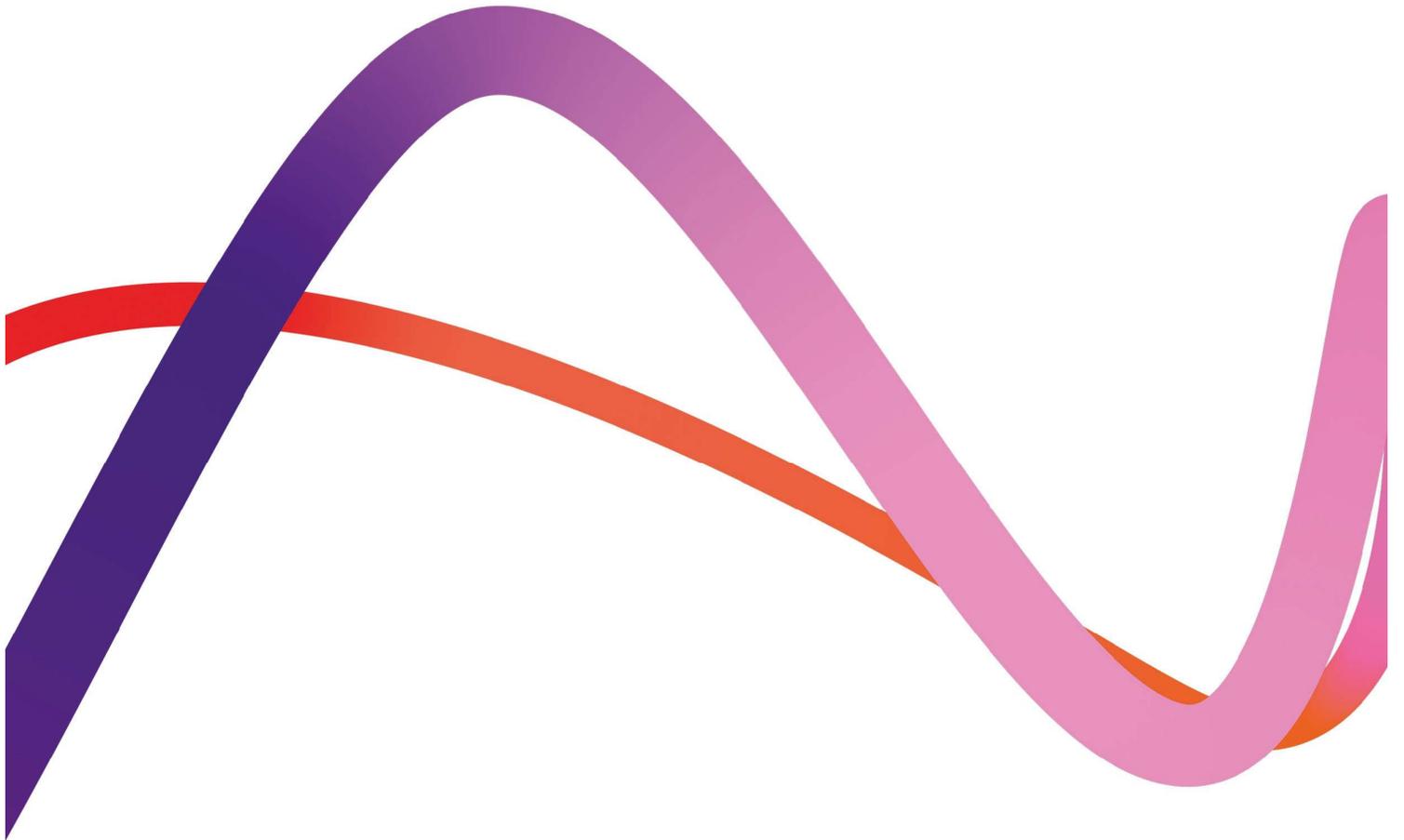
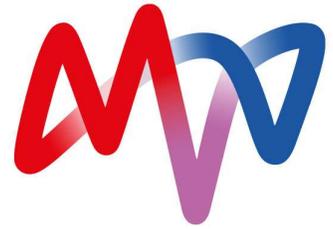


**Medworth Energy from Waste  
Combined Heat and Power Facility**

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**Applicant's Comments on the  
Relevant Representations – Part  
5 Other Interested Parties and  
3(b) Statutory Parties – Relevant  
Representations RR-300 – RR-399**

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Table 2.4 Applicant's Comments on relevant representations RR-300 – RR-399

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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;**
  - **Part 5: Representations RR-300 – RR-399** (this volume);
  - **Part 6: Representations RR-400 – RR-499;**
  - **Part 7: Representations RR-500 – RR-599;**
  - **Part 8: Representations RR-600 – RR-666 and additional submissions;** and



**3** Applicant's Comments on the Relevant Representations Part 3 – Other Interested Parties and 3(b)  
Statutory Parties – Relevant Representations RR-300 – RR-399

- **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 5 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 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-300 – RR-399** are set out in **Table 2.1** below.



Table 2.4 Applicant's Comments on relevant representations RR-300 – RR-399

Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-300	James Green	Andrew	Human Health	<p>I want to express my absolute objection to a proposed incinerator in Wisbech. This would affect the lives and health of everyone in the immediate vicinity and would impact many people in the outlying villages as well. I am completely against this as it would affect my [redacted] as well as other people with similar health issues around the area. This should not be allowed to happen.... Please don't make this happen as we feel we will be forced to move.</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 (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>).</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..."</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 <b>ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043]</b> assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP). Includes a range of mitigation</li> </ul>



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



## 7 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-300	James Green	Andrew Traffic	Also, the increase in pollution from all the vehicles, let alone the incinerator! Please don't make this happen as we feel we will be forced to move.	<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. <b>ES Chapter 8: Air Quality (Volume 6.2)</b> 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"><li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li><li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li><li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li></ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-301	Lisa Anne Green	Socio-economic	This is too big a project in such a small community. It does not benefit the area as it will not bring jobs or new transport links which the area badly needs. It is too close to a secondary school and offers them nothing no apprenticeships and little involvement.	<p>Section 3.5.53, <b>ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030]</b> confirms there will be 40 full time equivalent (FTE) jobs in a range of disciplines for the operational phase of the Proposed Development. Furthermore, <b>ES Chapter 15 Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042]</b> 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, <b>ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030]</b> 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 <b>Outline Employment and Skills Strategy (Volume 7.8) [APP-099]</b> which has been developed in consultation with Norfolk County Council and includes the following proposals:</p> <ul style="list-style-type: none"> <li>• A waste education programme and support for higher and further education establishments, including STEM support; and</li> <li>• Apprenticeships, Internships and work experience/placements.</li> <li>• Local employment during construction and operation; and</li> <li>• Support the local supply chain.</li> </ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				The final version of the Employment and Skills Strategy is secured by Requirement 21, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b> .
RR-301	Lisa Anne Green	Traffic	It is expected to add 300 -400 lorries a day travelling along single carriageway to the plant which is already frequently gridlocked and is a holiday route bringing tourists to the surrounding area and the Norfolk coast. If the area becomes more gridlocked then traffic will divert through villages whose roads are not equipped to cope or people will simply chose other destinations and so the costal and rural economies will suffer.	<p>VEHICLES NUMBERS TO THE EFW CHP FACILITY SITE</p> <p>Table 6.14 and 6.15, <b>ES Chapter 6: Traffic and Transport (Volume 6.2) [APP-033]</b> 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 <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> and <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>.</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 <b>ES Chapter 6 Traffic and Transport</b></p>



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

Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>(Volume 6.2), [APP-033] accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. 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"><li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li><li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce</li></ul>



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

Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</p> <ul style="list-style-type: none"><li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li></ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p><u>Construction</u> <b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p><u>Operation</u> Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, <b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> 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><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-301	Lisa Anne Green	Air Quality	In addition the area contains prime agricultural land what effects will emissions have on crop quality or perceived crop quality and therefore price.	<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"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road.</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p>The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> 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, <b>Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078]</b> and Figure 8.3, <b>ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-</b></p>



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

Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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), <b>ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. 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"><li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li><li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li><li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li></ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-301	Lisa Anne Green	Socio-economic	It is my opinion that Wisbech was chosen for this project not because it is the most suitable and it will bring benefits to the area but because it was considered by the developer to be an easy target because it has a large migrant population and many social problems and therefore it was hoped that opposition would be low due to lack of interest.	<p>Section 2.3.1 to 2.3.3 ES Chapter 2 Alternatives and ES Chapter 3 (Volume 6.2) [APP-029] explains the Applicant's reason for selecting the location of the Proposed Development, highlighting the 'essential' and 'preferable' site selection criteria that were applied and suitably meet. 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"> <li>There is a need for additional residual waste treatment within the area;</li> <li>In close proximity to existing business that have a large heat and/or power demand;</li> <li>A site of a suitable size to accommodate the EfW CHP Facility;</li> <li>Good access to the strategic road network;</li> <li>A brownfield site allocated for waste management; and</li> </ul>



15 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"> <li>A site free of environmental designations.</li> </ul>
RR-301	Lisa Anne Green	Adequacy Consultation	of In fact I believe that very little of the consultation information was provided in anything other than English thereby excluding a substantial amount of the local population from the consultation process. I believe some members of the various migrant communities had to translate it for themselves	<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 <b>Notification of Decision to Accept Application [PD-001]</b>. Full details of the Applications statutory and non-statutory pre-application consultation are reported in the <b>Consultation Report (Volume 5.1) [APP-018]</b> and the accompanying appendices.</p>
RR-302	Lynda Green	Traffic	My main concerns are it is too big for the local infrastructure are roads are badly overloaded now and in poor condition .	<p>HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013];</b> and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013].</b></li> </ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p><u>Construction</u>  <b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p><u>Operation</u>                      Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, <b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> 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><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> 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"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. Figure 2.1 of the Outline OTMP displays the proposed operational</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p><b>TEMPORARY ROAD CLOSURES</b> In the event of road closures, like all road users, the Applicant would follow the Highways Authority route diversion(s).</p> <p><b>NEW BRIDGE LANE ACCESS IMPROVEMENTS:</b> During operations and to avoid using Weasenham Lane, Elm High Road and Cromwell Road (north of New Bridge Lane), the Proposed Development includes an HGV access to the EfW CHP Facility via New Bridge Lane. To accommodate the Proposed development there will be a series of improvements to New Bridge Lane. These improvements include, carriageway widening from Salters Way to the site's entrance, a footpath, pedestrian crossing points street lighting and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic. Section 3.4.105 to 3.4.117, <b>ES chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030]</b>. The proposals can be seen on <b>Figure 3.19: (Volume 6.3) [APP-049]</b>.</p> <p><b>HIGHWAY SUBSIDENCE</b> The maintenance of the local road network is the responsibility of Cambridgeshire County Council. However, <b>Appendix 6A Outline CTMP (Volume 6.4) [APP-072]</b> 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</p>



## 19 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>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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-302	Lynda Green	Property Prices	The local school is nearby and housing estates and is going to have such effect on the housing market in a poorly agricultural area	<p>As part of the assessment undertaken in <b>ES Chapter 15: Socio economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042]</b> 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-303	Phill Green	Comment	I will make my comments when I have view new information	Comments noted. The DCO Application documents are available on the Planning Inspectorate website
RR-304	Marina Guarino	Socio-economic	Very concerned about the negative impact to air quality this incinerator will have from its working and from the vehicles delivering to it. The additional traffic on already congested and inadequate roads will be appalling.	The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> 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.



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			<p>All of this will lead to an already neglected and deprived area becoming worse.</p>	<p>The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and concludes the significance of effect is negligible. 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), <b>ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. 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>



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RR-304	Marina Guarino	Air Quality	Very concerned about the negative impact to air quality this incinerator will have from its working and from the vehicles delivering to it.	<p>The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> 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, <b>Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078]</b> and Figure 8.3, <b>ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052]</b> respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), <b>ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> <li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
<b>RR-304</b>	Marina Guarino	Traffic	The additional traffic on already congested and inadequate roads will be appalling.	<p>HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport</b></p>



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				<p>(Volume 6.2), [APP-033] accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. 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"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce</li> </ul>



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				<p>impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</p> <ul style="list-style-type: none"> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p><u>Construction</u>  <b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p><u>Operation</u>                      Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, <b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> 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><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> 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"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-305	Rosie Guest	Traffic	<p>As an individual who lives close to where the plans for the incinerator are going I feel extremely worried and frustrated about the plans. I believe that it will increase the amount of traffic going through Wisbech making the roads even more congested than they are now. This will make commuting to and from work longer and more stressful.</p>	<p><b>HIGHWAY CAPACITY:</b> The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. 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"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013];</b> and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013].</b></li> </ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p><u>Construction</u>  <b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the</p>



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				<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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p><u>Operation</u>                      Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, <b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> 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><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> 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"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final</p>



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				OTMP is secured by Requirement 12, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b> .
RR-305	Rosie Guest	Property Prices	I worry that if the incinerator plans are accepted then it could devalue mine and my partners home. In very uncertain times as it is, this adds more stress and worry. Not knowing if we will be successful in selling our house for what it's worth in the years to come.	<p>As part of the assessment undertaken in <b>ES Chapter 15: Socio economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042]</b> 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-305	Rosie Guest	Air Quality	Another concern of mine is to do with pollution and smell	The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> 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, <b>Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078]</b> and Figure 8.3, <b>ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052]</b> 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"> <li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> </ul>



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				<ul style="list-style-type: none"> <li>Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-305	Rosie Guest	Odour	Another concern of mine is to do ...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 <b>Non-Technical Summary (Volume 6.1) [APP-027]</b>. 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 <b>Outline Odour Management Plan (Volume 7.11) [APP-112]</b> which details all sources of odour, control measures, monitoring, including a complaints procedure, and reporting. Odour awareness training will be undertaken as part of general site operational training, and daily checks for odour levels will carried out.</p>



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				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.
RR-305	Rosie Guest	Landscape Visual	and The incinerator is going to be seen for miles, an eyesore. This could make Wisbech less appealing to buyers.	The landscape and visual effects are reported in <b>Volume 6.2 ES Chapter 9 Landscape and Visual [APP-036]</b> and <b>Volume 6.4 ES Chapter 9 Landscape and Visual Appendices [APP-079]</b> . The assessments are accompanied by photomontages in <b>Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.17 to 9.24 [APP-058]</b> , <b>Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.25 to 9.32 [APP-059]</b> , <b>Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.33 to 9.39 [APP-060]</b> and <b>Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.40 to 9.46 [APP-061]</b> 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-306	David Gutteridge	Environmental	The company have completely ignored opposition to this which	With regard to traffic and air quality, the environmental impacts of the Proposed Development including HGV



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			<p>personally, is down to carcinogens, transport, noise and environment.</p>	<p>movements during operation and construction and their impact on air quality been assessed and reported in the ES. <b>ES Chapter 8: Air Quality (Volume 6.2)</b> 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"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>. On the matter of noise, the assessment presented within ES Chapter 7 Noise and Vibration concludes that with</li> </ul>



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				mitigation in place, effects will not be significant.
RR-306	David Gutteridge	Odour	They neglect to mention the smell of burning rubbish ...	<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 <b>Non-Technical Summary (Volume 6.1) [APP-027]</b>. 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 <b>Outline Odour Management Plan (Volume 7.11) [APP-112]</b> 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-306	David Gutteridge	Air Quality	They neglect to mention .... and the carcinogens produced, they forget to mention the metals left behind which will be hazardous materials which have to be removed specially!	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, <b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> describes the quantities and handling arrangements for Incinerator Bottom Ash (IBA).</p> <p>Section 3.5.42 to 3.5.46, <b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> 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-306	David Gutteridge	Noise	They fail to acknowledge the noise, not only of the incinerator but the lorries! In regard to the environment,	<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 <b>ES Chapter 7: Noise and Vibration (Volume 6.2) [APP-034]</b> 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>



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				<ul style="list-style-type: none"> <li>• Residential including those closest to the EfW CHP Facility on New Bridge Lane</li> <li>• Educational including the Thomas Clarkson Academy and Cambian Education Foundation</li> <li>• Businesses including those adjacent to the EfW CHP Facility, such as, Floorspan and Fountain Frozen</li> </ul> <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, <b>ES Chapter 7: Noise and Vibration (Volume 6.2) [APP-034]</b>. These measures include construction and operational management plans. Implementation of the management plans is secured by DCO Requirement and by the Environmental Permit:</p> <ul style="list-style-type: none"> <li>• A <b>Construction Environmental Management Plan (CEMP) (see Volume 7.12 [APP-103])</b>, secured by Requirement 10, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Noise Management Plan (see <b>ES Appendix 7D: Operational Noise Management Plan (Volume 6.4)</b>) secured by Requirement 19, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>With the environmental measures in place the assessment concludes there will be no significant effects.</p>



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RR-306	David Gutteridge	Air Quality	our local air quality will plummet due to the extra transport going to and coming from the site.	<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. <b>ES Chapter 8: Air Quality (Volume 6.2)</b> 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"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>



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RR-306	David Gutteridge	Wisbech Railway	There are concerns they will negatively affect Wisbech's chances of a train line which we need for growth, Wisbech to London should exist by now, getting a bus to Peterborough should not be necessary by now!	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, <b>ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030]</b> provide further details.
RR-306	David Gutteridge	Adequacy Consultation	of MVV have failed to address these concerns and do not bother to respond to residents, but us citizens end up having to live near their eyesore/monstrosity! Hopefully sense will be seen and the mega incinerator will be rejected!	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 <b>Notification of Decision to Accept Application [PD-001]</b> .  Full details of the Applications statutory and non-statutory pre-application consultation are reported in the <b>Consultation Report (Volume 5.1) [APP-018]</b> .
RR-306	David Gutteridge	Traffic	They plan to have 300 lorries a day, making Wisbech gridlocked! They plan to build near schools!	VEHICLES NUMBERS TO THE EFW CHP FACILITY SITE Table 6.14 and 6.15, <b>ES Chapter 6: Traffic and Transport (Volume 6.2) [APP-033]</b> presents information on anticipated weekday and weekend



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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 <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> and <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>.</p> <p><b>HIGHWAY CAPACITY:</b>                      The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. 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,</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p><u>Construction</u></p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p><b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p><u>Operation</u>                      Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, <b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> 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><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> 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"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b> . 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, <b>Draft DCO (Volume 3.1) [APP-013]</b> .
RR-307	Diana Elizabeth Haine	Traffic	Impact on the roads of having so many lorries coming to the Incinerator, the A47 can't cope at present... It is wrong to build it so close to the town	<p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. 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	Representee	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"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-307	Diana Haine	Elizabeth	Human Health	<p>the impact on the environment from the waste coming out of the chimneys, what will it do for the health of people and the farmland. It is wrong to build it so close to the town</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 (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>). 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). <b>ES Chapter 16 Health (Volume 6.2) [APP-043]</b> assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> <li>• 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, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• 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, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> </ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-308	Neil Halliday	Traffic	The volume of traffic this proposal will generate will further congest our already congested roads.	<ul style="list-style-type: none"> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.</li> </ul> <p>HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. 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>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<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"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p><u>Construction</u>  <b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase.</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p><u>Operation</u></p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, <b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> 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><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> 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"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final</p>



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				OTMP is secured by Requirement 12, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b> .
RR-308	Neil Halliday	Socio-economic	It will only create a handful of jobs.	<p>Section 3.5.53, <b>ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030]</b> confirms there will be 40 full time equivalent (FTE) jobs in a range of disciplines for the operational phase of the Proposed Development. Furthermore, <b>ES Chapter 15 Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042]</b> 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, <b>ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030]</b> 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 <b>Outline Employment and Skills Strategy (Volume 7.8) [APP-099]</b> which has been developed in consultation with Norfolk County Council and includes the following proposals:</p> <ul style="list-style-type: none"> <li>• A waste education programme and support for higher and further education establishments, including STEM support; and</li> <li>• Apprenticeships, Internships and work experience/placements.</li> </ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>Local employment during construction and operation; and</li> <li>Support the local supply chain.</li> </ul> <p>The final version of the Employment and Skills Strategy is secured by Requirement 21, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-308	Neil Halliday	Air Quality	It will create air pollution near to several schools in a market town.	<p>The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> 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, <b>Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078]</b> and Figure 8.3, <b>ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052]</b> respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), <b>ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. 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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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"> <li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013];</b> and</li> </ul>



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				<ul style="list-style-type: none"> <li>Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-308	Neil Halliday	Historic Environment	Wisbech has a fabulous heritage that attracts tourists who will be put off by this monstrous scheme.	<p>The Historic Environment Assessment is reported in <b>ES Chapter 10: Historic Environment (Volume 6.2) [APP-037]</b>. As part of this, the significance of Wisbech town centre conservation area, the nature of its setting and contribution to the same and the importance of particular views are set out in section 10.9. This includes a description of the individual character areas within the conservation area including the Brinks, with a photomontage from Elgood's Brewery on North Brink (Figure 9.23b Viewpoint 7, <b>Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.17 to 9.24 [APP-058]</b>) showing the greatest extent of visibility from within the conservation area. Taking account of the heritage significance of the conservation area as a whole and the identified key views within and out from it, and the context of the existing industrial estate including large logistics buildings, there will not be a significant effect on the conservation area.</p> <p>The Landscape and Visual Assessment is reported in <b>ES Chapter 9: Landscape and Visual (Volume 6.2) [APP-036]</b>.</p>
RR-309	David Hammond	Air Quality	I strongly oppose the application to build an incinerator and burn rubbish in Wisbech due to the following concerns: the harmful particulates, which are not measured or considered in the planning application. ... It is a huge food-growing, farming area and the waste will affect it. The natural	<p>The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> 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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			wildlife and environment will be affected	<p data-bbox="1283 321 1871 435">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 data-bbox="1283 467 1871 662">A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, <b>Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078]</b> and Figure 8.3, <b>ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052]</b> respectively. This includes schools, medical facilities and residential properties.</p> <p data-bbox="1283 695 1871 1036">Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), <b>ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p data-bbox="1283 1068 1871 1235">All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p data-bbox="1283 1268 1871 1349">With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-309	David Hammond	Human Health	I strongly oppose the application to build an incinerator and burn rubbish in Wisbech due to the following concerns: the health of residents, workers and school children very close to the 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><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 (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>).</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 <b>ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043]</b> assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> <li>• 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> </ul>



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RR-310	Gary Hancock	Comment	I will comment later.	Comments noted.
RR-311	Alan Hanrahan	Air Quality	I have concerns around health impact this proposed development will have the local area, from the incinerator itself and the increase in traffic coming into the town. Looking at the documents and reports there seem to be inconsistencies with information.	The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> 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, <b>Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078]</b> and Figure 8.3, <b>ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052]</b> respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), <b>ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. 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"> <li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> </ul>



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				<ul style="list-style-type: none"> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-311	Alan Hanrahan	Traffic	In addition the road infrastructure can't cope with the current amount of traffic coming into the local area, Wisbech sits on the boundary of three counties, if there is an accident or incident on any of the main roads leading into town Wisbech becomes gridlocked. This proposed development should be built away from local towns and 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 <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. 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"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p><u>Construction</u>  <b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p><u>Operation</u>            Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, <b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> 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><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> 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"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. Figure 2.1 of the Outline OTMP displays the proposed operational</p>



