains the Applicant's reason for selecting the location of the Proposed



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>Development, highlighting the 'essential' and 'preferable' site selection criteria that were applied and suitably meet. In summary, the selection criteria included:</p> <ul style="list-style-type: none">• There is a need for additional residual waste treatment within the area;• In close proximity to existing business that have a large heat and/or power demand;• A site of a suitable size to accommodate the EfW CHP Facility;• Good access to the strategic road network;• A brownfield site allocated for waste management; and• A site free of environmental designations.

3. Conclusion

- 3.1.1 The Applicant's comments on the other interested parties and 3(b) statutory parties relevant representations **RR-200 – RR-299** have been provided in this document and were submitted to the ExA for Deadline 1 (10 March 2023).