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				route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b> .
RR-312	Andrew Harnwell	Traffic	I object to this mega incinerator as a local residents & the potential impact to the surrounding area both environmentally & local traffic congestion.	<p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> 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"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for</li> </ul>



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				<p>Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</p> <ul style="list-style-type: none"> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-312	Andrew Harnwell	Human Health	The proposed site of this installation is also within 1 mile of the towns biggest secondary school & poses a high risk to the health of young people in the area.	<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 (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>). 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,</p>



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				<p>have been assessed and reported in the <b>ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043]</b> assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> <li>• 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce</li> </ul>



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				<p>impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</p> <ul style="list-style-type: none"> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.</li> </ul>
RR-313	Karen Harrington	Environmental	<p>As far as I am aware there is no support for this in the area: the MP's, County and Local Councils and residents are against it. The application has escaped a local planning decision, and our landscape, effects on our health and roads from this project are instead to be decided remotely from Westminster. We, the local residents, are the ones who will have to live with it and yet our views seem to be ignored and the project continuously pursued by a large corporation from outside the area.</p>	<p>The amount of residual waste to be processed at the EfW CHP will generate in excess of 50 megawatts of electricity. Therefore, the Proposed Development is a Nationally Significant Infrastructure Project (NSIP) under Part 3 Section 14 of the Planning Act 2008 (2008 Act) by virtue of the fact that the generating station is located in England and has a generating capacity of over 50 megawatts (section 15(2) of the 2008 Act). It, therefore, requires an application for a DCO to be submitted to the Planning Inspectorate (PINS) under the 2008 Act. The Act does require statutory consultation prior to the submission of an application and the Applicant undertook both non-statutory and statutory consultation ahead of submission. The responses received are reported within the Consultation report which is submitted as part of the application. The Examining Authority will therefore be able to read the views expressed by local residents.</p>
RR-313	Karen Harrington	Environmental	<p>The incinerator is not wanted in this small town for so many reasons: health, environmental, visual, lack of sufficient infrastructure, and emissions spreading over the town, nearby</p>	<p>The Applicant's approach to site selection is set out within <b>ES Chapter 2 Alternatives (Volume 6.2) [APP-029]</b> where it lists the essential and desirable siting criteria it employed when selecting the site. Having selected the site the Applicant understood to prepare an environmental impact assessment, the</p>



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			villages and neighbouring county borders. Wisbech is not a suitable location for the proposed incinerator.	results of which are set out in the <b>Environmental Statement (Vol 6.1-6.4)</b> . The statement includes the assessment of effects upon health, air quality and other environmental matters and it identifies embedded and additional mitigation that would be employed to reduce significant effects as much as possible. No significant health effects have been identified with visual effects limited to receptors in relatively close proximity to the site.
RR-313	Karen Harrington	Environmental	I understand the incinerator will generate over 50 megawatts of power, but at an environmental cost. With a strong tidal river running through the town and surrounding agricultural area, I would prefer efforts to be extended in that direction to produce renewable clean energy from tidal power rather than a polluting, unwanted project as the planned incinerator that will detrimentally affect many living in Cambridgeshire and Norfolk.	Comment noted.
RR-313	Karen Harrington	Socio-economic	Wisbech has problems of poverty and deprivation with a significant transient agricultural working population with, presumably, little local interest. This is possibly why it has been chosen for this project. The town is to be treated as a dumping ground for others' rubbish which will only compound the neglect the area already suffers from.	Section 2.3.1 to 2.3.3 <b>ES Chapter 2 Alternatives</b> and <b>ES Chapter 3 (Volume 6.2) [APP-029]</b> 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,



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				<p>adopted Development Plan 2021. In summary, the Applicant's selection criteria included:</p> <ul style="list-style-type: none"> <li>• There is a need for additional residual waste treatment within the area;</li> <li>• In close proximity to existing business that have a large heat and/or power demand;</li> <li>• A site of a suitable size to accommodate the EfW CHP Facility;</li> <li>• Good access to the strategic road network;</li> <li>• A brownfield site allocated for waste management; and</li> <li>• A site free of environmental designations.</li> </ul>
RR-313	Karen Harrington	Landscape Visual	and Not only will it be a complete eyesore on our flat landscape,	<p>The landscape and visual effects are reported in <b>Volume 6.2 ES Chapter 9 Landscape and Visual [APP-036]</b> and <b>Volume 6.4 ES Chapter 9 Landscape and Visual Appendices [APP-079]</b>. The assessments are accompanied by photomontages in <b>Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.17 to 9.24 [APP-058]</b>, <b>Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.25 to 9.32 [APP-059]</b>, <b>Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.33 to 9.39 [APP-060]</b> and <b>Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.40 to 9.46 [APP-061]</b> 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 <b>Volume 6.2 ES Chapter 9 Landscape and Visual [APP-036]</b>. The assessment also concluded that there would be localised significant effects within the closest part of</p>



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				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-313	Karen Harrington	Air Quality	but the emissions will affect a nearby local secondary school, the town and villages beyond, and into the next county of Norfolk.	<p>The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> 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, <b>Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078]</b> and Figure 8.3, <b>ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052]</b> respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), <b>ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The</p>



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				<p>assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP 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"> <li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>



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RR-313	Karen Harrington	Traffic	<p>The roads, which have received little or no funding, already struggle to cope with increased traffic, usually heading to the Norfolk coast, and the queues on the A47 can be horrific with traffic tailed back to Guyhirn and beyond. The many lorries carrying waste for incineration will cause further problems: the local infrastructure does not support such a massive project pushed upon us.</p>	<p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. 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"> <li>Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> </ul>



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				<ul style="list-style-type: none"> <li>Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-314	Eleanor Harris	Environmental	Those living around the proposed site, who will be bothered by the congestion, extra fumes and mess from those heavy goods vehicles. The HGVs are supposed to be strapped and covered, but every day stuff flies off the lorries that go to the other waste recycling plants in my constituency.	<p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. 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 assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic. Regarding fumes and mess, the Proposed development will be operated in line with a set of operational management plans, and will need to obtain and operate under and Environmental Permit. The operational plans include:</p> <ul style="list-style-type: none"> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> </ul>



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RR-314	Eleanor Harris	Traffic	I strongly oppose proposals for a mega incinerator to be built in Fenland. 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.	The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES <b>Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b> . 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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RR-314	Eleanor Harris	Human Health	I am extremely worried about the health benefits, carcinogenic diseases and birth defects.	<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 (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>).</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...”</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 <b>ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043]</b> assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> <li>• 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</li> </ul>



71 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>Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</p> <ul style="list-style-type: none"> <li>• 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.</li> </ul>
RR-314	Eleanor Harris	Waste Need	I notice this proposal hasn't been suggested in the lovely Cotswolds, or Beautiful Sussex. Instead, it has	The Applicant has prepared a <b>Waste Fuel Availability Assessment (WFAA) (Volume 7.3) [APP-094]</b> , to assess the amount of residual waste



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			been proposed to be built in a low wage community. No doubt the proposers aren't local to this area.	<p>available at a national and local level, including Cambridgeshire and Norfolk. The assessment includes sensitivity analysis to understand how residual waste arisings may change over time with increased recycling. The conclusion of the assessment demonstrates the need for the Proposed Development to treat residual waste within the region.</p> <p><b>ES Chapter 2: Alternatives (Volume 6.2) [APP-029]</b> 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"> <li>• There is a need for additional residual waste treatment within the area;</li> <li>• In close proximity to existing business that have a large heat and/or power demand;</li> <li>• A site of a suitable size to accommodate the EfW CHP Facility;</li> <li>• Good access to the strategic road network;</li> <li>• A brownfield site allocated for waste management; and</li> <li>• A site free of environmental designations.</li> </ul>
RR-315	Simon Harris	James	Human Health	<p>The potential of the Wisbech Incinerator to damage the health of the population - including myself - up wind of it.</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 (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>).</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 <b>ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043]</b> assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> <li>• 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> </ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.</li> </ul>
RR-316	John Harrison	Traffic	Wisbech is not a suitable site for this facility. The roads already struggle to cope with the existing traffic levels and do not have the capacity for extra vehicles which this facility will require. A site with rail connection would be a far more suitable and greener option in my opinion.	<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 <b>ES Chapter 6 Traffic and Transport (Volume 6.2)</b>, <b>[APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. 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"><li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li><li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013];</b></li><li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013];</b> and</li><li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013].</b></li></ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p><u>Construction</u>  <b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p><u>Operation</u>            Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, <b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> 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><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> 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"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b> . 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, <b>Draft DCO (Volume 3.1) [APP-013]</b> .
RR-317	Joanne Hart	Comment	I am waiting to see all documents before I submit my comments	Comments noted. The DCO Application documents are available on the Planning Inspectorate website.
RR-318	Paul Maurice Harwood	Environmental	I object to this large incinerator, being built,...I don't think this company who have made this application has any thought, for the the people of Wisbech, whose lives will be affected, by this development, with it being so close to schools and the industry areas .I...,with common sense, it should have been rejected from the start	<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"> <li>• There is a need for additional residual waste treatment within the area;</li> <li>• In close proximity to existing business that have a large heat and/or power demand (including for example the local food plants in Wisbech);</li> <li>• A site of a suitable size to accommodate the EfW CHP Facility;</li> <li>• Good access to the strategic road network;</li> <li>• A brownfield site allocated for waste management; and</li> <li>• A site free of environmental designations. The environment effects arising from the Proposed Development are reported within the Environmental Statement and summarised in the <b>Non-Technical Summary</b></li> </ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				(Volume 6.1) [APP-027]. They consider matters such as noise and air quality for example. Chapter 15 Socio-Economic, Tourism, Recreation and Land Use also considers the potential for effects upon other uses such as local land uses, including businesses and concludes that negative effects would not be significant.
RR-318	Paul Maurice Harwood	Traffic	I object to this large incinerator, being built, in a small market town like Wisbech, with the increased traffic, it will bring ,bigger ques....It will bring disruption and danger to the area ,for people and school children who will be travelling about ,it is very busy around the 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 <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. 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"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p><u>Construction</u>  <b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p><u>Operation</u> Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, <b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> 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><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> 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"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-318	Paul Maurice Harwood	Air Quality	I object to this large incinerator, being built, in a small market town like Wisbech, with the increased traffic, it will bring ,bigger ques and mutch pullotion, pluss all the	The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> includes detailed dispersion modelling from the chimney and includes traffic modelling of



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			<p>pollution from this over sized incinerator on such a small town .I don't think this company who have made this application has any thought, for the the people of Wisbech, whose lives will be affected, by this development, with it being so close to schools and the industry areas</p>	<p>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, <b>Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078]</b> and Figure 8.3, <b>ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052]</b> respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), <b>ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> <li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-319	Brian Hay	Comment	I will comment later	Comments noted.
RR-320	Debbie Hayler	Environmental	Our local MP [] has conducted an independent expert to look into their application and has found many flaws which he has submitted to government and had little communication back from the company which quite frankly is	The Applicant's response to comments received in response to Statutory Consultation, including those from Members of Parliament are set out within the <b>Consultation Report (Volume 5.1) [APP-018]</b> .



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			extremely poor communications from them.	
RR-320	Debbie Hayler	Environmental	I am absolutely astounded that this company have almost gone through the back door straight to government without listening to anyone local and responding to our local MP. I cannot express enough how worried and concerned I am about this. I was of the understanding that the government wants to cut incinerators by 2040 by half so this is not needed.	The amount of residual waste to be processed at the EfW CHP will generate in excess of 50 megawatts of electricity. Therefore, the Proposed Development is a Nationally Significant Infrastructure Project (NSIP) under Part 3 Section 14 of the Planning Act 2008 (2008 Act) by virtue of the fact that the generating station is located in England and has a generating capacity of over 50 megawatts (section 15(2) of the 2008 Act). It, therefore, requires an application for a DCO to be submitted to the Planning Inspectorate (PINS) under the 2008 Act.
RR-320	Debbie Hayler		My main issues This company have tried twice already to bring an incinerator in this region, rejected by Norwich, rejected by Kings Lynn (Liz Truss). Our local council have raised objections but to avoid local council and locals rejection on a planning application they have now gone even further and submitted an application for a mega incinerator to totally bypass this key stage.	<p>DCO Planning application process:            The amount of residual waste to be processed at the EfW CHP will generate in excess of 50 megawatts of electricity. Therefore, the Proposed Development is a Nationally Significant Infrastructure Project (NSIP) under Part 3 Section 14 of the Planning Act 2008 (2008 Act) by virtue of the fact that the generating station is located in England and has a generating capacity of over 50 megawatts (section 15(2) of the 2008 Act). It, therefore, requires an application for a DCO to be submitted to the Planning Inspectorate (PINS) under the 2008 Act.</p> <p>However, in the event a DCO is issued for the Proposed Development, the relevant local planning authority(s) will oversee the discharge of the DCO Requirements, See Schedule 2 Requirements, <b>Draft DCO, (Volume 3.1) [APP-013]</b></p> <p>Comment noted. However, the Applicant/MVV were not involved in the King's Lynn or Waterbeach</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-320	Debbie Hayler	Traffic	<p>I am extremely concerned about emissions onto agricultural land and the immense amount of waste brought in by diesel lorries over 350 lorries day and night. This site is too close to town, schools and small villages. The A47 is in many parts single lane traffic and continually needs repairing and resurfacing to the already over stretched volume of traffic. One accident/breakdown which there are too many already on this road lead to dramatic hold ups and movement of traffic directed through small villages not meant for lorries and volume of traffic. The roads already shake when heavy lorries are redirected and cuss road surface damage more cost to our council and inevitably ourselves.</p>	<p>incinerator proposals that were refused planning permission [we understand these likely to be the 2 referenced projects]</p> <p>VEHICLES NUMBERS TO THE EFW CHP FACILITY SITE Table 6.14 and 6.15, <b>ES Chapter 6: Traffic and Transport (Volume 6.2) [APP-033]</b> 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 <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> and <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>.</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 <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> </ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p><u>Construction</u>  <b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p><u>Operation</u>  Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, <b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> 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><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> 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"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p>HIGHWAY SUBSIDENCE</p> <p>The maintenance of the local road network is the responsibility of Cambridgeshire County Council. However, <b>Appendix 6A Outline CTMP (Volume 6.4) [APP-072]</b> 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-320	Debbie Hayler	Socio-economic	Already for the small amount of jobs this will create the risk is high of food factories already confirmed they would have to relocate due to this incinerator.	<b>ES Chapter 15: Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042]</b> 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



Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-320	Debbie Hayler	Air Quality	This will be a blight to local agricultural as we do not fully know what this amount of burning fallout will be, local economy as many of my neighbours are concerned about ... and more importantly on their health.	<p>example. In all cases the conclusion reached is that negative effects would not be significant.</p> <p>The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> 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, <b>Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078]</b> and Figure 8.3, <b>ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052]</b> respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), <b>ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> <li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-320	Debbie Hayler	Property Prices	This will be a blight to local agricultural as we do not fully know	As part of the assessment undertaken in <b>ES Chapter 15: Socio economics, Tourism, Recreation and</b>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			what this amount of burning fallout will be, local economy as many of my neighbours are concerned about house depreciation ...	<p><b>Land Use (Volume 6.2) [APP-042]</b> 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-320	Debbie Hayler	Socio-economic	The sheer volume of extra vehicles per day, Wisbech needs reinvestment but this will make the heart of the fens unattractive for many future businesses and developers I'm absolutely positive of that.	<b>ES Chapter 15: Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042]</b> assesses impacts on local businesses. It considers both the potential benefits arising from local supply chain opportunities through to the potentially negative effects arising from disruption during construction for example. In all cases the conclusion reached is that negative effects would not be significant.
RR-320	Debbie Hayler		This company has been unsuccessful twice already and the reasons are the exactly the same as this new application it is only 20 miles away from the previously rejected one. Same roads but with more waste and more lorries and more incinerated waste coming into the heart of our	Comment noted. However, the Applicant were not involved in the King's Lynn or Waterbeach incinerator proposals that were refused planning permission [we understand these likely to be the 2 referenced projects]



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			growing land our waterways and environment.	
RR-320	Debbie Hayler	Human Health	Please do not underestimate the stress and worry this is causing locals.	<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 (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>). 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 <b>ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043]</b> assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the</li> </ul>



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



Relevant representation	Representee		Topic	Point raised	Applicant's comments
RR-320	Debbie Hayler		Comment	Our council reject this, please look carefully at their arguments against this along with our MP as they are also ours. Thank you.	Comments noted.
RR-321	Henry Head	Michael	Environmental	Furthermore, incinerators are contrary to all the environmental goals adopted and enshrined in legislation by the UK government.	<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 these are applied to the Proposed Development are reported in Section 2.2, <b>Waste Fuel Availability Assessment (Volume 7.3) [APP-094]</b> and in the <b>Planning Statement (Volume 7.1) [APP-091]</b>.</p> <p>To secure a commitment of compliance with the waste hierarchy, the Applicant proposes Requirement 14, Schedule 2 <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-321	Henry Head	Michael	Comment	All the statutory consultees have objected	Comments noted. However, not all the Statutory Consultees have objected to the Proposed Development
RR-321	Henry Head	Michael	Waste Need	and I am at a loss to know why this application has reached this stage when there is an oversupply of incinerators in the East of England.	The <b>Waste Fuel Availability Assessment (WFAA) (Volume 7.3) [APP-094]</b> 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



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>'local' need, the extent of the study area has been informed by the 2-hour travel time and is defined as being the former East of England planning region and selected close Waste Planning Authorities in the East Midlands (i.e., Leicester and Leicestershire; Northamptonshire, Lincolnshire and Rutland). The assessment includes sensitivity analysis to understand how residual waste arisings may change over time with increased recycling. The conclusion of the assessment demonstrates the need for the Proposed Development to treat residual waste within the region.</p> <p>To respond to matters raised by interested parties, the Applicant shall provide further information on the WFAA during the Examination.</p>
RR-321	Henry Head	Michael	Air Quality	<p>Consideration should not be given to a project widely agreed to produce toxic emissions, and the waste being disposed of is not local waste. It is being trucked in from many miles away thus causing congestion and harmful exhaust emissions.</p> <p>The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> 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, <b>Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078]</b> and Figure 8.3, <b>ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-</b></p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p><b>052]</b> respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), <b>ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. 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"> <li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> </ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-321	Henry Head	Michael	Human Health	<p>The long lasting harmful effects of air pollution to both mental and physical health are now widely acknowledged.</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 (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>). 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,</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>have been assessed and reported in the <b>ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043]</b> assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> <li>• 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, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• 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, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce</li> </ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</p> <ul style="list-style-type: none"> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.</li> </ul>
RR-321	Henry Head	Michael	Air Quality	<p>Because of the prevailing wind, this project will spread a blanket of toxic air over West Norfolk with damaging effect to humans and the wider environment.</p> <p>The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> 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, <b>Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078]</b> and Figure 8.3, <b>ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052]</b> respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), <b>ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. The HHRA considers the potential effects arising from chimney emissions upon humans.</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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"> <li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> </ul>



**100** 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"> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-321	Henry Head	Michael	Socio-economic	<p>Tourism is a key component of West Norfolk's economy. Because of the publicity surrounding this project, the wider press will be on the lookout for stories about its ill-effects and nobody will want to holiday in an area where their health is at risk.</p> <p><b>ES Chapter 15: Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042]</b> Table 15.1 records the agreement of the Secretary of State at EIA Scoping that the direct effects resulting from the construction and operation of the EfW CHP Facility, which is located within an industrial estate with no known tourism or recreational facilities within or in close proximity means that significant direct effects upon tourism are unlikely.</p>
RR-322	Jacob Hearn		Comment	<p>The construction of an incinerator in Wisbech is ludicrous I'm amazed it is being considered let alone planning has been submitted.</p> <p>Comments noted.</p>
RR-322	Jacob Hearn	Landscape Visual	and	<p>1, it will destroy the look of a market town that is already struggling</p> <p>The Landscape and Visual Assessment and the Historic Environment Assessment are both reported in <b>ES Chapters 9: Landscape and Visual (Volume 6.2) [APP-036]</b> and <b>10: Historic Environment (Volume 6.2) [APP-037]</b> respectively. They assess the potential for significant effects upon receptors including the townscape character within the centre of Wisbech and its conservation area and conclude that these would not be significant.</p>
RR-322	Jacob Hearn		Traffic	<p>3 the A47 is already a nightmare and Redmoor lane that runs parallel is deemed dangerous by the police and council the</p> <p><b>HIGHWAY CAPACITY:</b> The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and</p>



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

Relevant representation	Representee	Topic	Point raised	Applicant's comments
			construction of the incinerator is going to make these roads a million times worse.	<p>reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. 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"><li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li><li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li></ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p><u>Construction</u>  <b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p><u>Operation</u>                      Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, <b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> 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>



## 103 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><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> 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"><li>• A1101 north of A47 Elm Road roundabout;</li><li>• Churchill Road (north of Elm High Road); and</li><li>• Weasenham Lane (between Algores Way and Elm High Road).</li></ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-322	Jacob Hearn	Property Prices	4 the impact it is going to have on the value of peoples homes	<p>As part of the assessment undertaken in <b>ES Chapter 15: Socio economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042]</b> 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</p>



**104** 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
				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-322	Jacob Hearn	Comment	5 the local community does not want it	Comment noted.
RR-322	Jacob Hearn	Environmental	2 the environmental impact to the people and animals, wildlife in the area.	The environmental impacts of the Proposed Development during both its construction and operation are reported within the <b>Environmental Statement Volumes 6.2-6.4</b> and summarised within the <b>Non-Technical Summary (Volume 6.1)</b> . Individual topics which include biodiversity, health and socio-economics are assessed with mitigation in place and conclusions drawn as to the levels of significance. The <b>Planning Statement (Volume 7.1) [APP-091]</b> 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-323	Jason Hearn	Comment	The construction of an incinerator in Wisbech is ludicrous I'm amazed it is being considered let alone planning has been submitted.	Comments noted.
RR-323	Jason Hearn	Landscape Visual and	1, it will destroy the look of a market town that is already struggling	The Landscape and Visual Assessment and the Historic Environment Assessment are both reported in <b>ES Chapters 9: Landscape and Visual (Volume 6.2) [APP-036]</b> and <b>10: Historic Environment (Volume 6.2) [APP-037]</b> respectively. They assess the potential for significant effects upon receptors



105 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
				including the townscape character within the centre of Wisbech and its conservation area and conclude that these would not be significant.
RR-323	Jason Hearn	Traffic	3 the A47 is already a nightmare and Redmoor lane that runs parallel is deemed dangerous by the police and council the construction of the incinerator is going to make these roads a million times worse.	<p>HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. 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>



**106** 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"><li>Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li><li>Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li><li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li></ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p><u>Construction</u> <b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p><u>Operation</u> Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, <b>ES Chapter 3 Description of the Proposed</b></p>



## 107 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><b>Development (Volume 6.2) [APP-030]</b> 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><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> 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"><li>• A1101 north of A47 Elm Road roundabout;</li><li>• Churchill Road (north of Elm High Road); and</li><li>• Weasenham Lane (between Algores Way and Elm High Road).</li></ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-323	Jason Hearn	Property Prices	4 the impact it is going to have on the value of peoples homes	As part of the assessment undertaken in <b>ES Chapter 15: Socio economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042]</b> 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.



108 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
				House prices are driven by a range of factors and it is considered generally that the Proposed Development would not by itself decrease house prices in the Study Areas due to the implementation of the proposed mitigation measures. For a limited number of properties that may be affected by physical factors (such as noise) during the operation of the Proposed Development, and such factors results in a diminution in value, a claim for compensation can be made under Part 1 of the Land Compensation Act 1973.
RR-323	Jason Hearn	Comment	5 the local community does not want it	Comment noted.
RR-323	Jason Hearn	Environmental	2 the environmental impact to the people and animals, wildlife in the area.	The environmental impacts of the Proposed Development during both its construction and operation are reported within the <b>Environmental Statement Volumes 6.2-6.4</b> and summarised within the <b>Non-Technical Summary (Volume 6.1)</b> . Individual topics are assessed with mitigation in place and conclusions drawn as to the levels of significance. The <b>Planning Statement (Volume 7.1) [APP-091]</b> 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-324	Joanne Hearn	Comment	The construction of an incinerator in Wisbech is ludicrous I'm amazed it is being considered let alone planning has been submitted.	Comments noted.



109 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-324	Joanne Hearn	Landscape Visual	and 1, it will destroy the look of a market town that is already struggling	The Landscape and Visual Assessment and the Historic Environment Assessment are both reported in <b>ES Chapters 9: Landscape and Visual (Volume 6.2) [APP-036]</b> and <b>10: Historic Environment (Volume 6.2) [APP-037]</b> respectively. They assess the potential for significant effects upon receptors including the townscape character within the centre of Wisbech and its conservation area and conclude that these would not be significant.
RR-324	Joanne Hearn	Traffic	3 the A47 is already a nightmare and Redmoor lane that runs parallel is deemed dangerous by the police and council the construction of the incinerator is going to make these roads a million times worse.	<p>HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. 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</p>



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

Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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"><li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li><li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li><li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li></ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p><u>Construction</u> <b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>



## 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
				<p><u>Operation</u> Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, <b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> 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><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> 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"><li>• A1101 north of A47 Elm Road roundabout;</li><li>• Churchill Road (north of Elm High Road); and</li><li>• Weasenham Lane (between Algores Way and Elm High Road.</li></ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-324	Joanne Hearn	Property Prices	4 the impact it is going to have on the value of peoples homes	As part of the assessment undertaken in <b>ES Chapter 15: Socio economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042]</b> the Applicant reviewed the local housing market. The review shows



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

Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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-324	Joanne Hearn	Comment	5 the local community does not want it	Comment noted.
RR-324	Joanne Hearn	Environmental	2 the environmental impact to the people and animals, wildlife in the area.	<p>The environmental impacts of the Proposed Development during both its construction and operation are reported within the <b>Environmental Statement Volumes 6.2-6.4</b> and summarised within the <b>Non-Technical Summary (Volume 6.1)</b>. Individual topics which include biodiversity, health and socio-economics are assessed with mitigation in place and conclusions drawn as to the levels of significance. The <b>Planning Statement (Volume 7.1) [APP-091]</b> 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>



## 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
RR-325	Lucia Hedderley	Socio-economic	Local food production businesses important to the employment of the area have already stated they will leave if this project goes ahead due to the contamination risk	<p><b>ES Chapter 15: Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042]</b> 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. Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), <b>ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. 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-325	Lucia Hedderley	Waste Hierarchy	The plans are flawed there is nothing environmentally positive about burning waste rather than tackling the issue at source,	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



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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 <b>Planning Statement (Volume 7.1) [APP-091]</b>.</p> <p>The Applicant is committed to providing community benefits, including waste awareness and education; these are set out in the following documents. <b>Outline Employment and Skills Strategy (Volume 7.8) [APP-099]</b> which has been developed in consultation with Norfolk County Council and includes the following proposals:</p> <ul style="list-style-type: none"><li>• A waste education programme and support for higher and further education establishments, including STEM support; and</li><li>• Apprenticeships, Internships and work experience/placements.</li></ul>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>The <b>Outline Employment and Skills Strategy (Volume 7.8) [APP-098]</b> is secured by a DCO Requirement 21.</p> <p><b>Outline Community Benefits Strategy (Volume 7.14) [APP-105]</b> and includes the following proposals:</p> <ul style="list-style-type: none"><li>• Establishment of a local liaison committee;</li><li>• Employment of a Community Liaison Manager;</li><li>• Guided site tours and a visitor area within the administration building;</li><li>• Establishment of a community fund and a sponsorship fund; and</li><li>• Support for local initiatives that improve wellbeing and environmental improvements in the local area.</li></ul> <p>The final Community Benefits Plan will be published by the Applicant prior to commencement of the construction of the Proposed Development.</p>
RR-325	Lucia Hedderley	Waste Need	the area does not have a waste need of this capacity & will merely be an importer of rubbish from elsewhere,	The <b>WFAA (Volume 7.3) [APP-094]</b> 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.



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-325	Lucia Hedderley	Traffic	bringing with it 100s of proposed vehicles & emissions transporting waste, creating further traffic issues & damage to local infrastructure.	<p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES <b>Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. 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, <b>Appendix 6A Outline CTMP (Volume 6.4) [APP-072]</b> 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>



## 117 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-325	Lucia Hedderley	Environmental	Also the proposal of placing this in an area which is both residential & has schools is totally inappropriate.	<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"><li>• There is a need for additional residual waste treatment within the area;</li><li>• In close proximity to existing business that have a large heat and/or power demand (including for example the local food plants in Wisbech);</li><li>• A site of a suitable size to accommodate the EfW CHP Facility;</li><li>• Good access to the strategic road network;</li><li>• A brownfield site allocated for waste management; and</li><li>• A site free of environmental designations. The environment effects arising from the Proposed Development are reported within the Environmental Statement and summarised in the <b>Non-Technical Summary (Volume 6.1) [APP-027]</b>. 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.</li></ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-325	Lucia Hedderley	Environmental	This project not only present significant issues in terms of impact to risk to health to the local population, but also significant environmental issues with its impact on local roads, traffic.	The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b> . 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-326	Irene Henson	Comment	I will make my comments known once I have examined all of the information that's available, in full capacity	Comments noted. The DCO Application documents are available on the Planning Inspectorate website.
RR-327	Barry HILL William	Traffic	Far to much lorries ina small town like Wisbech	The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b> . Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and



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



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-328	Jane Hill	Human Health	In addition to potential damage to the environment and unfairness about choice of location from a "levelling up" point of view, I am particularly concerned about the risk to human health from airborne pollution via the incinerator, given the direction of prevailing winds and the weather conditions in West Norfolk.	<ul style="list-style-type: none"> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <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 (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>). 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 <b>ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043]</b> assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> <li>Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for</li> </ul>



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



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-329	Sue Hill	Traffic	<p>I am very concerned at the scale and location of this proposed project. Wisbech is a small town with a restricted road network due to the River Nene running through it. There are only two bridges inside the town, forcing traffic down just two roads from north to south. It is already gridlocked during rush hour times and busy at most other times. The roads are narrow and lined with residential properties. The infrastructure is totally unsuitable for the influx of heavy traffic that this project would create. My nearest supermarkets, banks, etc are in Wisbech. Both main supermarkets I use (Morrisons and Tesco) are south of the proposed site of the project. Access to these supermarkets will no doubt become much more difficult with increased heavy traffic. Travelling south to places like March, Ely and beyond, is also via Wisbech. Please do not allow this project to go ahead.</p>	<p><b>HIGHWAY CAPACITY:</b> The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. 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"><li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li></ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p><u>Construction</u>  <b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p><u>Operation</u>                      Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, <b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> 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>



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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><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> 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"><li>• A1101 north of A47 Elm Road roundabout;</li><li>• Churchill Road (north of Elm High Road); and</li><li>• Weasenham Lane (between Algores Way and Elm High Road)</li></ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-330	Susan Hilland	Traffic	I live along the A47 not far from this site and it is already a nightmare to access this road apart from the number of times it is closed due to accidents. It cannot cope with any more traffic and certainly not with the type and number proposed.	<p><b>HIGHWAY CAPACITY:</b></p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. 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</p>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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"><li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li><li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li><li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li></ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p data-bbox="1283 321 1875 375">VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p data-bbox="1283 407 1875 748"><u>Construction</u> <b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p data-bbox="1283 781 1875 1065"><u>Operation</u> Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, <b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> confirms, once operational, HGVs will access the EFW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EFW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p data-bbox="1283 1097 1875 1382"><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul data-bbox="1283 1357 1875 1382" style="list-style-type: none"><li>• A1101 north of A47 Elm Road roundabout;</li></ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>Churchill Road (north of Elm High Road); and</li> <li>Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-330	Susan Hilland	Socio-economic	I am not convinced of the benefits which have been touted and believe this will be an environmental disaster for the people of Wisbech	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 <b>Non-Technical Summary (Volume 6.1) [APP-027]</b> . <b>ES Chapter 15: Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042]</b> assesses impacts relevant to the topic on local residents and businesses and concludes, there will be not be significant negative effects.
RR-330	Susan Hilland	Environmental	I am absolutely opposed to this project as it is completely in the wrong place. Close to a school and a road which is already a nightmare.	The EfW CHP Facility Site was allocated for waste treatment facilities in the previous Cambridgeshire and Peterborough Minerals and Waste Local Plan and is safeguarded as a Waste Management Area within the Development Plan adopted in 2021. The site is located within an industrial area south of the town centre. When considering a site, the Applicant identified 'essential' and 'preferable' site selection criteria that were applied and suitably meet. In summary, the selection criteria included: <ul style="list-style-type: none"> <li>There is a need for additional residual waste treatment within the area;</li> <li>In close proximity to existing business that have a large heat and/or power demand</li> </ul>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>(including for example the local food plants in Wisbech);</p> <ul style="list-style-type: none"> <li>• A site of a suitable size to accommodate the EfW CHP Facility;</li> <li>• Good access to the strategic road network;</li> <li>• A brownfield site allocated for waste management; and</li> <li>• A site free of environmental designations. The environment effects arising from the Proposed Development are reported within the Environmental Statement and summarised in the <b>Non-Technical Summary (Volume 6.1) [APP-027]</b>. 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.</li> </ul>
RR-331	Felicity Hills	Traffic	I don't believe that putting what you are preparing to build in a small town like Wisbech is in our best interest, the amount of traffic we experience now will be dwarfed by the amount of lorries that you expect to use to bring the rubbish through our town. It's totally unbelievable that you as a firm think this is okay.	<p>HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed</p>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"><li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li><li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li><li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li></ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p><u>Construction</u> <b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p><u>Operation</u> Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, <b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> 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><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> 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"><li>• A1101 north of A47 Elm Road roundabout;</li><li>• Churchill Road (north of Elm High Road); and</li></ul>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"><li>Weasenham Lane (between Algores Way and Elm High Road).</li></ul> Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b> . 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, <b>Draft DCO (Volume 3.1) [APP-013]</b> .
RR-331	Felicity Hills	Human Health	Not only will it make our lives a misery regarding the extra traffic but the rubbish that's collected to burn here from all over will do untold damage to our health and our children's as well. I find the whole situation totally unforgivable.	<p>Potential effects on human health are considered throughout the <b>ES (Volume 6.2) and ES Chapter 16: Health (Volume 6.2) [APP-043]</b> draws out relevant information from other ES chapters, cross referencing relevant parts of those chapters, rather than repeating detailed technical information from each of them.</p> <p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency and the Office for Health Improvement and Disparities (OHID)). Their response to the Planning Inspectorate (15/11/22) confirms that UKHSA/OHID is satisfied with the methodology used to undertaken the assessment and that the proposed development should not result in any significant adverse impact on public health.</p> <p>The <b>Human Health Risk Assessment, Annex G, Appendix 8B: (Volume 6.4) [APP-078]</b> includes consideration of impacts on human receptors associated with the Energy from Waste (EfW) Combined Heat and Power (CHP) Facility, including resident adult and child and farmer adult and child.</p>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts.</p> <p>Measures to be implemented include:</p> <ul style="list-style-type: none"><li>• 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li></ul>



**133** 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"> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.</li> </ul>
RR-332	Michael Hodgskins	Property Prices	devaluation homeowners to existing	<p>As part of the assessment undertaken in <b>ES Chapter 15: Socio economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042]</b> 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-332	Michael Hodgskins	Human Health	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</i></p>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p><i>and effects on health</i> (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>).</p> <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 <b>ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043]</b> assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"><li>• 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li></ul>



**135** 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"> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.</li> </ul>
<b>RR-332</b>	Michael Hodgskins	Socio-economics	if the proposed energy provided will it benefit the local industry and public	<p>The Proposed Development includes a CHP Connection running up the disused March to Wisbech Railway which will be able to provide heat and power to users of the surrounding industrial estate. Details of the CHP Connection are provided in Section 3.4 of <b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b>.</p> <p>The Applicant is committed to providing community benefits, including waste awareness and education; these are set out in the following documents.</p>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p><b>Outline Employment and Skills Strategy (Volume 7.8) [APP-099]</b> which has been developed in consultation with Norfolk County Council and includes the following proposals:</p> <ul style="list-style-type: none"><li>• A waste education programme and support for higher and further education establishments, including STEM support; and</li><li>• Apprenticeships, Internships and work experience/placements.</li></ul> <p>The <b>Outline Employment and Skills Strategy (Volume 7.8) [APP-098]</b> is secured by a DCO Requirement 21.</p> <p><b>Outline Community Benefits Strategy (Volume 7.14) [APP-105]</b> and includes the following proposals:</p> <ul style="list-style-type: none"><li>• Establishment of a local liaison committee;</li><li>• Employment of a Community Liaison Manager;</li><li>• Guided site tours and a visitor area within the administration building;</li><li>• Establishment of a community fund and a sponsorship fund; and</li><li>• Support for local initiatives that improve wellbeing and environmental improvements in the local area.</li></ul> <p>The final Community Benefits Plan will be published by the Applicant prior to commencement of the construction of the Proposed Development.</p>
RR-332	Michael Hodgskins	Environmental	sited to close to schools detrimental to existing infrastructure.	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



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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"><li>• There is a need for additional residual waste treatment within the area;</li><li>• In close proximity to existing business that have a large heat and/or power demand (including for example the local food plants in Wisbech);</li><li>• A site of a suitable size to accommodate the EfW CHP Facility;</li><li>• Good access to the strategic road network;</li><li>• A brownfield site allocated for waste management; and</li><li>• A site free of environmental designations. The environment effects arising from the Proposed Development are reported within the Environmental Statement and summarised in the <b>Non-Technical Summary (Volume 6.1) [APP-027]</b>. 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.</li></ul>
RR-333	Bob Hodgson	Climate Change	The project will generate very significant carbon and particulate emissions both embedded in its initial construction and most especially generated from its daily operations. At its proposed capacity, CO2 emissions alone are	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 <b>ES Chapter 14: Climate Change (Volume 6.2) [APP-041]</b> . Chapter



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			likely to exceed 650,000 tonnes annually - incompatible with the Government and international requirements for GHG reduction (as being currently highlighted at COP27 ) in order to mitigate climate change	14 includes a greenhouse gas (GHG) assessment. The GHG assessment reports a net reduction in emissions of -2,570.80 kilotonnes carbon dioxide equivalent (ktCO <sub>2</sub> e) in the 'with Proposed Development' scenario compared to a 'without Proposed Development' scenario which assumes that the residual waste will be sent to landfill. The assessment is based on assessing whether the Proposed Development would impede the UK in being carbon net zero by 2050, this being the UK position in terms of meeting international obligations to reduce carbon emissions. The assessment includes evaluation of emissions with respect to UK Government 5-year carbon budgets, indicating a minor reduction in emissions ranging from between 0.004% to 0.03% for the 4th, 5th and 6th carbon budgets. Therefore, GHG impacts of the Proposed Development will have a beneficial significant effect. The Proposed Development has net GHG emissions below zero, causing an indirect reduction in atmospheric GHG emissions which has a positive impact on the UK Government meeting its carbon budgets/targets. In 2050 when the UK net carbon budget is zero (and the Climate Change Committee states that waste sector emissions can be reduced by 75% from today's levels), the Proposed Development will have a beneficial impact equivalent to – 67tkCO <sub>2</sub> e.
RR-333	Bob Hodgson	Traffic	The project is also reliant on HGV road transport for delivery of feedstock ( that is to be sourced from a wide catchment) and also for consequent hazardous waste removal - over an already-stressed road network . The project is also sited very close to local residential	The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2)</b> , <b>[APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b> . Between these documents daily and peak hourly assessments are provided including detailed link and



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
			areas, hospitals and schools and businesses all of which will be adversely affected by any emissions and increases in traffic generated by the site.	<p>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. Movement of traffic in and around Wisbech will be controlled. During the operational phase for example waste transportation will be as per that set out within <b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> 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"><li>• A1101 north of A47 Elm Road roundabout;</li><li>• Churchill Road (north of Elm High Road); and</li><li>• Weasenhams Lane (between Algores Way and Elm High Road).</li></ul>
RR-333	Bob Hodgson	Environmental	The project is also sited very close to local residential areas, hospitals and schools and businesses all of which will be adversely affected by any emissions and increases in traffic generated by the site.	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



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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"><li>• There is a need for additional residual waste treatment within the area;</li><li>• In close proximity to existing business that have a large heat and/or power demand (including for example the local food plants in Wisbech);</li><li>• A site of a suitable size to accommodate the EfW CHP Facility;</li><li>• Good access to the strategic road network;</li><li>• A brownfield site allocated for waste management; and</li><li>• A site free of environmental designations. The environment effects arising from the Proposed Development are reported within the Environmental Statement and summarised in the <b>Non-Technical Summary (Volume 6.1) [APP-027]</b>. 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.</li></ul>
RR-334	Stephen Holloway	Environmental	<p>Our Georgian town is quite small, underdeveloped, agricultural in form and our roads and infrastructure still very much mirror that of a mid 18th century market town. The construction of the incinerator alone will cause massive disruption lasting for several years.</p>	<p>Traffic will be prevented from entering the town. <b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p>During operation, unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, <b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> 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><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> 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"><li>• A1101 north of A47 Elm Road roundabout;</li><li>• Churchill Road (north of Elm High Road); and</li><li>• Weasenham Lane (between Algores Way and Elm High Road).</li></ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-334	Stephen Holloway	Socio-economic	I and many of the residents of Wisbech, feel that this incinerator proposal is very ill conceived. It is as if, because Wisbech is a small town, in an area of high relative deprivation, a huge building project can be built by this massive company and ride roughshod over the objections, fears and very real concerns of the residents.	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 <b>Non-Technical Summary (Volume 6.1) [APP-027]. ES Chapter 15: Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042]</b> assesses impacts relevant to the topic on local residents and businesses and concludes, there will not be significant negative effects.
RR-334	Stephen Holloway	Comment	We are told that our objections are minor and that because the company applying for planning permission is so large, our voices will not hold much weight and our objections will be regarded as Nimbyism.	The Examining Authority will consider all received relevant representations.
RR-334	Stephen Holloway	Socio-economic	I have spoken to a number of farmers who fear their produce will be contaminated by the emissions from the incinerator and will be rejected by supermarkets and wholesalers. This will cause a dramatic drop in local prosperity and productivity, this last at a time when food security is a major concern of government.	<b>ES Chapter 15: Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042]</b> 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. Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), <b>ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b> . 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



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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-334	Stephen Holloway	Traffic	<p>The planned site for the incinerator is close to a number of schools, the largest of which has over 2000 pupils. We are told that the number of trucks delivering the waste to the incinerator will be enormous. Our roads are, for the most part, single carriageway and built on what was once marsh and fen. The damage to our roads caused by huge trucks will blight the area and inhibit tourism and everyday commuting.</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 <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. 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"><li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li><li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li></ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p><u>Construction</u> <b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p><u>Operation</u> Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, <b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> 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><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> 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"><li>• A1101 north of A47 Elm Road roundabout;</li><li>• Churchill Road (north of Elm High Road); and</li><li>• Weasenham Lane (between Algores Way and Elm High Road).</li></ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p>HIGHWAY SUBSIDENCE</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>The maintenance of the local road network is the responsibility of Cambridgeshire County Council. However, <b>Appendix 6A Outline CTMP (Volume 6.4) [APP-072]</b> 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-334	Stephen Holloway	Landscape Visual	and As Wisbech is a fenland town, the incinerator will be sited in a very flat area of the country, at sea level or below in fact. It will be seen for many miles and will be an eyesore of huge proportions.	<p>The landscape and visual effects are reported in <b>Volume 6.2 ES Chapter 9 Landscape and Visual [APP-036]</b> and <b>Volume 6.4 ES Chapter 9 Landscape and Visual Appendices [APP-079]</b>. The assessments are accompanied by photomontages in <b>Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.17 to 9.24 [APP-058]</b>, <b>Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.25 to 9.32 [APP-059]</b>, <b>Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.33 to 9.39 [APP-060]</b> and <b>Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.40 to 9.46 [APP-061]</b> 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 <b>Volume 6.2 ES Chapter 9 Landscape and Visual [APP-036]</b>. The assessment also concluded that there would be</p>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				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-334	Stephen Holloway	Human Health	<p>However, my main fear and that of the people of Wisbech, is the highly deleterious effects of the emissions emanating from the incinerator and the medium to long term health on the people of Wisbech. The company has given little reassurance that our fears regarding the health of both the local and wider communities downwind of the incinerator are unfounded. They fail to respond to evidence from similar projects that indicates that it is not safe to site incinerators near concentrations of people. Rather, they provide vague scientific studies that are not proven to be independent, empirically validated nor widely and robustly peer reviewed. I sincerely hope the Planning Inspectorate will reject this application.</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 (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>).</i></p> <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 <b>ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043]</b> 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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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"><li>• 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li><li>• Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and</li></ul>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-335	Pauline Holman	Traffic	<p>The size of this project would dwarf our small market town, which is finding it hard enough to hold its head up, We do not have the road capacity to take an extra 300 plus lorries per day as quoted in leaflets, we already have traffic problems without any extras. There are primary schools, nurseries in close proximity, a large academy just at the end of the road, surely our children deserve better than this, the fallout and fumes not just from the rubbish but the excess traffic it will cause.</p>	<p>emissions are monitored to industry standards.</p> <p>VEHICLES NUMBERS TO THE EFW CHP FACILITY SITE Table 6.14 and 6.15, <b>ES Chapter 6: Traffic and Transport (Volume 6.2) [APP-033]</b> 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 <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> and <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>.</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 <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and</p>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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"><li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li><li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013];</b></li><li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013];</b> and</li></ul>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"><li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li></ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p><u>Construction</u> <b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p><u>Operation</u> Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, <b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> 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><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> 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>



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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"><li>• A1101 north of A47 Elm Road roundabout;</li><li>• Churchill Road (north of Elm High Road); and</li><li>• Weasenham Lane (between Algores Way and Elm High Road).</li></ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-335	Pauline Holman	Air Quality	<p>The size of this project would dwarf our small market town, which is finding it hard enough to hold its head up, ...There are primary schools, nurseries in close proximity, a large academy just at the end of the road, surely our children deserve better than this, the fallout and fumes not just from the rubbish but the excess traffic it will cause.</p>	<p>The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> 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, <b>Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078]</b> and Figure 8.3, <b>ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052]</b> respectively. This includes schools, medical facilities and residential properties.</p>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), <b>ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. 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"><li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li><li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li><li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li><li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li></ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-335	Pauline Holman	Biodiversity	It would not be good for the wildlife and migrating birds	<ul style="list-style-type: none"> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p><b>ES Chapter 11: Biodiversity Rev 2 (Volume 6.2) [AS-008]</b> considers a wide range of ecological Receptors which together make up the natural environment and it identifies the extent to which significant effects may occur. International and local ecological receptors have been assessed within the biodiversity assessment and include:</p> <ul style="list-style-type: none"> <li>• Nene Wash Special Area of Conservation (SAC) Special Protection Area (SPA) and Ramsar;</li> <li>• Ouse Wash SAC, SPA, and Ramsar; and</li> <li>• River Nene County Wildlife Site (CWS).</li> </ul> <p>The effect of the Proposed Development on species which are legally protected or otherwise conservation notable has been considered within the assessment and includes; breeding birds, bats, water voles, reptiles, including great crested newts and badgers. No potential negative significant effects have been identified. The effect of land take/land cover change and fragmentation of habitat on sensitive biodiversity receptors has been assessed and land take has avoided nature conservation sites and other high quality habitats. No potential negative significant effects have been identified.</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>Figure 3.14: <b>Outline Landscape and Ecology Management Strategy (Volume 6.3) [APP-049]</b> includes features designed to maintain and enhance ecological connectivity in line with the Natural Habitat Network and local strategies, and provide refugia and foraging habitats targeted to species found in the locality. The <b>Outline Landscape and Ecology Management Strategy (Volume 6.3) [APP-049]</b> illustrates the locations of the proposed native planting that will be provided within the operational EfW CHP Facility Site. This landscape planting will include native shrub mix; native hedgerow with trees; native wet woodland, native species rich grassland, brown roof, and green walls. The full details of the final scheme will be based on the Outline Landscape and Ecology Strategy and secured by Requirement 5, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p>The Proposed Development will deliver Biodiversity Net Gain (BNG) and the biodiversity and landscape planting following the completion of the construction period will be subject to a 30-year maintenance period, the first five of which will ensure establishment of the planting. The Applicant has set out the options it will consider to deliver BNG within <b>Appendix 11M (Volume 6.4) [AS-009]</b>.</p>
RR-335	Pauline Holman	Property Prices	The size of this project would dwarf our small market town, which is finding it hard enough to hold its head up.... Our homes would plummet in price, who would want to move to a place with a great big rubbish burner towering above everything.	As part of the assessment undertaken in <b>ES Chapter 15: Socio economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042]</b> 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.



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				House prices are driven by a range of factors and it is considered generally that the Proposed Development would not by itself decrease house prices in the Study Areas due to the implementation of the proposed mitigation measures. For a limited number of properties that may be affected by physical factors (such as noise) during the operation of the Proposed Development, and such factors results in a diminution in value, a claim for compensation can be made under Part 1 of the Land Compensation Act 1973.
RR-335	Pauline Holman	Comment	Please do not blight our town with this monster , As a mum, a nan, a great grandma I am asking you not to agree to this project. We do not want it here,	Comments noted.
RR-336	Debra Hook	Environmental	It would also ruin the peace and quiet that I and many friends moved into the area to enjoy.	<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 <b>ES Chapter 7: Noise and Vibration (Volume 6.2) [APP-034]</b> 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"><li>• Residential including those closest to the EFW CHP Facility on New Bridge Lane</li><li>• Educational including the Thomas Clarkson Academy and Cambian Education Foundation</li></ul>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>Businesses including those adjacent to the EfW CHP Facility, such as, Floorspan and Fountain Frozen</li> </ul> <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, <b>ES Chapter 7: Noise and Vibration (Volume 6.2) [APP-034]</b>. These measures include construction and operational management plans. Implementation of the management plans is secured by DCO Requirement and by the Environmental Permit:</p> <ul style="list-style-type: none"> <li>A Construction Environmental Management Plan (CEMP) (see Volume 7.12 [APP-103], secured by Requirement 10, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>Operational Noise Management Plan (see <b>ES Appendix 7D: Operational Noise Management Plan (Volume 6.4)</b>) secured by Requirement 19, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>With the environmental measures in place the assessment concludes there will be no significant effects.</p>
RR-336	Debra Hook	Traffic	The large volume of traffic would ruin this whole peaceful area of Norfolk. The area is a very popular area for horse riding which would be made dangerous by the large volume of traffic.	The precise location from which the waste would be sourced is dependant upon the contracts entered into by the Applicant. Generally, however waste movements by lorry would use the strategic road network of motorways, trunk roads and major A roads rather than lower category roads which are more likely



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>to be used by other road users such as horse riders. When arriving towards Wisbech, the Applicant will control the routing of waste vehicles to ensure that roads which are most suitable are used. <b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> 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"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-336	Debra Hook	Air Quality	. I also believe the air quality will be effected.	<p>The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> 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, <b>Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078]</b> and Figure 8.3, <b>ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052]</b> respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), <b>ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. 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"><li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li></ul>



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				<ul style="list-style-type: none"> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-337	Michael Anthony Hopgood	Traffic	<p>Having been the technical manager of a large environmental analytical chemistry laboratory with over 35 years' experience in the waste sector, I have been in a position to assess the MVV documentation and the associated responses Traffic During early construction, all traffic would access the site from Wessingham Lane and along Algores Way, resulting in disruption for businesses and local traffic. There would be large numbers of vehicle movements, notably for removal of the material excavated from the</p>	<p>OPERATIONAL HOURS Section 3.5.51 to 52, <b>ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030]</b> states:</p> <p><i>“Once operational, the EfW CHP Facility would be capable of processing up to 625,600 tonnes of residual commercial, industrial and household waste 24-hours a day, up to 365-days a year. Operational hours for the acceptance of waste would be limited to 07:00 to 20:00 during the 365-days. Outside of these hours, to ensure the EfW CHP Facility’s continued operation, and for security purposes, a shift team would be present.</i></p>



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			<p>site and delivery of construction materials to the site. Traffic may be re-routed via New Bridge Lane as construction proceeds resulting in increased congestion on Cromwell Road. Once the facility is operational, the number of vehicle movements per day is expected to average 350 and would take place between 7:00a.m. and 8:00p.m. MVV propose that delivery vehicles would only enter the site via the A47 and Cromwell Road and would 'be instructed' to avoid the centre of Wisbech. This does not address the problem of the huge increase in overall traffic to an area with an already inadequate road infrastructure. The A47, running just to the south of Wisbech is a single carriageway road, always busy and often congested, and with no published plans to upgrade this area other than in the form of possible future junction improvements. In the event of any problems such as local road works or accidents, (see transportation of bottom and fly ash below) vehicles would be instructed to follow designated detours resulting in traffic travelling along local roads many of which are unsuitable for heavy vehicles.</p>	<p><i>There may be some occasions when waste deliveries are accepted outside the normal opening hours; for example, in the case of an emergency or to accommodate the delivery of waste where vehicles have been unavoidably delayed, or in other similar circumstances. It is therefore proposed that the Efw CHP Facility be able to accept waste outside the operating hours stated above in these circumstances”.</i></p> <p>VEHICLES NUMBERS TO THE EFW CHP FACILITY SITE Table 6.14 and 6.15, <b>ES Chapter 6: Traffic and Transport (Volume 6.2) [APP-033]</b> 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 <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> and <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>.</p> <p>HIGHWAY CAPACITY:</p>



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				<p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. 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"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> </ul>



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				<ul style="list-style-type: none"> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p><u>Construction</u>  <b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p><u>Operation</u>                      Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, <b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> 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>



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				<p>light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> 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"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-337	Michael Anthony Hopgood	Vibration	<p>No comments have been made of the risk that the increase of heavy lorries on Cromwell Road may pose to the ACES eye clinic, just 350m away from the site, despite concerns having been raised during initial consultations due to the high precision instruments used and the number of delicate surgical procedures carried out for NHS patients across the region.</p>	<p>The environmental impacts due to vibration associated with the construction and operation of the Proposed Development have been assessed and reported in <b>ES Chapter 7: Noise and Vibration (Volume 6.2) [APP-034]</b>. This includes vibration from HGV movements associated with the Proposed Development.</p> <p>The potential for significant vibration effects due to HGV traffic was assessed and reported in ES Chapter 7, Section 7.9. Most vibration sensitive receptors, including The Eye Clinic, are set back a reasonable distance from the kerbside where vehicle movements</p>



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				are anticipated, and are located on routes where there are already significant flows of heavy vehicles. For The Eye Clinic, a slight increase in the number of heavy vehicles will not give rise to any significant vibration effects.
RR-337	Michael Anthony Hopgood	Traffic	Given the uncontrolled and heterogeneous nature of domestic waste in the UK, it is likely that both the fly ash and bottom ash will contain a wide range of contaminants such as heavy metal oxides and asbestos thus creating hazardous materials where none existed in the feedstock. The ash, some 165,600 tonnes of bottom ash waste / year and 31,280 tonnes / year of APC waste (fly ash), would be transported by road for disposal at facilities licensed to take hazardous waste, or to docks for disposal abroad. Any accidents involving transportation of these materials would be a serious incident which could risk harm to human health. MVV have not made known their preferred route of disposal for the large amount of hazardous and possibly special waste.	<p>The transportation methods for IBA and APCr are described in <b>Section 3.5 of ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b>. IBA is a non-hazardous waste. IBA would be transported from the site in an enclosed or sheeted HGV. APCr is a hazardous waste. APCr would be transported on the road in sealed bulk powder carriers which are pneumatically loaded and emptied. It is the intention to arrange for some of the APC residue loads to be transported in the bulk powder carriers which have delivered hydrated lime to the EFW CHP Facility, which would reduce vehicle movements.</p> <p>The route for the disposal of APCr and IBA is set out in <b>Table 6B.15 EFW CHP Facility Traffic Distribution of Chapter 6 Traffic and Transport Appendix 6B Transport Assessment (Volume 6.4) [APP-073]</b>. This confirms that 100% of the material would be transported by Route 1 – New Bridge Lane – B198 Cromwell Road (South), A47 (West) A1(M).</p>
RR-337	Michael Anthony Hopgood	Lighting	Light .... pollution As the site is to be operational 24 hours a day, there will be both noise and light pollution which will affect residents day and night across a large area	<p>Section 3.4.76, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]; states:</p> <p><i>"The Outline Operational Lighting Strategy (Appendix 3B Outline Lighting Strategy (Volume 6.4)) [APP-</i></p>



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			of Wisbech and surrounding villages.	<p><i>071] establishes the design objectives and parameters for the lighting of the EfW CHP Facility. Outside of the operational hours for the acceptance of waste, external lighting requirements would be limited to security and safety only. The lighting strategy aims to minimise lighting on the site; for example, through the use of lighting standards along main access route and the car park that have luminaires with full horizontal cut-off in order to minimise light spill and sky glow. Minimising light levels and spillage also mitigates effects upon wildlife”.</i></p> <p>Full details of the operational lighting strategy are secured by Requirement 18 (lighting strategy) <b>Draft DCO (Volume3.1) [APP-013]</b>.</p>
<b>RR-337</b>	Michael Anthony Hopgood	Climate Change	<p>Greenhouse Gas Emissions The process will produce huge quantities of carbon dioxide which will be pumped into the atmosphere. Carbon capture and storage, which the 6th Climate Budget assumes will be incorporated on all Energy from Waste projects, will not be adopted as part of the project when operations begin. The MVV proposals state that an area of land has been aside for future carbon capture and storage but are not currently considering including it in the project. The large number of transport movements to and from the site over long distances will also create a huge carbon footprint which is</p>	<p>NATIONAL POLICY: National policy relevant to the determination of the DCO for the Proposed Development is stated in the following documents:</p> <ul style="list-style-type: none"> <li>• Overarching National Policy Statement for Energy (EN-1);</li> <li>• National Policy Statement for Renewable Energy Infrastructure (EN- 3); and</li> <li>• National Policy Statement for Electricity Networks Infrastructure (EN- 5).</li> </ul> <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 <b>Planning Statement (Volume 7.1) [APP-091]</b> states: “EfW [Energy from</p>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
			incompatible with UK emissions targets.	<p><i>Waste] is a form of renewable energy recognised by NPS EN-1 (paragraph 3.4.3) [National Policy Statement for Energy]. NPS EN-1 highlights (at paragraph 3.4.4) that EfW can provide peak load and base load electricity on demand which is of increasing importance as the UK's electricity energy generation contains an increasing proportion of intermittent wind and solar generation."</i> The NPS concludes that the ability of EfW (and biomass) to deliver predictable, controllable electricity is increasingly important in ensuring the security of energy supplies. Further details of the policy assessment are reported in the <b>Planning Statement (Volume 7.1)</b>.</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 <b>ES Chapter 14: Climate Change (Volume 6.2) [APP-041]</b>. Chapter 14 includes a greenhouse gas (GHG) assessment. The GHG assessment reports a net reduction in emissions of -2,570.80 kilotonnes carbon dioxide equivalent (ktCO<sub>2</sub>e) in the 'with Proposed Development' scenario compared to a 'without Proposed Development' scenario which assumes that the residual waste will be sent to landfill. The assessment is based on assessing whether the Proposed Development would impede the UK in being carbon net zero by 2050, this being the UK position in terms of meeting international obligations to reduce carbon emissions. The assessment includes evaluation of emissions with respect to UK Government 5-year carbon budgets, indicating a minor reduction in emissions ranging from between</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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 – 67tkCO<sub>2</sub>e.</p> <p><b>CARBON CAPTURE</b></p> <p>The Applicant's commitments to carbon capture are stated in Section 3.4.80, <b>ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030]</b>. 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 <b>ES Chapter 2: Alternatives (Volume 6.2) [APP-029]</b>.</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>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-337	Michael Anthony Hopgood	Air Quality	<p>Air and surface pollution Some contaminants such as PFOA and PFAS (forever chemicals) used in water proofing clothing and as a fire retardant in household fabrics and together with persistent organic pollutants (POPs), such as halogenated POPs need considerably higher temperatures (up to 1400°C) for destruction than the minimum working temperature of 850°C. Work done by the EPA has indicated that even at these higher temperatures, PFOA and PFAS can break down to form small chained organic molecules, because of the highly reactive nature of the fluorine radical. Some of these molecules are known to be carcinogens and could be emitted to the atmosphere by the plume. While MVV will carry out testing for pollutants in the flue gas as required by current EA guidelines, no consideration has been given to checking for breakdown products in from pollutants such as PFOA. Three of the nine schools in Wisbech would be close to the incinerator which is of particular concern as children are considered to be the most vulnerable receptors to air and surface borne contaminants. The rural areas surrounding the incinerator are given over mainly to food production with a large</p>	<p>The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> 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, <b>Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078]</b> and Figure 8.3, <b>ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052]</b> respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), <b>ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission</p>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
			<p>number of drainage ditches and water courses of varying sizes and types close by. The construction of the incinerator and its subsequent operation could present a risk of pollution to the food chain and to nearby bodies of surface water, which could harm the environment and human health.</p>	<p>limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> <li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
<b>RR-337</b>	Michael Anthony Hopgood	Noise	<p>... and noise pollution As the site is to be operational 24 hours a day, there will be both noise and light pollution which will affect residents day and night across a large area</p>	<p>The environmental impacts due to noise and vibration associated with the Proposed Development, including those that could affect residents, businesses and educational facilities, have been assessed and reported in the ES. This includes noise and vibration</p>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
			of Wisbech and surrounding villages.	<p>from HGV movements associated with the Proposed Development. The <b>ES Chapter 7: Noise and Vibration (Volume 6.2) [APP-034]</b> 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"><li>• Residential including those closest to the EfW CHP Facility on New Bridge Lane</li><li>• Educational including the Thomas Clarkson Academy and Cambian Education Foundation</li><li>• Businesses including those adjacent to the EfW CHP Facility, such as, Floorspan and Fountain Frozen</li></ul> <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, <b>ES Chapter 7: Noise and Vibration (Volume 6.2) [APP-034]</b>. These measures include construction and operational management plans. Implementation of the management plans is secured by DCO Requirement and by the Environmental Permit:</p> <ul style="list-style-type: none"><li>• A <b>Construction Environmental Management Plan (CEMP)</b> (see Volume 7.12 [APP-103]), secured by Requirement 10, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li></ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>Operational Noise Management Plan (see <b>ES Appendix 7D: Operational Noise Management Plan (Volume 6.4)</b>) secured by Requirement 19, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>With the environmental measures in place the assessment concludes there will be no significant effects.</p>
RR-338	Ruth Hopgood	Fenella	Environmental	<p>Having been a contaminated land consultant / geoenvironmental engineer with over 15 years experience in the sector, and with an MSc in Contaminated Land and a BSc in Soil Science, I have been in a position to assess the MVV documentation and the associated responses. Given the size of the proposed incinerator I consider that MVV have failed to provide adequate information and assessments despite numerous requests from consultees. This is notably in agreement with the thorough high level review carried out by Lucent Energy and the responses from Fenland District Council and the local MP, Stephen Barclay, as shown within the project document pages</p> <p>The Applicant has prepared an Environmental Statement in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations). The contents of the ES were set out within a scoping report which was submitted to the Secretary of State who in turn consulted key statutory consultees including Fenland District Council. responses recieved were provided in a Scoping Opinion. The Applicant's resulting ES is consistent with that Opinion. The ES is supported by a wide number of technical documents where are presented as appendices within Volume 6.4. These include a <b>Flood Risk Assessment [APP-084]</b>, a <b>Human Health Risk Assessment [APP-078]</b> and a <b>Transport Assessment [APP-073]</b> amongst many others. The Applicant is of the opinion that the assessments presented with the application accurately identify the potentially significant effects arising from the Proposed Development.</p>
RR-338	Ruth Hopgood	Fenella	Alternatives	<p>There was no explanation as to why the site in Wisbech was chosen as a potential location for the mega incinerator, with possible alternative sites not even</p> <p><b>Section 2.3.1 to 2.3.3 ES Chapter 2 Alternatives and ES Chapter 3 (Volume 6.2) [APP-029]</b> explains the Applicant's reason for selecting the location of the Proposed Development, highlighting the 'essential' and 'preferable' site selection criteria that were</p>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
			mentioned despite being a requirement. There was also no explanation as to why such as huge incinerator was required	<p>applied and suitably meet. In summary, the selection criteria included:</p> <ul style="list-style-type: none"> <li>• There is a need for additional residual waste treatment within the area;</li> <li>• In close proximity to existing business that have a large heat and/or power demand;</li> <li>• A site of a suitable size to accommodate the EfW CHP Facility;</li> <li>• Good access to the strategic road network;</li> <li>• A brownfield site allocated for waste management; and</li> <li>• A site free of environmental designations.</li> </ul>
RR-338	Ruth Hopgood	Fenella Socio-economic	Even MVVs chosen consultants, Wood Group, concluded in Ch 15 (Economic) that there would be no significant effects locally, on a county level, to local suppliers, employment opportunities (direct / indirect) or the housing market, and that this would apply even if there were to be an annual community benefit package.	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 <b>Non-Technical Summary (Volume 6.1) [APP-027]. ES Chapter 15: Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042]</b> assesses impacts relevant to the topic on local residents and businesses and concludes, there will be not be significant negative effects. With regard to positive, significant effects, the assessment concludes that whilst these would not be significant at the County level, they would be (probably) significant at the Ward and Distirct level for direct and indirect employment, and for local suppliers during construction.
RR-338	Ruth Hopgood	Fenella Noise	In addition the Wood Group Ch 16 (Health) highlighted the problems of noise from the project in the proposed location, requiring addition mitigation measures to reduce the significant effects, and that even the perceived risks from	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 <b>ES Chapter 7: Noise and</b>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
			such a facility can adversely affect health and quality of life.	<p><b>Vibration (Volume 6.2) [APP-034]</b> 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"><li>• Residential including those closest to the EfW CHP Facility on New Bridge Lane</li><li>• Educational including the Thomas Clarkson Academy and Cambian Education Foundation</li><li>• Businesses including those adjacent to the EfW CHP Facility, such as, Floorspan and Fountain Frozen</li></ul> <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, <b>ES Chapter 7: Noise and Vibration (Volume 6.2) [APP-034]</b>. These measures include construction and operational management plans. Implementation of the management plans is secured by DCO Requirement and by the Environmental Permit:</p> <ul style="list-style-type: none"><li>• A <b>Construction Environmental Management Plan (CEMP) (see Volume 7.12 [APP-103])</b>, secured by Requirement 10, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li><li>• Operational Noise Management Plan (see ES Appendix 7D: Operational Noise Management Plan (Volume 6.4)) secured by</li></ul>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				Requirement 19, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b> .  With the environmental measures in place the assessment concludes there will be no significant effects.
<b>RR-338</b>	Ruth Fenella Hopgood	Traffic	The road infrastructure in the area consists of only minor A and B roads, the largest being the A47, and even this being limited to single carriageway across much of the area that would be used. Despite the recent improvement of the A47 Guyhirm roundabout with the A141 the local roads are already overused by heavy lorries. The addition of vast numbers of heavy vehicles carrying untreated waste to the proposed site, together with others leaving with hazardous waste for further treatment or for landfilling elsewhere is untenable, and unacceptable for the inhabitants of Wisbech, the surrounding villages and a nationally important agricultural area.	<b>HIGHWAY CAPACITY:</b> The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b> . 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.  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



Relevant representation	Representee	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"><li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li><li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li><li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li></ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p><u>Construction</u> <b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p><u>Operation</u></p>



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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, <b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> 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><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> 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"><li>• A1101 north of A47 Elm Road roundabout;</li><li>• Churchill Road (north of Elm High Road); and</li><li>• Weasenham Lane (between Algores Way and Elm High Road.</li></ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-338	Ruth Hopgood	Fenella CHP	No details have been supplied regarding the potential recipient(s) of the waste heat from the process or how it would be transferred.	<p><b>ES Chapter 2 Alternatives (Volume 6.2) [APP-029]</b> explains the reason for selecting the location of the Proposed Development. One of the Applicant's essential criteria for selecting the location for the Proposed Development was its close proximity to industrial users who have a heat/steam demand. To</p>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				provide reassurance, the Applicant's <b>Combined Heat and Power Assessment (Volume 7.6) [APP-097]</b> has investigated the potential heat demands and concludes that there is sufficient potential demand to justify the supply of heat/steam in the location chosen to site the EFW CHP Facility. The Applicant's continued commitment to deliver heat to commercial users is secured by Requirement 23 (combined heat and power), Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>
RR-338	Ruth Hopgood	Fenella Traffic	<p>Inadequate information was supplied regarding the fate of the huge quantities of bottom ash and fly ash which would produce a further 165,000 tonne of waste material (this being 26.5% of the initial waste, and at least partly hazardous waste) and with a further 5% as fly ash (hazardous waste). This means that 31.5% of the material that entered the site would then have to be transported off site again to suitable landfill sites, using even more heavy lorries, and due to the nature of the material to be disposed of probably having to be taken long distances by road. This has further implications regarding the viability of the whole project, and was not given proper consideration by MVA in their submissions, with no chapter having been produced on waste despite this being a fundamental aspect.</p>	<p>Table 6.14 and 6.15, <b>ES Chapter 6: Traffic and Transport (Volume 6.2) [APP-033]</b> 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 <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> and <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>.</p> <p>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>reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. 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"><li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li><li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li></ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-338	Ruth Hopgood Fenella	Waste Need	Clarity is required as to whether it is actually feasible to provide sufficient suitable, non-recyclable material from the surrounding area to actually run an incinerator at the quoted level of input, as detailed in Stephen Barclay's submission. If not this would be deemed a non-DCO development and would have to go through the 'normal' planning process with far more input from local, regional and statutory consultees.	The <b>WFAA (Volume 7.3) [APP-094]</b> 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-338	Ruth Hopgood Fenella	Wisbech Railway	Concerns have been expressed by consultees that MVV have assumed that the currently disused railway could be at least partially taken over. This does not take into account the ownership, and in particular the continuing hopes of many in the area that the line to March will be reopened for domestic use in the foreseeable future.	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,



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-338	Ruth Fenella Hopgood	Waste Hierarchy	<p>It was also noted that the waste types quoted as being available included significant quantities of currently readily recycled or reusable materials. This is ridiculous when Reduce, Reuse and Recycle is accepted as a far preferable process, with residual waste treated using lower carbon options. In addition, the presence of incinerators has been shown to notably reduce recycling rates in those areas tied into incineration contracts</p>	<p>ES Chapter 2: Alternatives and Section 3.4.82 to 3.4.86, <b>ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030]</b> provide further details.</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 <b>Planning Statement (Volume 7.1) [APP-091]</b>.</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><b>Outline Employment and Skills Strategy (Volume 7.8) [APP-099]</b> which has been developed in consultation with Norfolk County Council and includes the following proposals:</p> <ul style="list-style-type: none"> <li>• A waste education programme and support for higher and further education establishments, including STEM support; and</li> <li>• Apprenticeships, Internships and work experience/placements.</li> </ul> <p>The <b>Outline Employment and Skills Strategy (Volume 7.8) [APP-098]</b> is secured by a DCO Requirement 21.</p> <p><b>Outline Community Benefits Strategy (Volume 7.14) [APP-105]</b> and includes the following proposals:</p> <ul style="list-style-type: none"> <li>• Establishment of a local liaison committee;</li> <li>• Employment of a Community Liaison Manager;</li> <li>• Guided site tours and a visitor area within the administration building;</li> <li>• Establishment of a community fund and a sponsorship fund; and</li> <li>• Support for local initiatives that improve wellbeing and environmental improvements in the local area.</li> </ul> <p>The final Community Benefits Plan will be published by the Applicant prior to commencement of the construction of the Proposed Development.</p>
RR-338	Ruth Fenella Hopgood	Climate Change	In the light of the now largely accepted climate crisis facing us it is totally unacceptable to be proposing building an incinerator that would pump out huge quantities of carbon dioxide (and probably other damaging gases).	<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"> <li>• Overarching National Policy Statement for Energy (EN-1);</li> </ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			<p>There has been no suggestion by MVV that carbon capture would even be considered unless it was forced to by the government, and even then the limited successful processes running to date have generally recovered about 50% of the carbon at the most (as quoted by the Institute for Energy Economics and Financial Analysis, with the highest reported example being 68%; New Scientist, 10 September 2022). Given that the UK is committed to decarbonising its electricity network to meet 2050 Net Zero targets, and as already determined by the Secretary of State on a national scale, this project must not be allowed to go ahead.</p>	<ul style="list-style-type: none"><li>• National Policy Statement for Renewable Energy Infrastructure (EN- 3); and</li><li>• National Policy Statement for Electricity Networks Infrastructure (EN- 5).</li></ul> <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 <b>Planning Statement (Volume 7.1) [APP-091]</b> states: "EfW [Energy from Waste] is a form of renewable energy recognised by NPS EN-1 (paragraph 3.4.3) [National Policy Statement for Energy]. NPS EN-1 highlights (at paragraph 3.4.4) that EfW can provide peak load and base load electricity on demand which is of increasing importance as the UK's electricity energy generation contains an increasing proportion of intermittent wind and solar generation. The NPS concludes that the ability of EfW (and biomass) to deliver predictable, controllable electricity is increasingly important in ensuring the security of energy supplies. Further details of the policy assessment are reported in the <b>Planning Statement (Volume 7.1)</b>.</p> <p><b>CLIMATE CHANGE:</b> 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 <b>ES Chapter 14: Climate Change (Volume 6.2) [APP-041]</b>. Chapter</p>



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				<p>14 includes a greenhouse gas (GHG) assessment. The GHG assessment reports a net reduction in emissions of -2,570.80 kilotonnes carbon dioxide equivalent (ktCO<sub>2</sub>e) in the 'with Proposed Development' scenario compared to a 'without Proposed Development' scenario which assumes that the residual waste will be sent to landfill. The assessment is based on assessing whether the Proposed Development would impede the UK in being carbon net zero by 2050, this being the UK position in terms of meeting international obligations to reduce carbon emissions. The assessment includes evaluation of 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 – 67tkCO<sub>2</sub>e.</p> <p><b>CARBON CAPTURE</b> The Applicant's commitments to carbon capture are stated in Section 3.4.80, <b>ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030]</b>. Whilst the Proposed Development does not include carbon capture, to ensure that the Proposed</p>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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 <b>ES Chapter 2: Alternatives (Volume 6.2) [APP-029]</b>.</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-338	Ruth Hopgood Fenella	Air Quality	<p>The nature of domestic waste currently being produced is extremely variable, and by its nature could not be assessed for potential contaminants adequately before being incinerated. It will contain significant levels of persistent organic pollutants (POPs), including perfluorooctanoic acid (PFOA) and perfluorooctane sulfonate (PFOS) that are part of a large group of lab-made chemicals known as perfluoroalkyl and polyfluoroalkyl substances (PFAS), many in seemingly innocuous items such as clothing and cooking utensils. Incineration does not necessarily destroy some of these compounds, at whether at 'normal' operating temperatures of 850 degrees or the higher 1200 degrees indicated as being</p>	<p>The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> 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, <b>Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078]</b> and Figure 8.3, <b>ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052]</b> respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), <b>ES Appendix 8B:</b></p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			<p>possible, and / or can lead to breakdown to other potentially dangerous compounds. There is insufficient information relating to the potential risks from such chemicals if they escape from the chimneys, with MVV stating that 90m would be high enough for anything that might escape to disperse across the surrounding area being totally inadequate, especially in this proposed location, with schools, a hospital and housing amongst the many buildings lying to the northeast, this being predominately downwind. This is an important agricultural area, notably including production of fruit and vegetables. The short and long term effects on crops and soils, and the subsequent risks to human health, have not been adequately assessed. In a widespread area of shallow groundwater with many waterways, including field ditches, this water would also be at risk, both during construction and operation.</p>	<p><b>Air Quality Technical Report, Annex G (Volume 6.4) [APP-78].</b> 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"> <li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding</li> </ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</p> <ul style="list-style-type: none"> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-339	Margaret Horscroft	Jane Traffic	<p>The proposed incinerator is extremely close to several schools, housing estates and shops and factories. ... The road infrastructure around Wisbech is inadequate to accommodate 300 plus lorries a day bringing the material to be burnt. This will cause deadlock on the roads which are already over used. As more housing is built in Wisbech this is causing more traffic build up and traffic jams.</p>	<p>VEHICLES NUMBERS TO THE EFW CHP FACILITY SITE</p> <p>Table 6.14 and 6.15, <b>ES Chapter 6: Traffic and Transport (Volume 6.2) [APP-033]</b> 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 <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> and <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>.</p> <p>HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with</p>



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				<p>construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. 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"><li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li><li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li></ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p><b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p><u>Operation</u></p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, <b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> 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><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> confirms, to minimise potential impacts on</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<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"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road)</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-339	Margaret Horscroft	Jane Air Quality	<p>The proposed incinerator is extremely close to several schools, housing estates and shops and factories. Air pollution is a huge concern as climate change is so important. ...The pollution caused by so many lorries will be detrimental to the health of the residents of Wisbech and the surrounding areas. These are just a few of my concerns and feel Wisbech has been chosen as it is a deprived area and nobody in the government cares about us.</p>	<p>The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> 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, <b>Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078]</b> and Figure 8.3, <b>ES</b></p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p><b>Chapter 8: Air Quality Figures (Volume 6.3) [APP-052]</b> respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), <b>ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. 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"><li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li><li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li><li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li></ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-339	Margaret Horscroft	Jane Socio-economic	These are just a few of my concerns and feel Wisbech has been chosen as it is a deprived area and nobody in the government cares about us.	<p>The Applicant is committed to providing community benefits, including education; these are set out in the following documents.</p> <p><b>Outline Employment and Skills Strategy (Volume 7.8) [APP-099]</b> which has been developed in consultation with Norfolk County Council and includes the following proposals:</p> <ul style="list-style-type: none"> <li>A waste education programme and support for higher and further education establishments, including STEM support;</li> <li>Apprenticeships, Internships and work experience/ placements;</li> <li>Local employment during construction and operation; and</li> <li>Support the local supply chain.</li> </ul> <p>The <b>Outline Employment and Skills Strategy (Volume 7.8) [APP-099]</b> is secured by a DCO requirement 21.</p>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p><b>Outline Community Benefits Strategy (Volume 7.14) [APP-105]</b> and includes the following proposals:</p> <ul style="list-style-type: none"><li>• Establishment of a local liaison committee;</li><li>• Employment of a Community Liaison Manager;</li><li>• Guided site tours and a visitor area within the administration building;</li><li>• Establishment of a community fund and a sponsorship fund; and</li><li>• Support for local initiatives that improve wellbeing and environmental improvements in the local area.</li></ul>
RR-339	Margaret Horscroft	Jane Air Quality	<p>The proposed incinerator is extremely close to several schools, housing estates and shops and factories. Air pollution is a huge concern as climate change is so important.... The pollution caused by so many lorries will be detrimental to the health of the residents of Wisbech and the surrounding areas. These are just a few of my concerns and feel Wisbech has been chosen as it is a deprived area and nobody in the government cares about us.</p>	<p>The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> 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, <b>Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078]</b> and Figure 8.3, <b>ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052]</b> respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), <b>ES Appendix 8B:</b></p>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p><b>Air Quality Technical Report, Annex G (Volume 6.4) [APP-78].</b> 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"><li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li><li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li><li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li><li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013];</b></li><li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding</li></ul>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b> ; <ul style="list-style-type: none"><li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li><li>Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li></ul>
RR-339	Margaret Horscroft	Jane Traffic	The proposed incinerator is extremely close to several schools, housing estates and shops and factories. ...This will cause deadlock on the roads which are already over used. As more housing is built in Wisbech this is causing more traffic build up and traffic jams. ...	<p>HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. 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"><li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li><li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li><li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li></ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p><u>Construction</u> <b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p><u>Operation</u>            Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, <b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> 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><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> 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"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-340	Angie Horton	Environmental	All in all a no go place for it to be built !!!!	Comment noted.
RR-340	Angie Horton	Traffic	The infrastructure could NOT deal with the amount of extra vehicles	HIGHWAY CAPACITY:



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
			<p>that would be travelling to and from the area. The roads around the site are already under so much disrepair with lots of sink holes already having to be dealt with on a regular basis. These roads CANNOT and WOULD NOT cope with the amount of disruption.</p>	<p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. 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"><li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li></ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p><u>Construction</u>  <b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p><u>Operation</u>                      Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, <b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> 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><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> 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"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p><b>HIGHWAY SUBSIDENCE</b></p> <p>The maintenance of the local road network is the responsibility of Cambridgeshire County Council. However, <b>Appendix 6A Outline CTMP (Volume 6.4) [APP-072]</b> 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>



**201** 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-340	Angie Horton	Human Health	I also worry about the serious impact on the heath that these monstrosities cause it is a proven fact about the illnesses caused by them as seen in other areas where they have been built!!!	<p>The final CTMP is secured by Requirement 11, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</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 (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>). 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 assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> <li>• 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</li> </ul>



**202** 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>Contractors Scheme – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</p> <ul style="list-style-type: none"> <li>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, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.</li> </ul>
<b>RR-340</b>	Angie Horton	Historic Environment	This is a small market town with lots of historical architecture and	The Historic Environment Assessment is reported in <b>ES Chapter 10: Historic Environment (Volume 6.2)</b>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			buildings. I do not think this is a place to put this or anywhere else really as a matter of fact,	<p>[APP-037]. As part of this, the significance of Wisbech town centre conservation area, the nature of its setting and contribution to the same and the importance of particular views are set out in section 10.9. This includes a description of the individual character areas within the conservation area including the Brinks, with a photomontage from Elgood's Brewery on North Brink (Figure 9.23b Viewpoint 7, <b>Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.17 to 9.24 [APP-058]</b>) showing the greatest extent of visibility from within the conservation area. Taking account of the heritage significance of the conservation area as a whole and the identified key views within and out from it, and the context of the existing industrial estate including large logistics buildings, there will not be a significant effect on the conservation area.</p> <p>The Landscape and Visual Assessment is reported in <b>ES Chapter 9: Landscape and Visual (Volume 6.2) [APP-036]</b>.</p>
RR-340	Angie Horton	Waste Hierarchy	also the amount of waste needed to generate something this size would be ridiculous and mean waste being carried here from hundreds of miles radius to try to keep it going .....what has happened to RECYCLING!!!! Surely a more worthwhile cause !! After all isn't it that we have been working towards for many many years now and about cutting down our carbon footprint?	<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</p>



204 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>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 <b>Planning Statement (Volume 7.1) [APP-091]</b>.</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><b>Outline Employment and Skills Strategy (Volume 7.8) [APP-099]</b> which has been developed in consultation with Norfolk County Council and includes the following proposals:</p> <ul style="list-style-type: none"><li>• A waste education programme and support for higher and further education establishments, including STEM support; and</li><li>• Apprenticeships, Internships and work experience/placements.</li></ul> <p>The <b>Outline Employment and Skills Strategy (Volume 7.8) [APP-098]</b> is secured by a DCO Requirement 21.</p> <p><b>Outline Community Benefits Strategy (Volume 7.14) [APP-105]</b> and includes the following proposals:</p> <ul style="list-style-type: none"><li>• Establishment of a local liaison committee;</li><li>• Employment of a Community Liaison Manager;</li><li>• Guided site tours and a visitor area within the administration building;</li></ul>



**205** 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"> <li>Establishment of a community fund and a sponsorship fund; and</li> <li>Support for local initiatives that improve wellbeing and environmental improvements in the local area.</li> </ul> <p>The final Community Benefits Plan will be published by the Applicant prior to commencement of the construction of the Proposed Development.</p>
RR-340	Angie Horton		It makes all that is said and preached to us look like a complete joke and waste of taxpayers hard earned money!	The Proposed development is corporate funded, therefore does not require public money, see <b>Funding Statement (Volume 4.2) [APP-016]</b> .
RR-340	Angie Horton	Property Prices	Our house prices would be also in this whole area be affected and make this a no go area for sale !! All in all a no go place for it to be built !!!!	<p>As part of the assessment undertaken in <b>ES Chapter 15: Socio economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042]</b> 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-340	Angie Horton	Environmental	I totally disagree with this incinerator being built in Wisbech.	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
			It is in an area that is close to schools and residential area!	<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"> <li>• There is a need for additional residual waste treatment within the area;</li> <li>• In close proximity to existing business that have a large heat and/or power demand (including for example the local food plants in Wisbech);</li> <li>• A site of a suitable size to accommodate the EfW CHP Facility;</li> <li>• Good access to the strategic road network;</li> <li>• A brownfield site allocated for waste management; and</li> <li>• A site free of environmental designations. The environment effects arising from the Proposed Development are reported within the Environmental Statement and summarised in the <b>Non-Technical Summary (Volume 6.1) [APP-027]</b>. 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.</li> </ul>
RR-341	I.horton	Environmental	impact on extra traffic road congestion smell and noise school	The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
			close by building containing food next to the site wildlife in the area	<p>reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2)</b>, [APP-033] accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. 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. Concerning smell, the Applicant has prepared an <b>Outline Odour Management Plan (Volume 7.11) [APP-112]</b> which details all sources of odour, control measures, monitoring, including a complaints procedure, and reporting. Odour awareness training will be undertaken as part of general site operational training, and daily checks for odour levels will carried out.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP will set the emission limits, including for odour. Compliance with the EP will be regulated and monitored by the Environment Agency. On the matter of noise, the Applicant's noise assessment is reported in <b>ES Chapter 7 Noise and Vibration (Volume 6.2) [APP-034]</b>. This reports that with mitigation in place and secured by relevant DCO requirements, that no significant effects would occur.</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-342	Andrew Houghton	Traffic	My concerns for the proposed incinerator include: 1) Location - both for the immediate vicinity .... and for the transport/logistical impact (such as the level of additional traffic and the already congested A47)	<p>HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. 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"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> </ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p><u>Construction</u>  <b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p><u>Operation</u>                      Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, <b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> 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><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> 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"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-342	Andrew Houghton	Air Quality	My concerns for the proposed incinerator include: 2) Health - again, given the proximity to the above and including 'downwind' implications across a much wider area	The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> 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.



## 211 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>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, <b>Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078]</b> and Figure 8.3, <b>ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052]</b> respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), <b>ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. 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"><li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li></ul>



## 212 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"><li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li><li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li><li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li><li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li></ul>
RR-342	Andrew Houghton	Waste Hierarchy	My concerns for the proposed incinerator include: 3) Purpose - the focus should be on reducing waste - not looking at how to dispose of it.	<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</p>



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

Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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 <b>Planning Statement (Volume 7.1) [APP-091]</b>.</p> <p>The Applicant is committed to providing community benefits, including waste awareness and education; these are set out in the following documents. <b>Outline Employment and Skills Strategy (Volume 7.8) [APP-099]</b> which has been developed in consultation with Norfolk County Council and includes the following proposals:</p> <ul style="list-style-type: none"><li>• A waste education programme and support for higher and further education establishments, including STEM support; and</li><li>• Apprenticeships, Internships and work experience/placements.</li></ul> <p>The <b>Outline Employment and Skills Strategy (Volume 7.8) [APP-098]</b> is secured by a DCO Requirement 21.</p> <p><b>Outline Community Benefits Strategy (Volume 7.14) [APP-105]</b> and includes the following proposals:</p> <ul style="list-style-type: none"><li>• Establishment of a local liaison committee;</li><li>• Employment of a Community Liaison Manager;</li><li>• Guided site tours and a visitor area within the administration building;</li></ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-342	Andrew Houghton	Environmental	My concerns for the proposed incinerator include: 1) Location - both for the immediate vicinity (ie. impact on residential, educational and business premises around the site) and for the transport/logistical impact (such as the level of additional traffic and the already congested A47)	<ul style="list-style-type: none"> <li>• Establishment of a community fund and a sponsorship fund; and</li> <li>• Support for local initiatives that improve wellbeing and environmental improvements in the local area.</li> </ul> <p>The final Community Benefits Plan will be published by the Applicant prior to commencement of the construction of the Proposed Development.</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 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. The effects arising from the construction, operational and decommissioning of the Proposed Development are considered, assessed and reported within the <b>Environmental Statement (Volumes 6.1-6.4)</b>. These include for a consideration of effects upon receptors such as local schools, residential properties and businesses with effects arising from traffic and transportation, noise and air quality for example reported in <b>ES Chapters 6 Traffic and Transport (Volume 6.2 [APP-033] Chapter 7 Noise and Vibration (Volume 6.2) [APP-034] and Chapter 8 Air Quality (Volume 6.2) [APP-035]</b> respectively. The assessments conclude that with mitigation in place, for example, the <b>Construction Environmental Management Plan (CEMP) (Volume 7.12) [APP-103]</b> which is secured by Requirement 10, Schedule</p>



## 215 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
				2 of the <b>Draft DCO (Volume 3.1) [APP-013]</b> effects for these topics would not be significant.
RR-343	Samantha Houghton	Comment	I wish to review the information before presenting comments.	Comments noted. The DCO Application documents are available on the Planning Inspectorate website.
RR-344	Scarlett Georgia Housden	Comment	Do not want this to go ahead	Comments noted.
RR-345	Sharon Housden	Human Health	How can it even be considered an incinerator would be built in a town. This will affect the residence of Wisbech and surrounding villages quality of life both mentally and physically .	<p>Potential effects on human health are considered throughout the <b>ES (Volume 6.2) and ES Chapter 16: Health (Volume 6.2) [APP-043]</b> draws out relevant information from other ES chapters, cross referencing relevant parts of those chapters, rather than repeating detailed technical information from each of them.</p> <p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency and the Office for Health Improvement and Disparities (OHID)). Their response to the Planning Inspectorate (15/11/22) confirms that UKHSA/OHID is satisfied with the methodology used to undertake the assessment and that the proposed development should not result in any significant adverse impact on public health.</p> <p>The <b>Human Health Risk Assessment, Annex G, Appendix 8B: (Volume 6.4) [APP-078]</b> includes consideration of impacts on human receptors associated with the Energy from Waste (EfW) Combined Heat and Power (CHP) Facility, including resident adult and child and farmer adult and child.</p> <p>With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts.</p>



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



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.</li> </ul>
RR-345	Sharon Housden	Landscape Visual	and A blot on the landscape.	<p>The landscape and visual effects are reported in <b>Volume 6.2 ES Chapter 9 Landscape and Visual [APP-036]</b> and <b>Volume 6.4 ES Chapter 9 Landscape and Visual Appendices [APP-079]</b>. The assessments are accompanied by photomontages in <b>Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.17 to 9.24 [APP-058]</b>, <b>Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.25 to 9.32 [APP-059]</b>, <b>Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.33 to 9.39 [APP-060]</b> and <b>Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.40 to 9.46 [APP-061]</b> 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 <b>Volume 6.2 ES Chapter 9 Landscape and Visual [APP-036]</b>. 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-345	Sharon Housden	Traffic	Our roads in this area cannot and WILL NOT cope with the added	<p>HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with</p>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
			lorries making their way to and from the incinerator daily.	<p>construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. 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"><li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li><li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li></ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>HEALTH</p> <p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p><i>“...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>).</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 <b>ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043]</b> assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> <li>• 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, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• 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, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> </ul>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-345	Sharon Housden	Human Health	I am strongly against this project going ahead and worry for the future of my children's health in what is becoming a sham looking to a greener future by our government.	<ul style="list-style-type: none"> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.</li> </ul> <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 (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>). 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 <b>ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043]</b> assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the</p>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"><li>• 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li></ul>



## 223 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"><li>Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.</li></ul>
RR-345	Sharon Housden	Comment	I hope you listen to the rejections made by local people who would be living underneath this monstrosity should it go ahead, see sense and not pass the application please.	Comments noted.
RR-346	Mick Howard	Traffic	Road Infrastructure.	<p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. 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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-347	Emma Howlett	Environmental	<p>Our town of Wisbech simply cannot begin to cope with a project of this size and scale. Our roads are already falling apart and our once vibrant town has become a shadow of its former self. Whilst our council fights to try and rebuild it, this incinerator will surely once again destroy it.</p>	<p>The size of the installation results from the tonnage of waste it is designed to process, and the renewable energy it will consequently generate. The Applicant has attempted to reduce the scale of the proposed development by for example placing the grid connection to Walsoken underground. With regard to the EfW CHP Facility itself, the <b>Design and Access Statement (Volume 7.5) [APP-096]</b> explains the process surrounding the evolution of the design and the measures taken to produce a facility in context with its surroundings, most obviously the Lineage Logistics Cold Store.</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-347	Emma Howlett	Property Prices	Our houses will fall in price,	<p>As part of the assessment undertaken in <b>ES Chapter 15: Socio economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042]</b> the Applicant reviewed the local housing market. The review shows that house prices within the Study Area have been increasing. The review shows that house prices within the Study Area are lower than the county and national averages.</p> <p>House prices are driven by a range of factors, and it is considered generally that the Proposed Development would not by itself decrease house prices. For a limited number of properties that may be affected by physical factors (such as noise) during the operation of the Proposed Development, and such factors results in a diminution in value, a claim for compensation can be made under Part 1 of the Land Compensation Act 1973.</p>
RR-347	Emma Howlett	Human Health	our children will develop health problems and our elderly and clinically at risk will suffer.	<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 (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>). 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 <b>ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043]</b> assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> <li>• 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, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• 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, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> </ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.</li> </ul>
RR-347	Emma Howlett	Air Quality	Surely you cannot deny us the right to clean air, ...	<p>The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> 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, <b>Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078]</b> and Figure 8.3, <b>ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052]</b> 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), <b>ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. 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"> <li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce</li> </ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</p> <ul style="list-style-type: none"> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-347	Emma Howlett	Traffic	Surely you cannot deny us ... the right to safe roads!	<p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. 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>
RR-347	Emma Howlett	Socio-economic	our businesses will lose custom,	<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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				summarised in the <b>Non-Technical Summary (Volume 6.1) [APP-027]. ES Chapter 15: Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042]</b> assesses impacts relevant to the topic on local residents and businesses and concludes, there will be not be significant negative effects. With regard to positive, significant effects, the assessment concludes that whilst these would not be significant at the County level, they would be (probably) significant at the Ward and District level for direct and indirect employment, and for local suppliers during construction.
RR-348	Joseph Thomas Howlett	Traffic	My immediate concerns, as follows:- Excessive HGV transport necessary for functioning of plant will throttle Wisbech and environs.	<p><b>HIGHWAY CAPACITY:</b></p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. 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>



**231** 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>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"><li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li><li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li><li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li></ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p><u>Construction</u> <b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> 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>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>town centre. The final CTMP is secured by Requirement 11, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p><u>Operation</u>            Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, <b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> 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><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> 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"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-348	Joseph Thomas Howlett	Air Quality	My immediate concerns, as follows: Temperature Inversion phenomenon on The Wash will allow Particulate Matter from Incinerator to pollute flora and wildlife.	<p>The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> 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, <b>Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078]</b> and Figure 8.3, <b>ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052]</b> respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), <b>ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> <li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013];</b> and</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013].</b></li> </ul>
RR-348	Joseph Thomas Howlett	CHP	My immediate concerns, as follows:.. Local Industries will not support The Incinerator for use of it's Heat, thus making it redundant in purpose.	<b>ES Chapter 2 Alternatives (Volume 6.2) [APP-029]</b> explains the reason for selecting the location of the Proposed Development. One of the Applicant's essential criteria for selecting the location for the Proposed Development was its close proximity to



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>industrial users who have a heat/steam demand. To provide reassurance, the <b>Applicant's Combined Heat and Power Assessment (Volume 7.6) [APP-097]</b> has investigated the potential heat demands and concludes that there is sufficient potential demand to justify the supply of heat/steam in the location chosen to site the EfW CHP Facility. The Applicant's continued commitment to deliver heat to commercial users is secured by Requirement 23 (combined heat and power), Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b></p>
RR-349	Lea Howley	Environmental	Why is this being proposed in such close proximity to a small market town?	<p>The EfW CHP Facility Site was allocated for waste treatment facilities in the previous Cambridgeshire and Peterborough Minerals and Waste Local Plan and is safeguarded as a Waste Management Area within the Development Plan adopted in 2021. The site is located within an industrial area south of the town centre. When considering a site, the Applicant identified 'essential' and 'preferable' site selection criteria that were applied and suitably meet. In summary, the selection criteria included:</p> <ul style="list-style-type: none"> <li>• There is a need for additional residual waste treatment within the area;</li> <li>• In close proximity to existing business that have a large heat and/or power demand (including for example the local food plants in Wisbech);</li> <li>• A site of a suitable size to accommodate the EfW CHP Facility;</li> <li>• Good access to the strategic road network;</li> <li>• A brownfield site allocated for waste management; and</li> <li>• A site free of environmental designations. The environment effects arising from the Proposed Development are reported within the Environmental Statement and</li> </ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-349	Lea Howley	Traffic	There is not a road or rail network to support the extra traffic and pollution this would cause.	<p>summarised in the <b>Non-Technical Summary (Volume 6.1) [APP-027]</b>. 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><b>HIGHWAY CAPACITY:</b> The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. 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"><li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li><li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li><li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li></ul> <p>Alternatives – March to Wisbech Rail:</p> <p>The Applicant supports the reopening of the March to Wisbech railway and the wider benefits this would bring to local community. Whilst there are currently no firm plans for its 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, <b>ES Chapter 3: Description of the Proposed</b></p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-349	Lea Howley	Air Quality	We are a small market town with many agricultural crops growing in the vicinity and the air will be polluted.	<p><b>Development (Volume 6.2) [APP-030]</b> provide further details.</p> <p>The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> 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, <b>Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078]</b> and Figure 8.3, <b>ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052]</b> respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), <b>ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> <li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-349	Lea Howley	Traffic	There will be contamination from the waste brought in by lorries	HIGHWAY CAPACITY:



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			<p>There are already multiple lorry distribution centres in and around the town,</p>	<p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. 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"> <li>Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> </ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <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. <b>ES Chapter 8: Air Quality (Volume 6.2)</b> 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"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by</li> </ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></p> <ul style="list-style-type: none"> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages.– secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-349	Lea Howley	Vibration	the vibrations from these lorries are causing damage to our Georgian historic houses, we do not want more !	<p>The environmental impacts due to vibration associated with the construction and operation of the Proposed Development have been assessed and reported in <b>ES Chapter 7: Noise and Vibration (Volume 6.2) [APP-034]</b>. This includes vibration from HGV movements associated with the Proposed Development.</p> <p>The potential for significant vibration effects due to HGV traffic was assessed and reported in ES Chapter 7, Section 7.9. Most vibration sensitive receptors are set back a reasonable distance from the kerbside where vehicle movements are anticipated and are located on routes where there are already significant flows of heavy vehicles. For these receptors, a slight increase in the numbers of heavy vehicles will not give rise to any significant vibration effects. For the one road link where a significant increase in heavy vehicles is anticipated, New Bridge Lane, recommendations have been made to avoid and reduce significant effects.</p>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				During construction, the routes to be used by heavy vehicles are not in close proximity to any listed buildings. During operation, there would be no increase in heavy vehicle movements in close proximity to any listed buildings.
RR-349	Lea Howley	Environmental	I am writing to object to the proposed Wisbech Medworth Proposed Incinerator I oppose this for the following reasons: It is planned in close proximity to schools - how can this be safe for young children?	<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"><li>• There is a need for additional residual waste treatment within the area;</li><li>• In close proximity to existing business that have a large heat and/or power demand (including for example the local food plants in Wisbech);</li><li>• A site of a suitable size to accommodate the EfW CHP Facility;</li><li>• Good access to the strategic road network;</li><li>• A brownfield site allocated for waste management; and</li><li>• A site free of environmental designations. The environmental effects arising from the Proposed Development are reported within the Environmental Statement and summarised in the <b>Non-Technical Summary (Volume 6.1) [APP-027]</b>. 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-</li></ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				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-350	Karen Hughes	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-351	Paul Hughes	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-352	Beverley Hulme	Environmental	Too large a facility to be positioned in such a small town.	<p>The EfW CHP Facility Site was allocated for waste treatment facilities in the previous Cambridgeshire and Peterborough Minerals and Waste Local Plan and is safeguarded as a Waste Management Area within the Development Plan adopted in 2021. The site is located within an industrial area south of the town centre. When considering a site, the Applicant identified 'essential' and 'preferable' site selection criteria that were applied and suitably meet. In summary, the selection criteria included:</p> <ul style="list-style-type: none"> <li>• There is a need for additional residual waste treatment within the area;</li> <li>• In close proximity to existing business that have a large heat and/or power demand (including for example the local food plants in Wisbech);</li> <li>• A site of a suitable size to accommodate the EfW CHP Facility;</li> <li>• Good access to the strategic road network;</li> <li>• A brownfield site allocated for waste management; and</li> <li>• A site free of environmental designations. The environment effects arising from the Proposed Development are reported within the Environmental Statement and</li> </ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				summarised in the <b>Non-Technical Summary (Volume 6.1) [APP-027]</b> . 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-352	Beverley Hulme	Environmental	Fundamentally if we need to incinerate (and I prefer further bans on this type of waste at source so remove more waste/plastic from products up front) then it should not be 'mega' incinerators placed near small towns. It should be sensible sized facilities placed nearer urban conurbations which supply the waste or if it needs to be 'mega' then place this away from places where people live with excellent rail connections to move the waste in a more ecologically acceptable way.	<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. Whilst the March to Wisbech Railway is disused, the Applicant's design is such that it would not prevent the line from reopening. The Applicant has been in regular communication with Network Rail on this point. Should the line be reopened in the future, then the Applicant has set aside land within the EfW CHP Facility site to accommodate a future rail siding to enable the transportation of waste by rail. When the Applicant sought to identify a site it 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"> <li>• There is a need for additional residual waste treatment within the area;</li> <li>• In close proximity to existing business that have a large heat and/or power demand (including for example the local food plants in Wisbech);</li> <li>• A site of a suitable size to accommodate the EfW CHP Facility;</li> <li>• Good access to the strategic road network;</li> </ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-352	Beverley Hulme	Traffic	<p>The waste will not be locally sourced and therefore must be transported in. The roads are not suitable for the proposed number of lorries daily - causing congestion and additional diesel pollution. One road in and out of the facility is a disaster.</p>	<ul style="list-style-type: none"> <li>• A brownfield site allocated for waste management; and</li> <li>• A site free of environmental designations. The environment effects arising from the Proposed Development are reported within the Environmental Statement and summarised in the <b>Non-Technical Summary (Volume 6.1) [APP-027]</b>. 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.</li> </ul> <p>The objective for the Proposed Development is to treat waste that would otherwise be landfilled, consistent with the waste hierarchy. Transporting the waste to the proposed EfW CHP Facility Site could potentially reduce the journeys which waste currently takes, for example, Norfolk's waste, some of which is exported to Bedfordshire. The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at</p>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				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-352	Beverley Hulme	Wisbech Railway	No rail link to provide alternative transport option.	The Proposed Development does not include a rail link, but in light of the Cambridge and Peterborough Combined Authority (CPCA) proposal to reopen the disused March to Wisbech Railway adjacent to the EfW CHP Facility Site, the Applicant has safeguarded land for a potential future rail siding area should the railway reopening go ahead.
RR-352	Beverley Hulme	CHP	Proposal provides a strong option for adding megawatts to the electricity system - but when will this be provided- not clear in the proposal. Offering local business heat options - but local businesses do not support this proposal.	<p>The support for the CHP Connection is noted. The Applicant is continuing to engage with local businesses to discuss options for the supply of heat and electricity.</p> <p>The main CHP Connection along the disused March to Wisbech Railway would be constructed as part of the Proposed Development in accordance with the details provided in section 3.4 of <b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b>.</p>
RR-352	Beverley Hulme	Air Quality	Near schools and housing estates - pollution from traffic is concerning.	The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict



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



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> <li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Fire Prevention Plan – secured by</li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-352	Beverley Hulme	Biodiversity	<p>Light pollution and noise pollution from the facility 24 hours - I am currently having to request a bat licence for a small alteration which requires planning consent at my home - allowing this facility with lights and noise all night makes a mockery of this regulation - how will it affect local bats and other wildlife?</p>	<p>LIGHTING: Section 3.4.76, <b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b>; states:</p> <p><i>“The Outline Operational Lighting Strategy (<b>Appendix 3B Outline Lighting Strategy (Volume 6.4) [APP-071]</b>) establishes the design objectives and parameters for the lighting of the EfW CHP Facility. Outside of the operational hours for the acceptance of waste, external lighting requirements would be limited</i></p>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p><i>to security and safety only. The lighting strategy aims to minimise lighting on the site; for example, through the use of lighting standards along main access route and the car park that have luminaires with full horizontal cut-off in order to minimise light spill and sky glow. Minimising light levels and spillage also mitigates effects upon wildlife”.</i></p>
				<p>The Outline Operational Lighting Strategy (<b>Appendix 3B Outline Lighting Strategy (Volume 6.4)</b>) [APP-071] also confirms that the Bat Conservation Trust Guidance Note 08/18 – Bats and Artificial lighting in the UK will be taken into account within the final design.</p>
				<p>Full details of the operational lighting strategy are secured by Requirement 18 (lighting strategy) <b>Draft DCO (Volume3.1)</b> [APP-013].</p>
				<p>BIODIVERSITY</p>
				<p><b>ES Chapter 11: Biodiversity Rev 2 (Volume 6.2)</b> [APP-008] considers a wide range of ecological Receptors which together make up the natural environment and it identifies the extent to which significant effects may occur.</p>
				<p>The effect of the Proposed Development on species which are legally protected or otherwise conservation notable has been considered within the assessment and includes; breeding birds, bats, water voles, reptiles, including great crested newts and badgers. Consideration was given to the potential impacts of lighting and noise. No potential negative significant effects have been identified.</p>



## 251 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-352	Beverley Hulme	Comment	I read their lengthy proposal and the objections raised by our MP [] were extremely good and well presented. I fully support his view. Thankyou.	Comment noted.
RR-353	Peter Human	Traffic	Our Road are not suitable for the increase in traffic. The incinerator will be near a hospital and a school.	<p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. 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"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
<b>RR-353</b>	Peter Human	Air Quality	Both China and Australia are against incinerator being built in farming areas due to contamination of crops	<p>The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> 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, <b>Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078]</b> and Figure 8.3, <b>ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-</b></p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p><b>052]</b> respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), <b>ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. 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"> <li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> </ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-354	Richard Humphrey	Traffic	Road network is not suitable for additional traffic to and from the site when operational. Road are gridlocked at times now.	The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b> . Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<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"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
<b>RR-354</b>	Richard Humphrey	Air Quality	Flue discharges waste particles over a large school and residential area.	<p>The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> 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, <b>Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078]</b> and Figure 8.3, <b>ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052]</b> respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), <b>ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. 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"> <li>• Construction dust management; included in the Construction Environmental Management</li> </ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></p> <ul style="list-style-type: none"> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013];</b> and</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013].</b></li> </ul>
RR-354	Richard Humphrey	Planning	<p>No mention of school in full page advert in daily Mail How can a company in Plymouth be allowed to override a local planning authority 250 miles away How much taxpayers money will be given to the company to build this facility?</p>	<p>The amount of residual waste to be processed at the EfW CHP will generate in excess of 50 megawatts of electricity. Therefore, the Proposed Development is a Nationally Significant Infrastructure Project (NSIP) under Part 3 Section 14 of the Planning Act 2008 (2008 Act) by virtue of the fact that the generating station is located in England and has a generating capacity of over 50 megawatts (section 15(2) of the 2008 Act). It, therefore, requires an application for a DCO to be submitted to the Planning Inspectorate (PINS) under the 2008 Act.</p> <p>However, in the event a DCO is issued for the Proposed Development, the relevant local planning</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>authority(s) will oversee the discharge of the DCO Requirements, See Schedule 2 Requirements, <b>Draft DCO, (Volume 3.1) [APP-013]</b></p> <p>The Proposed development is corporate funded, therefore does not require public money, see <b>Funding Statement (Volume 4.2) [APP-016]</b>.</p>
RR-355	Sandra Elizabeth Humphrey	Air Quality	Flue from facility discharges waste particles over a large school and residential area.	<p>The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> 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, <b>Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078]</b> and Figure 8.3, <b>ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052]</b> respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), <b>ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. 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>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<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"> <li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013];</b> and</li> </ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-355	Sandra Elizabeth Humphrey	Traffic	Roads will not be able to handle additional traffic with an increase in queuing	<ul style="list-style-type: none"> <li data-bbox="1283 326 1875 407">Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p data-bbox="1283 440 1875 1089">HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. <b>Between</b> these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p data-bbox="1283 1130 1875 1349">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"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p><u>Construction</u>  <b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p><u>Operation</u>                      Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, <b>ES Chapter 3 Description of the Proposed</b></p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p><b>Development (Volume 6.2) [APP-030]</b> 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><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> 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"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-355	Sandra Elizabeth Humphrey	Biodiversity	Major disturbance to wildlife when laying cables and steam main in old railway track and alongside roads	<p><b>ES Chapter 11: Biodiversity Rev 2 (Volume 6.2) [APP-008]</b> considers a wide range of ecological Receptors which together make up the natural environment and it identifies the extent to which significant effects may occur. Consideration was given to the entire site, including the CHP Connection along the disused March to Wisbech Railway, and along the highways network.</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				The effect of the Proposed Development on species which are legally protected or otherwise conservation notable has been considered within the assessment and includes; breeding birds, bats, water voles, reptiles, including great crested newts and badgers. No potential negative significant effects have been identified.
RR-355	Sandra Elizabeth Humphrey	Planning	Local council should be able to control building in their own area not the government and a firm based 250 miles away.	<p>The amount of residual waste to be processed at the EfW CHP will generate in excess of 50 megawatts of electricity. Therefore, the Proposed Development is a Nationally Significant Infrastructure Project (NSIP) under Part 3 Section 14 of the Planning Act 2008 (2008 Act) by virtue of the fact that the generating station is located in England and has a generating capacity of over 50 megawatts (section 15(2) of the 2008 Act). It, therefore, requires an application for a DCO to be submitted to the Planning Inspectorate (PINS) under the 2008 Act.</p> <p>However, in the event a DCO is issued for the Proposed Development, the relevant local planning authority(s) will oversee the discharge of the DCO Requirements, See Schedule 2 Requirements, <b>Draft DCO, (Volume 3.1) [APP-013]</b>.</p>
RR-356	Michael Huntley-Chipper	Comment	The construction of an incinerator in Wisbech is ludicrous I'm amazed it is being considered let alone planning has been submitted.	<p>The amount of residual waste to be processed at the EfW CHP will generate in excess of 50 megawatts of electricity. Therefore, the Proposed Development is a Nationally Significant Infrastructure Project (NSIP) under Part 3 Section 14 of the Planning Act 2008 (2008 Act) by virtue of the fact that the generating station is located in England and has a generating capacity of over 50 megawatts (section 15(2) of the 2008 Act). It, therefore, requires an application for a DCO to be submitted to the Planning Inspectorate (PINS) under the 2008 Act.</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				However, in the event a DCO is issued for the Proposed Development, the relevant local planning authority(s) will oversee the discharge of the DCO Requirements, See Schedule 2 Requirements, <b>Draft DCO, (Volume 3.1) [APP-013]</b> .
RR-356	Michael Huntley-Chipper	Landscape Visual	and 1, it will destroy the look of a market town that is already struggling	The Landscape and Visual Assessment and the Historic Environment Assessment are both reported in <b>ES Chapters 9: Landscape and Visual (Volume 6.2) [APP-036]</b> and <b>10: Historic Environment (Volume 6.2) [APP-037]</b> respectively. They assess the potential for significant effects upon receptors including the townscape character within the centre of Wisbech and its conservation area and conclude that these would not be significant.
RR-356	Michael Huntley-Chipper	Traffic	3 the A47 is already a nightmare and Redmoor lane that runs parallel is deemed dangerous by the police and council the construction of the incinerator is going to make these roads a million times worse.	<b>HIGHWAY CAPACITY:</b> The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b> . 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



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EFW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p><u>Construction</u>  <b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p><u>Operation</u>            Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, <b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> 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><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> 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"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final</p>



**267** 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
				OTMP is secured by Requirement 12, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b> .
RR-356	Michael Huntley-Chipper	Property Prices	4 the impact it is going to have on the value of people's homes	<p>House Prices: As part of the assessment undertaken in <b>ES Chapter 15: Socio economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042]</b> 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-356	Michael Huntley-Chipper	Comment	5 the local community does not want it	Comment noted.
RR-356	Michael Huntley-Chipper	Environmental	2 the environmental impact to the people and animals, wildlife in the area.	The environmental impacts of the Proposed Development during both its construction and operation are reported within the <b>Environmental Statement Volumes 6.2-6.4</b> and summarised within the <b>Non-Technical Summary (Volume 6.1)</b> . Individual topics which include biodiversity, health and socio-economics are assessed with mitigation in place and conclusions drawn as to the levels of significance. The <b>Planning Statement (Volume 7.1) [APP-091]</b> considers the outcome of the ES and assesses



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				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-357	Patricia Huntley-Chipper	Comment	The construction of an incinerator in Wisbech is ludicrous I'm amazed it is being considered let alone planning has been submitted.	Comments noted.
RR-357	Patricia Huntley-Chipper	Landscape and Visual	1, it will destroy the look of a market town that is already struggling	The Landscape and Visual Assessment and the Historic Environment Assessment are both reported in <b>ES Chapters 9: Landscape and Visual (Volume 6.2) [APP-036]</b> and <b>10: Historic Environment (Volume 6.2) [APP-037]</b> respectively. They assess the potential for significant effects upon receptors including the townscape character within the centre of Wisbech and its conservation area and conclude that these would not be significant.
RR-357	Patricia Huntley-Chipper	Traffic	3 the A47 is already a nightmare and Redmoor lane that runs parallel is deemed dangerous by the police and council the construction of the incinerator is going to make these roads a million times worse.	<b>HIGHWAY CAPACITY:</b> The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b> . 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



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p><u>Construction</u> <b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p><u>Operation</u> Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, <b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> 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><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> 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"><li>• A1101 north of A47 Elm Road roundabout;</li></ul>



## 271 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"><li>Churchill Road (north of Elm High Road); and</li><li>Weasenham Lane (between Algores Way and Elm High Road)</li></ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-357	Patricia Chipper	Huntley-	Property Prices	<p>4 the impact it is going to have on the value of people's homes</p> <p>As part of the assessment undertaken in <b>ES Chapter 15: Socio economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042]</b> the Applicant reviewed the local housing market. The review shows that house prices within the Study Area have been increasing. The review shows that house prices within the Study Area are lower than the county and national averages.</p> <p>House prices are driven by a range of factors, and it is considered generally that the Proposed Development would not by itself decrease house prices. For a limited number of properties that may be affected by physical factors (such as noise) during the operation of the Proposed Development, and such factors results in a diminution in value, a claim for compensation can be made under Part 1 of the Land Compensation Act 1973.</p>
RR-357	Patricia Chipper	Huntley-	Comment	<p>5 the local community does not want it</p> <p>Comment noted.</p>
RR-357	Patricia Chipper	Huntley-	Environmental	<p>2 the environmental impact to the people and animals, wildlife in the area.</p> <p>The environmental impacts of the Proposed Development during both its construction and operation are reported within the <b>Environmental Statement Volumes 6.2-6.4</b> and summarised within</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>the <b>Non-Technical Summary (Volume 6.1)</b>. Individual topics which include biodiversity, health and socio-economics are assessed with mitigation in place and conclusions drawn as to the levels of significance. The <b>Planning Statement (Volume 7.1) [APP-091]</b> considers the outcome of the ES and assesses conformity with national and local planning policy. The planning balance for the Proposed Development concludes it is firmly in favour of the Proposed Development. Therefore, development consent should be granted. Ultimately a decision as to whether employment benefits outweigh potential negative benefits will be taken by the Secretary of State.</p>
RR-358	Stephen Hurst	Traffic	Traffic congestion and too close to school etc	<p><b>HIGHWAY CAPACITY:</b> The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. 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"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p><u>Construction</u>  <b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p><u>Operation</u>            Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, <b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> 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><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> 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"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-359	Jan Hutchinson on behalf of Hutchinsons	Traffic	There is no dual carriageway or railway access to Wisbech. Consequently, the 400 or so HGV journeys in and out of the town every day needed to feed this plant 24/7 will have to travel via the already overloaded and difficult to maintain A47.	<p><b>OPERATIONAL HOURS</b> Section 3.5.51 to 52, <b>ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030]</b> states:</p> <p><i>“Once operational, the EfW CHP Facility would be capable of processing up to 625,600 tonnes of residual commercial, industrial and household waste 24-hours a day, up to 365-days a year. Operational hours for the acceptance of waste would be limited to 07:00 to 20:00 during the 365-days. Outside of these hours, to ensure the EfW CHP Facility’s continued operation, and for security purposes, a shift team would be present.</i></p> <p><i>There may be some occasions when waste deliveries are accepted outside the normal opening hours; for example, in the case of an emergency or to accommodate the delivery of waste where vehicles have been unavoidably delayed, or in other similar circumstances. It is therefore proposed that the EfW CHP Facility be able to accept waste outside the operating hours stated above in these circumstances”.</i></p> <p><b>VEHICLES NUMBERS TO THE EFW CHP FACILITY SITE</b> Table 6.14 and 6.15, <b>ES Chapter 6: Traffic and Transport (Volume 6.2) [APP-033]</b> presents information on anticipated weekday and weekend vehicle movements to and from the EfW CHP Facility Site. In Summary, once operational there would be 362 weekday traffic movements, 78 of which would be the movement of staff cars and light good vehicles and 284 heavy goods vehicles (HGV). Traffic movements at weekends are lower; 32 staff cars and light vehicles and 64 HGVs.</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>The HGV vehicle moments presented in Table 6.14 and 6.15 include those associated with waste and consumable deliveries and the export of Incinerator Bottom Ash (IBA) and Air Pollution Control residues (APCr) to suitable licenced facilities.</p> <p>The vehicles movements described above have been assessed within <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> and <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>.</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 <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. 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"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
<b>RR-359</b>	Jan Hutchinson on behalf of Hutchinsons	Human Health	The site borders the premises of local schools. Manufacturers with premises close to the site are food producers such as Lamb Weston, Nestle Purina and Fountain Frozen. There is serious concern that polluting particulate and toxic metal fallout from the incinerator could risk children's health and seriously damage these businesses to the point where they would be required to close	<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 (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>).</i></p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			<p>because the food production would not meet legal or customers' food standards.</p>	<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 <b>ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043]</b> assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> <li>• 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> </ul>



**279** 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"> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.</li> </ul>
<b>RR-359</b>	Jan Hutchinson on behalf of Hutchinsons	Waste Hierarchy	Current UK government policy is to encourage recycling and re-use of materials over and above incineration and landfill.	<p>One of the guiding principles, that underpins national and local waste management policy of sustainable waste management is the concept of a hierarchy of waste management options (waste hierarchy), where the most desirable option is not to produce the waste in the first place (waste prevention) and the least desirable option is to dispose of the waste with no recovery of either materials and/or energy i.e., landfill. Between these two extremes there are a wide variety of waste treatment options that may be used as part of a waste management strategy to recover materials.</p> <p>Residual waste, which the Proposed Development proposes to process, is mixed waste that cannot be usefully reused or recycled and is either destined for</p>



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				<p>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 <b>Planning Statement (Volume 7.1) [APP-091]</b>.</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><b>Outline Employment and Skills Strategy (Volume 7.8) [APP-099]</b> which has been developed in consultation with Norfolk County Council and includes the following proposals:</p> <ul style="list-style-type: none"> <li>• A waste education programme and support for higher and further education establishments, including STEM support; and</li> <li>• Apprenticeships, Internships and work experience/placements.</li> </ul> <p>The <b>Outline Employment and Skills Strategy (Volume 7.8) [APP-098]</b> is secured by a DCO Requirement 21.</p> <p><b>Outline Community Benefits Strategy (Volume 7.14) [APP-105]</b> and includes the following proposals:</p> <ul style="list-style-type: none"> <li>• Establishment of a local liaison committee;</li> <li>• Employment of a Community Liaison Manager;</li> </ul>



**281** 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"> <li>Guided site tours and a visitor area within the administration building;</li> <li>Establishment of a community fund and a sponsorship fund; and</li> <li>Support for local initiatives that improve wellbeing and environmental improvements in the local area.</li> </ul> <p>The final Community Benefits Plan will be published by the Applicant prior to commencement of the construction of the Proposed Development.</p>
RR-359	Jan Hutchinson on behalf of Hutchinsons	Comment	Wisbech Town Council, Fenland District Council, Cambridgeshire County Council, the Cambridgeshire and Peterborough Combined Authority led by Mayor Dr Nik Johnson, Kings' Lynn Borough Council and Norfolk County Council have all either voted against or expressed their opposition to this development. Wisbech MP, Steve Barclay, and Liz Truss, PM, whose constituency boundary is just 250 metres from the site, have stated to residents and the Planning Inspectorate that they are opposed to this proposal.	Comments noted.
RR-360	Nigel Hutton	Air Quality	Recent research shows that one of the causes of Lung cancer in non-smokers are PM2.5 particles. Of vital significance is that one of the primary sources of PM2.5 particles are incinerators as these cannot be filtered out and so are released into the atmosphere. This also explains why studies that looked at	<b>ES Chapter 8: Air Quality, Volume 6.2) [APP-035]</b> sets out the embedded measures to prevent pollution during the operational phase i.e., that the site will operate under an Environmental Permit (EP) which will require emissions to air to be limited and emissions to ground (soil or groundwater) will not be permitted. Air emissions will need to comply with mandatory emission limit values (ELV). The operator of the EfW CHP Facility will need to demonstrate to



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			<p>the incidence of cancer cases in 14 million people living within 7.5km of 72 incinerators in Great Britain showed a highly significant increase in cancers of the stomach, liver and lung that equate to an increase of 11,000 extra cancer deaths compared to those not living near incinerators. Another study has looked at the patterns of cancer in 22,458 children in Great Britain and found that twice as many children had died of cancer, if they had lived within a 5km radius, of an incinerator, at some time before their death. PM2.5 particles are small enough to pass into the blood stream and trigger cancer in many of the organs that they come in contact with. It is time Public Health England finally took responsibility, condemning incineration as a way to deal with our waste, and insist that no more incinerators be built. Additionally, the impact of the transport network around Wisbech is not sufficient to support this planning application, and as if proposing to site the application near a school is not bad enough, thousands of school children for decades to come will be forced to not only inhale PM2.5 particles, but also additional transportation induced emissions, as well as avoiding the</p>	<p>the Environment Agency in the permit application for the EfW CHP that they are using Best Available Techniques (BAT) for pollution prevention – including use of filters to prevent particulates and particle-bound pollutants such as heavy metals, being released to air.</p> <p>Filter bag manufacturers do not provide efficiency figures. However, the removal efficiency for PM2.5 is expected to be better than 99.9%.</p> <p>The EP will set the emission limits and monitoring requirements for the facility and requires an operator to continuously monitor the emissions and submit results to the EA. Continuous Emissions Monitoring Systems (CEMS) will include total particulate matter (including PM2.5).</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			<p>aforementioned vehicles whilst going to and from their place of education. I urge you to please reject the application to build this monstrosity in Wisbech and/or any immediate surrounding area.</p>	
<b>RR-360</b>	Nigel Hutton	Traffic	<p>Additionally, the impact of the transport network around Wisbech is not sufficient to support this planning application, ....., as well as avoiding the aforementioned vehicles whilst going to and from their place of education. I urge you to please reject the application to build this monstrosity in Wisbech and/or any immediate surrounding area.</p>	<p><b>HIGHWAY CAPACITY:</b>                      The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. 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"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p><u>Construction</u>  <b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p><u>Operation</u></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, <b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> 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><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> 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"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-361	Burleigh Ibbott	Environmental	It's a bad idea that in years will close as everyone will know, that burning plastic is a big no-no for a green ecosystem. it's way too big for a town that only has 35k people	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



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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"> <li>• There is a need for additional residual waste treatment within the area;</li> <li>• In close proximity to existing business that have a large heat and/or power demand (including for example the local food plants in Wisbech);</li> <li>• A site of a suitable size to accommodate the EfW CHP Facility;</li> <li>• Good access to the strategic road network;</li> <li>• A brownfield site allocated for waste management; and</li> <li>• A site free of environmental designations. The environment effects arising from the Proposed Development are reported within the Environmental Statement and summarised in the <b>Non-Technical Summary (Volume 6.1) [APP-027]</b>. 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.</li> </ul>
RR-361	Burleigh Ibbott	Environmental	it's way too big for a town that only has 35k people	<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 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</p>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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"><li>• There is a need for additional residual waste treatment within the area;</li><li>• In close proximity to existing business that have a large heat and/or power demand (including for example the local food plants in Wisbech);</li><li>• A site of a suitable size to accommodate the EfW CHP Facility;</li><li>• Good access to the strategic road network;</li><li>• A brownfield site allocated for waste management; and</li><li>• A site free of environmental designations. The environment effects arising from the Proposed Development are reported within the Environmental Statement and summarised in the <b>Non-Technical Summary (Volume 6.1) [APP-027]</b>. 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. It should also be noted that there is a requirement for residual waste treatment in the area. Currently Cambridgeshire landfills a considerable amount of its residual waste whilst other nearby authorities export their waste to other facilities. The landfilling of waste is the least desirable option to dispose</li></ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				of waste. The Proposed Development will move the treatment of waste up the waste hierarchy obtaining useful heat and electricity which can be used to supply local businesses. To secure a commitment of compliance with the waste hierarchy, the Applicant proposes Requirement 14, Schedule 2 <b>Draft DCO (Volume 3.1) [APP-013]</b> .
RR-361	Burleigh Ibbott	Traffic	Not being ethical will give a massive degree of unhappiness due to congestion as all roads are single carriage. 300 plus Lorries per hour. Plus only 700m from a high school This should not be put in or near a town or city.	<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 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. The Proposed Development will deliver economic benefit, both through the construction and operational jobs it will bring and through the support to training via the <b>Outline Employment and Skills Strategy (Volume 7.8) [APP-099]</b> which has been developed in consultation with Norfolk County Council and includes the following proposals:</p> <ul style="list-style-type: none"> <li>• A waste education programme and support for higher and further education establishments, including STEM support;</li> <li>• Apprenticeships, Internships and work experience/ placements;</li> <li>• Local employment during construction and operation; and</li> <li>• Support the local supply chain. The Proposed Development also provides an opportunity for</li> </ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				local businesses to access renewable heat and steam at competitive prices.
RR-361	Burleigh Ibbott	Air Quality	It is also exempt from air testing. We all know that polluting the air with toxic particles will have a terrible and damaging effect on local society. It's a bad idea that in years will close as everyone will know, that burning plastic is a big no-no for a green ecosystem.	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.
RR-362	Judith Ingram	Alternatives	Completely In the wrong place...estheccally...	<p><b>Section 2.3.1 to 2.3.3 ES Chapter 2 Alternatives and ES Chapter 3 (Volume 6.2) [APP-030]</b> 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"> <li>• There is a need for additional residual waste treatment within the area;</li> <li>• In close proximity to existing business that have a large heat and/or power demand;</li> <li>• A site of a suitable size to accommodate the EfW CHP Facility;</li> <li>• Good access to the strategic road network;</li> <li>• A brownfield site allocated for waste management; and</li> <li>• A site free of environmental designations.</li> </ul>
RR-362	Judith Ingram	Traffic	Completely In the wrong place...and traffic increase. Traffic doesn't flow very well at all and with the extra traffic it's impossible to imagine.	The EfW CHP Facility Site was allocated for waste management in the adopted local plan, current at the time the site was identified by the Applicant. The replace local plan, the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2021 identifies the site as a Waste Management Area. The site has a current use as a waste management and



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				aggregate facility and it lies within an industrial area south of Wisbech but within the defined urban boundary as identified within the Fenland Local Plan 2014.
RR-363	Paula Ireland	Alternatives	Wisbech Incinerator. I am a local resident of 20 years who can see the A47 from home. I'm concerned about the location. Why Wisbech? It is a small farming town and such a structure will comically dominate the town and surrounding area for miles.	<p><b>Section 2.3.1 to 2.3.3 ES Chapter 2 Alternatives and ES Chapter 3 (Volume 6.2) [APP-030]</b> 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"> <li>• There is a need for additional residual waste treatment within the area;</li> <li>• In close proximity to existing business that have a large heat and/or power demand;</li> <li>• A site of a suitable size to accommodate the EfW CHP Facility;</li> <li>• Good access to the strategic road network;</li> <li>• A brownfield site allocated for waste management; and</li> <li>• A site free of environmental designations.</li> </ul>
RR-363	Paula Ireland	Traffic	Road routes are already inadequate and often carry above capacity traffic resulting in stationary traffic. The transportation from around the country of 362 two-way lorry movements per day offset any 'green' credentials.	The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b> . 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



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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. With regard to the reference to 'green credentials', <b>ES Chapter 14 Climate Change (Volume 6.2) [APP-041]</b> includes a greenhouse gas (GHG) assessment. The GHG assessment reports a net reduction in emissions of -2,570.80 kilotonnes carbon dioxide equivalent (ktCO<sub>2</sub>e) in the 'with Proposed Development' scenario compared to a 'without Proposed Development' scenario which assumes that the residual waste will be sent to landfill. The assessment is based on assessing whether the Proposed Development would impede the UK in being carbon net zero by 2050, this being the UK position in terms of meeting international obligations to reduce carbon emissions. The assessment includes evaluation of 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>
RR-363	Paula Ireland	Alternatives	Wisbech is not suitable and MVV have given no reason for its new choice of location.	<p><b>Section 2.3.1 to 2.3.3 ES Chapter 2 Alternatives and ES Chapter 3 (Volume 6.2) [APP-030]</b> 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"><li>• There is a need for additional residual waste treatment within the area;</li></ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>• In close proximity to existing business that have a large heat and/or power demand;</li> <li>• A site of a suitable size to accommodate the EfW CHP Facility;</li> <li>• Good access to the strategic road network;</li> <li>• A brownfield site allocated for waste management; and</li> <li>• A site free of environmental designations.</li> </ul>
RR-363	Paula Ireland	Waste Need	<p>The EU are cutting funding to energy from waste incinerators and want them closed, as the UK is no longer in the EU they are free to apply to build, is this a reason MVV have chosen to build in the UK with waste to be eventually imported and Wisbech conveniently positioned?</p>	<p>National policy relevant to the determination of the DCO for the Proposed Development is stated in the following documents:</p> <ul style="list-style-type: none"> <li>• Overarching National Policy Statement for Energy (EN-1);</li> <li>• National Policy Statement for Renewable Energy Infrastructure (EN- 3); and</li> <li>• National Policy Statement for Electricity Networks Infrastructure (EN- 5).</li> </ul> <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 <b>Planning Statement (Volume 7.1) [APP-091]</b> 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</p>



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				<p>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 <b>Planning Statement (Volume 7.1)</b>.</p> <p>The <b>Waste Fuel Availability Assessment (WFAA) (Volume 7.3) [APP-094]</b> In line with the existing National Policy Statement for Renewable Energy Infrastructure (EN-3) and the emerging updated version of this, considers the availability of waste in the context of local and national need. In terms of 'local' need, the extent of the study area has been informed by the 2-hour travel time and is defined as being the former East of England planning region and selected close Waste Planning Authorities in the East Midlands (i.e., Leicester and Leicestershire; Northamptonshire, Lincolnshire and Rutland). The assessment includes sensitivity analysis to understand how residual waste arisings may change over time with increased recycling. The conclusion of the assessment demonstrates the need for the Proposed Development to treat residual waste within the region.</p> <p><b>ES Chapter 2: Alternatives (Volume 6.2) [APP-029]</b> 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"> <li>• There is a need for additional residual waste treatment within the area;</li> <li>• In close proximity to existing business that have a large heat and/or power demand;</li> <li>• A site of a suitable size to accommodate the EfW CHP Facility;</li> </ul>



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RR-363	Paula Ireland	Traffic	<p>I'm concerned with the impact on A47 and local traffic especially the B198. The A47 is often 'standing' traffic due to being the main holiday route to Norfolk and for commercial traffic. When blocked (daily during March-September) local roads such as the B198 are heavily used including local villages. During such times air quality is poor. Tailbacks from A47 Wisbech can extend approx 11 miles or more especially during late spring, summer and averaging 9 miles at other times. The extra 362 daily two-way movements of lorries as laid out by MVV will further impact the A47 and local traffic extensively including air quality. In short, the A47 and local routes are not capable for carrying the extra traffic. The city of Peterborough (approx. 20 miles from Wisbech) is also concerned regards the extra A47 traffic.</p>	<ul style="list-style-type: none"> <li>• Good access to the strategic road network;</li> <li>• A brownfield site allocated for waste management; and</li> <li>• A site free of environmental designations.</li> </ul> <p>VEHICLES NUMBERS TO THE EFW CHP FACILITY SITE</p> <p>Table 6.14 and 6.15, <b>ES Chapter 6: Traffic and Transport (Volume 6.2) [APP-033]</b> 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 <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> and <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>.</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 <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-</b></p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p><b>073]</b>. 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"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding</li> </ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</p> <ul style="list-style-type: none"> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p><u>Construction</u>  <b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p><u>Operation</u>                      Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, <b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> 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><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> 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"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-363	Paula Ireland	Air Quality	I'm also concerned with air quality which include increased road traffic emissions, CO2 emissions and fine particulates from the incinerator. Other European countries are closing down such large incinerators due to CO2 etc. and CO2 cannot be captured.	<p>The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> 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, <b>Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078]</b> and Figure 8.3, <b>ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052]</b> 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), <b>ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. 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"> <li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> </ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-363	Paula Ireland	Human Health	Research to look into how far fine particulates travel, influence soil, water quality, plants, arable farming and ingestion by livestock and wildlife is inadequate and needs more research.	<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 (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>).</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...”</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 <b>ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043]</b> assesses the combination of impacts reported in the</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> <li>• 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> </ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.</li> </ul>
RR-364	Elaine Jefferis	Ann Environmental	This project, quite simply, should be built offshore where it cannot affect our children and our future generations.	<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"> <li>There is a need for additional residual waste treatment within the area;</li> <li>In close proximity to existing business that have a large heat and/or power demand (including for example the local food plants in Wisbech);</li> <li>A site of a suitable size to accommodate the EfW CHP Facility;</li> <li>Good access to the strategic road network;</li> <li>A brownfield site allocated for waste management; and</li> <li>A site free of environmental designations. The environment effects arising from the Proposed Development are reported within the Environmental Statement and summarised in the <b>Non-Technical Summary (Volume 6.1) [APP-027]</b>. They consider matters such as noise, traffic and air quality. Chapter 15 Socio-Economic, Tourism,</li> </ul>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				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-364	Elaine Jefferis	Ann Comment	As an owner of a business situated on the industrial estate where this project is going to be built, it is important to note my rejection against this project.	Comment noted.
RR-364	Elaine Jefferis	Ann Socio-economic	The impact on my business as well as the wellbeing of my staff is too great. My rejection is based on three things: Traffic, Health & Economy.	<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 <b>Non-Technical Summary (Volume 6.1) [APP-027]. ES Chapter 15: Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042]</b> assesses impacts relevant to the topic on local residents and businesses and concludes, there will be not be significant negative effects. With specific reference to traffic and its potential effects upon health 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. <b>ES Chapter 8: Air Quality (Volume 6.2)</b> 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</p>



### 303 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>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"><li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li><li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li><li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li></ul>
RR-364	Elaine Jefferis	Ann Traffic	<p>My business is based down the very road this project is set to be built on. Anyone who works down this road or indeed on this industrial estate, will tell you that traffic congestion is a huge problem, as are the quality of the roads, which are poorly maintained. The roads in their current state cannot cope with the traffic current businesses around us generate. The number of lorries that travel into our industrial estate already have a negative impact on</p>	<p>The maintenance of the local road network is the responsibility of Cambridgeshire County Council. However, <b>Appendix 6A Outline CTMP (Volume 6.4) [APP-072]</b> 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>



### 304 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>our road conditions, and when road works are scheduled to fix an issue such as potholes, sunken roads or burst water pipes, the knock-on effect to businesses in the area is detrimental. The road infrastructure that is currently in place, coupled with the support and maintenance provided, simply cannot cope. Our industrial estate doesn't stand a chance if this project goes ahead. In 2014 the government established the road investment strategy and identified the East of England as an area that needed major investments. Within this area 17 major road schemes were put into place and 6 of those schemes are solely for the A47. This alone highlights the already noted congestion problems with the A47 and none of the above scheme's factor Wisbech into them. The resulted delays highlighted the concerns regarding safety for all road users. It should also be noted that in the entirety of the Fens there is only ½ a mile of dual carriage way – the rest is all single carriage ways and small country lanes, none of which would cope with the incinerator project.</p>	
RR-364	Elaine Jefferis	Ann Socio-economic	It is my responsibly as an employer to my staff and their families to consider the health risks that this project poses a threat to. Those	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



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			that have moved to this area for a quieter and healthier life may, as a result of this project being successful, choose to leave and move away. This will impact smaller businesses in the town, as well as our property prices and economic growth.	<p>summarised in the <b>Non-Technical Summary (Volume 6.1) [APP-027]. ES Chapter 15: Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042]</b> assesses impacts relevant to the topic on local residents and businesses and concludes, there will be not be significant negative effects. With regard to house prices <b>ES Chapter 15: Socio economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042]</b> reviews the local housing market. Section 15.5.21 to 15.5.37 reports on the Applicant's assessment. 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-364	Elaine Jefferis	Ann Air Quality	The pollution that will be generated is not something ANY town should be subjected to.	The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> 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



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, <b>Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078]</b> and Figure 8.3, <b>ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052]</b> respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), <b>ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. 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"> <li>• Construction dust management; included in the Construction Environmental Management</li> </ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></p> <ul style="list-style-type: none"> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-365	Holly Jefferis	Jayne Comment	A lot has already been said and documented regarding this project, but our voices as individuals and businesses still seem to be ignored.	Comments noted. The Examining Authority will be reviewing all relevant representations received for the Proposed Development.
RR-365	Holly Jefferis	Jayne Landscape Visual	and The Fens is known for its flat land and scenic views – yet you want to destroy that image by building something that will have chimney's higher than the Ely Cathedral! The pure size of the building will have a visual impact on the surrounding	The landscape and visual effects are reported in <b>Volume 6.2 ES Chapter 9 Landscape and Visual [APP-036]</b> and <b>Volume 6.4 ES Chapter 9 Landscape and Visual Appendices [APP-079]</b> . The assessments are accompanied by photomontages in <b>Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.17 to 9.24 [APP-058]</b> , <b>Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.25 to</b>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			area and in turn have an impact on our town's economy.	<p><b>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]</b> 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 <b>Volume 6.2 ES Chapter 9 Landscape and Visual [APP-036]</b>. 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-365	Holly Jefferis	Jayne Socio-economic	The housing industry is already struggling and with the cost-of-living crisis, is only set to get worse. Reducing the value of people's homes, is only going to add fuel to the fire. The project is likely to make people want to sell up and move away, but with both the natural crash in housing prices right now and this proposed project, it is unlikely that anyone will want to move into our fenland area. This will have a knock-on effect to our local councils and social housing which we already do not have enough of.	<p><b>ES Chapter 15: Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042]</b> assesses impacts relevant to the housing market in paragraphs 15.9.30 to 15.9.37 for construction. It notes the measures to be taken by the Applicant to reduce demand for accommodation by encouraging the local workforce to seek construction employment at the Proposed development and references the <b>Outline Employment and Skills Strategy (Volume 7.8) [APP-103]</b>. It concludes that effects would not be significant. Table 15.1 confirms the Secretary of States agreement to scope out the potential for significant effects upon the housing market during the operation of the Proposed Development.</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-365	Holly Jefferis	Jayne Air Quality	The pollution that will be generated is not something ANY town should be subjected to. This project, quite simply, should be built offshore where it cannot have an effect on current and future generations.	<p>The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> 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, <b>Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078]</b> and Figure 8.3, <b>ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052]</b> respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), <b>ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission</p>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments	
				<p>limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> <li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>	
<b>RR-365</b>	Holly Jefferis	Jayne	Climate Change	<p>We campaign to “save the world” regarding being greener, being more aware of global warming, protecting the animals, and yet somehow, we are trying to justify</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</p>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
			<p>that an incineration project such as this, is safe for us all to be around. Building structures such as these goes against the importance of addressing climate change in the very first place.</p>	<p>including climate change impacts, have been assessed and reported in the <b>ES Chapter 14: Climate Change (Volume 6.2) [APP-041]</b>. Chapter 14 includes a greenhouse gas (GHG) assessment. The GHG assessment reports a net reduction in emissions of -2,570.80 kilotonnes carbon dioxide equivalent (ktCO<sub>2</sub>e) in the 'with Proposed Development' scenario compared to a 'without Proposed Development' scenario which assumes that the residual waste will be sent to landfill. The assessment is based on assessing whether the Proposed Development would impede the UK in being carbon net zero by 2050, this being the UK position in terms of meeting international obligations to reduce carbon emissions. The assessment includes evaluation of 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 – 67ktCO<sub>2</sub>e.</p> <p><b>CARBON CAPTURE</b> The Applicant's commitments to carbon capture are stated in Section 3.4.80, <b>ES Chapter 3: Description</b></p>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p><b>of the Proposed Development (Volume 6.2) [APP-030]</b>. 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 <b>ES Chapter 2: Alternatives (Volume 6.2) [APP-029]</b>.</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-365	Holly Jefferis	Jayne Traffic	<p>The roads in Wisbech, as a whole, are very poorly maintained. They already cannot cope with the traffic. Travelling anywhere through the town or around the outskirts of the town at certain times in the day is often gridlocked. The smallest of changes creates havoc in the town. The proposed increase in transport for this new incinerator will make a congestion problem even worse. The A47 is considered to be the spine of Norfolk and all it takes is just one issue to unfold for mayhem to disrupt everything and the town to be gridlocked. There have been a lot of major improvements for the A47 in other areas, such as Norwich and Peterborough, but</p>	<p><b>HIGHWAY CAPACITY:</b> The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the</p>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
			<p>nothing so far has been implemented as a proposed change for Wisbech and this major through road. In 2014 the government established the road investment strategy and identified the East of England was an area that needed major investments. Within this area 17 major road schemes were put into place and 6 of those schemes are solely for the A47. This alone highlights the already noted congestion problems with the A47 and none of the above scheme's factor Wisbech into them. The resulted delays highlighted the concerns regarding safety for all road users. It should also be noted that in the entirety of the Fens there is only ½ a mile of dual carriage way – the rest is all single carriage ways and small country lanes, none of which would cope with the incinerator project.</p>	<p>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"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013];</b> and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013].</b></li> </ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p><u>Construction</u>  <b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the</p>



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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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
				<p><u>Operation</u> Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, <b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> 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><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> 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"><li>• A1101 north of A47 Elm Road roundabout;</li><li>• Churchill Road (north of Elm High Road); and</li><li>• Weasenham Lane (between Algores Way and Elm High Road).</li></ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>OTMP is secured by Requirement 12, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p>HIGHWAY SUBSIDENCE The maintenance of the local road network is the responsibility of Cambridgeshire County Council. However, <b>Appendix 6A Outline CTMP (Volume 6.4) [APP-072]</b> 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-366	John Jefferis	Human Health	Much has already been said and documented but the main areas of concern are health risks from pollutants and a responsibility to our children and grandchildren for their well-being of them and their future families.	<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 (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>). 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 <b>ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043]</b> assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> <li>• 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, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• 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, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> </ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-366	John Jefferis	Traffic	The congestion for traffic is already unbearable throughout the town and on the industrial estate where I work as a result of the Wisbech Cold Food Storage facility. The roads have been destroyed and the maintenance has been unable to cope with repairs.	<ul style="list-style-type: none"> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.</li> </ul> <p>HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. 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>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<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"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p><u>Construction</u>  <b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> 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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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
				<p><u>Operation</u> Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, <b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> 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><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> 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"><li>• A1101 north of A47 Elm Road roundabout;</li><li>• Churchill Road (north of Elm High Road); and</li><li>• Weasenham Lane (between Algores Way and Elm High Road).</li></ul>
				<p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>OTMP is secured by Requirement 12, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p>HIGHWAY SUBSIDENCE The maintenance of the local road network is the responsibility of Cambridgeshire County Council. However, <b>Appendix 6A Outline CTMP (Volume 6.4) [APP-072]</b> 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-366	John Jefferis	Human Health	Be prepared for a Class action for health-related claims in the future for our children's poor health. It should be noted by the Examining Authority that there have already been successful rejections for this incinerator from other towns for the same 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 (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>). 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>



**321** 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 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 <b>ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043]</b> assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"><li>• 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, <b>Draft DCO (Volume 3.1) [APP-013];</b></li><li>• 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, <b>Draft DCO (Volume 3.1) [APP-013];</b></li><li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013];</b></li><li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013];</b></li><li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013];</b></li></ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.</li> </ul>
RR-366	John Jefferis		It should be noted by the Examining Authority that there have already been successful rejections for this incinerator from other towns for the same reasons.	The Applicant has not proposed the Proposed Development for other towns.
RR-366	John Jefferis	Alternatives	There should be more studies to have this placed offshore away from living towns with healthy thriving communities.	<p><b>Section 2.3.1 to 2.3.3 ES Chapter 2 Alternatives and ES Chapter 3 (Volume 6.2) [APP-029]</b> 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"> <li>There is a need for additional residual waste treatment within the area;</li> <li>In close proximity to existing business that have a large heat and/or power demand;</li> <li>A site of a suitable size to accommodate the EfW CHP Facility;</li> <li>Good access to the strategic road network;</li> </ul>



### 323 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"> <li>A brownfield site allocated for waste management; and</li> <li>A site free of environmental designations.</li> </ul>
RR-366	John Jefferis	Comment	Our family moved here to the Fens because of the healthy nature of the surroundings.	Comment noted.
RR-366	John Jefferis	Property Prices	This proposal will have a detrimental effect on property values also.	<p>As part of the assessment undertaken in <b>ES Chapter 15: Socio economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042]</b> 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-367	Lucy Jefferis	Socio-economic	I object to the project because: - The roads are congested enough in the local area being self employed having additional traffic causing more congestion will add time onto my day and affect my profitability.	The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b> . Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p>
RR-367	Lucy Jefferis	Air Quality	- Its impossible that every potential item that could be thrown in a bin has been tested for its effects on the enviromnent and our helth when burnt.	<p>The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> 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, <b>Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078]</b> and Figure 8.3, <b>ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052]</b> 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), <b>ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. 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"> <li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce</li> </ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</p> <ul style="list-style-type: none"> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-367	Lucy Jefferis	Socio-economic	- This project will cost many people jobs from local food factories. This will cause many people distress especially as times are already hard.	<b>ES Chapter 15: Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042]</b> assesses impacts on local businesses. It considers both the potential benefits arising from local supply chain opportunities through to the potentially negative effects arising from disruption during construction for example. In all cases the conclusion reached is that negative effects would not be significant.
RR-367	Lucy Jefferis	Landscape Visual	and - The fens is flat with a good skyline, we do not need an eye sore of a building ruining our small town.	The landscape and visual effects are reported in <b>Volume 6.2 ES Chapter 9 Landscape and Visual [APP-036]</b> and <b>Volume 6.4 ES Chapter 9 Landscape and Visual Appendices [APP-079]</b> . The assessments are accompanied by photomontages in <b>Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.17 to 9.24 [APP-058]</b> , <b>Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.25 to 9.32 [APP-059]</b> , <b>Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.33 to 9.39 [APP-060]</b> and <b>Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.40 to 9.46 [APP-061]</b> 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



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				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 <b>Volume 6.2 ES Chapter 9 Landscape and Visual [APP-036]</b> . 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-367	Lucy Jefferis	Traffic	- There are schools and clubs nearby with lots of children walking around the roads in the immediate vicinity. Adding more large vehicles puts these children at risk of accidents occurring,	The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b> . 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. Routing to the site will be controlled to ensure it minimises effects upon sensitive receptors such as schools. <b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> confirms, to minimise potential impacts on the local community, the



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-368	Susanne Caroline Jennings	Human Health	<p>I strongly oppose this proposed project on several grounds, the main being concerns for the health and well-being of those resident in Wisbech. Pollution is already a problem here due to poor planning which includes a by-pass, as well as the drift of pesticides from nearby farmland. Siting a mega-incinerator in close proximity to a school, local hospital, and the town itself would be injurious to health. This would be exacerbated by an increase in traffic congestion and increased pollution, something which has been well-documented as harmful not only to physical health but to mental health as well.</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 (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>). 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 <b>ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043]</b> assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> <li>• 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, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• 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, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> </ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-368	Susanne Caroline Jennings	Socio-economic	Wisbech suffers already from being a deprived area (this despite its being the 'Capital of the Fens' and an area of architectural import, having the highest concentration of listed Georgian buildings in the country).	<ul style="list-style-type: none"> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.</li> </ul> <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 (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>).</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...”</p> <p>The environmental impacts of the Proposed Development including those that could affect local</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>residents from traffic, such as, health and wellbeing, have been assessed and reported in the <b>ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043]</b> assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> <li>• 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, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• 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, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> </ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages.– secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.</li> </ul>
RR-368	Susanne Caroline Jennings	Property Prices	On a fiscal note, I fear that were the project to go through, property prices would collapse.	<p>As part of the assessment undertaken in <b>ES Chapter 15: Socio economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042]</b> the Applicant reviewed the local housing market. The review shows that house prices within the Study Area have been increasing. The review shows that house prices within the Study Area are lower than the county and national averages.</p> <p>House prices are driven by a range of factors, and it is considered generally that the Proposed Development would not by itself decrease house prices. For a limited number of properties that may be affected by physical factors (such as noise) during the operation of the Proposed Development, and such factors results in a diminution in value, a claim for compensation can be made under Part 1 of the Land Compensation Act 1973.</p>
RR-368	Susanne Caroline Jennings		I also do not understand why this project has been promoted when it was rejected in King's Lynn and Waterbeach for siting in less built-up areas.	Comment noted. However, the Applicant/MVV were not involved in the King's Lynn or Waterbeach incinerator proposals that were refused planning permission



### 333 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-369	Anthony Johnson	Percy Air Quality	My concerns are not only about the environment and the impact that will have on the air quality but the local roads cannot take the amount of extra vehicles this Infrastructure will need , the roads now locally are grid locked at peak times this only add to the chaos	<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. <b>ES Chapter 8: Air Quality (Volume 6.2)</b> 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"><li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li><li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li><li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li></ul>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-369	Anthony Johnson Percy	Traffic	My concerns are not only about the environment and the impact that will have on the air quality but the local roads cannot take the amount of extra vehicles this Infrastructure will need , the roads now locally are grid locked at peak times this only add to the chaos	<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 <b>Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. 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. With regard to local schools, 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p><u>Construction</u>  <b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p><u>Operation</u>  Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, <b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> 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><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> 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"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-369	Anthony Johnson	Percy	Waste Hierarchy	<p>, also I feel there are better ways of dealing with waste far more user friendly than this monstrosity...</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</p>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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 <b>Planning Statement (Volume 7.1) [APP-091]</b>.</p> <p>The Applicant is committed to providing community benefits, including waste awareness and education; these are set out in the following documents. <b>Outline Employment and Skills Strategy (Volume 7.8) [APP-099]</b> which has been developed in consultation with Norfolk County Council and includes the following proposals:</p> <ul style="list-style-type: none"><li>• A waste education programme and support for higher and further education establishments, including STEM support; and</li><li>• Apprenticeships, Internships and work experience/placements.</li></ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>The <b>Outline Employment and Skills Strategy (Volume 7.8) [APP-098]</b> is secured by a DCO Requirement 21.</p> <p><b>Outline Community Benefits Strategy (Volume 7.14) [APP-105]</b> and includes the following proposals:</p> <ul style="list-style-type: none"> <li>• Establishment of a local liaison committee;</li> <li>• Employment of a Community Liaison Manager;</li> <li>• Guided site tours and a visitor area within the administration building;</li> <li>• Establishment of a community fund and a sponsorship fund; and</li> <li>• Support for local initiatives that improve wellbeing and environmental improvements in the local area.</li> </ul> <p>The final Community Benefits Plan will be published by the Applicant prior to commencement of the construction of the Proposed Development.</p>
RR-369	Anthony Johnson	Percy Landscape Visual	and ... it will be a blot on the landscape and house prices will fall dramatically,	<p>The landscape and visual effects are reported in <b>Volume 6.2 ES Chapter 9 Landscape and Visual [APP-036]</b> and <b>Volume 6.4 ES Chapter 9 Landscape and Visual Appendices [APP-079]</b>. The assessments are accompanied by photomontages in <b>Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.17 to 9.24 [APP-058]</b>, <b>Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.25 to 9.32 [APP-059]</b>, <b>Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.33 to 9.39 [APP-060]</b> and <b>Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.40 to 9.46 [APP-061]</b> 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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				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 <b>Volume 6.2 ES Chapter 9 Landscape and Visual [APP-036]</b> . 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-369	Anthony Johnson	Percy	Property Prices	<p>... and house prices will fall dramatically,</p> <p>As part of the assessment undertaken in <b>ES Chapter 15: Socio economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042]</b> the Applicant reviewed the local housing market. The review shows that house prices within the Study Area have been increasing. The review shows that house prices within the Study Area are lower than the county and national averages.</p> <p>House prices are driven by a range of factors, and it is considered generally that the Proposed Development would not by itself decrease house prices. For a limited number of properties that may be affected by physical factors (such as noise) during the operation of the Proposed Development, and such factors results in a diminution in value, a claim for compensation can be made under Part 1 of the Land Compensation Act 1973.</p>
RR-369	Anthony Johnson	Percy	Socio-economic	<p>it is already a poorer area than most and this will only add to that fact people won't want to live round here probably only the people working in the building,</p> <p>The Applicant has prepared a socio-economic baseline which includes for the consideration of indices of deprivation. The relevant baseline characteristics are set out within <b>ES Chapter 15 Socio-Economics, Tourism, Recreation and Land</b></p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>use, section 15.5 (Volume 6.2) [APP--042] and in ES Chapter 16 Health Appendix 16B Health Baseline (Volume 6.4) [APP-089]. This information has been used when assessing the potential for significant effects resulting from the construction and operation of the Proposed Development. Within both chapters, no significant, negative effects have been identified with mitigation in place. With regard to jobs, Section 3.5.53, <b>ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030]</b> confirms there will be 40 full time equivalent (FTE) jobs in a range of disciplines for the operational phase of the Proposed Development. Furthermore, <b>ES Chapter 15 Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042]</b> 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, <b>ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030]</b> 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 support the take up of jobs locally and will implement a These benefits are set out in the <b>Outline Employment and Skills Strategy (Volume 7.8) [APP-099]</b> which has been developed in consultation with Norfolk County Council and includes the following proposals:</p>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>• A waste education programme and support for higher and further education establishments, including STEM support; and</li> <li>• Apprenticeships, Internships and work experience/placements.</li> <li>• Local employment during construction and operation; and</li> <li>• Support the local supply chain.</li> </ul> <p>The final version of the Employment and Skills Strategy is secured by Requirement 21, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p><b>Outline Community Benefits Strategy (Volume 7.14) [APP-105]</b> and includes the following proposals:</p> <ul style="list-style-type: none"> <li>• Establishment of a local liaison committee;</li> <li>• Employment of a Community Liaison Manager;</li> <li>• Guided site tours and a visitor area within the administration building;</li> <li>• Establishment of a community fund and a sponsorship fund; and</li> <li>• Support for local initiatives that improve wellbeing and environmental improvements in the local area.</li> </ul> <p>The final Community Benefits Plan will be published by the Applicant prior to commencement of the construction of the Proposed Development.</p>
<b>RR-369</b>	Anthony Johnson	Percy	Climate Change	<p>we in this day and age are supposed to be user friendly and environmentally savvy and provide more cleaner air this will only down grade that fact and won't help climate change at all only put another nail in the coffin please do</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 <b>ES Chapter 14: Climate Change (Volume 6.2) [APP-041]</b>. Chapter 14 includes a greenhouse gas (GHG) assessment.</p>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
			not build this here in such a built up area close to schools	<p>The GHG assessment reports a net reduction in emissions of -2,570.80 kilotonnes carbon dioxide equivalent (ktCO<sub>2</sub>e) in the 'with Proposed Development' scenario compared to a 'without Proposed Development' scenario which assumes that the residual waste will be sent to landfill. The assessment is based on assessing whether the Proposed Development would impede the UK in being carbon net zero by 2050, this being the UK position in terms of meeting international obligations to reduce carbon emissions. The assessment includes evaluation of 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 -67tkCO<sub>2</sub>e.</p>
RR-369	Anthony Johnson	Percy Human Health	I fear very much for my grandchildren's health if this was to go ahead .	<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</i></p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p><i>published research to examine the suggested links between emissions from municipal waste incinerators and effects on health (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>).</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..."</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 <b>ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043]</b> assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> <li>• 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• 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</li> </ul>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>Requirement 22, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</p> <ul style="list-style-type: none"><li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li><li>• Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.</li></ul>
<b>RR-369</b>	Anthony Johnson	Percy	Socio-economic	<p>We will no longer be capital of the fens which we are proud of , only capital of disposing of other peoples waste.</p> <p>The reasons for selecting the site are set out in Section 2.3.1 to 2.3.3 <b>ES Chapter 2 Alternatives and ES Chapter 3 (Volume 6.2) [APP-029]</b> which explains the Applicant's reason for selecting the location of the Proposed Development, highlighting the 'essential' and 'preferable' site selection criteria that were applied and suitably met. 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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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"> <li>• There is a need for additional residual waste capacity within the area and a site in close proximity to existing business that have a large heat and/or power demand;</li> <li>• A site of a suitable size to accommodate the EfW CHP Facility;</li> <li>• Good access to the strategic road network;</li> <li>• A brownfield site allocated for waste management; and</li> <li>• A site free of environmental designations. Consideration has also been given to the potential for significant effects upon the historic buildings and areas of Wisbech including the Georgian town. This is reported within <b>ES Chapter 10 Historic Environment (Volume 6.2) [APP-037]</b>. This reports that with mitigation in place, there will be no significant negative effects upon heritage.</li> </ul>
RR-370	Carla Johnson	Traffic	I wish to register my opposition to MVA's application for an incinerator in Wisbech. The infrastructure is already poor and unable to cope with current traffic. It will not cope with the lorry loads of waste being brought to the site...	<p><b>HIGHWAY CAPACITY:</b> The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed</p>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"><li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li><li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li><li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li></ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p><u>Construction</u> <b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p><u>Operation</u> Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, <b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> 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><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> 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"><li>• A1101 north of A47 Elm Road roundabout;</li><li>• Churchill Road (north of Elm High Road); and</li></ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>Weasenham Lane (between Algores Way and Elm High Road.</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-370	Carla Johnson	Human Health	<p>I wish to register my opposition to MVV's application for an incinerator in Wisbech. ... The health of school and pre-children, ages 2-18, who go to school in the close vicinity must be considered. They will be breathing in the particulates 8+ hours per day. The health of local residents and anybody living or working in a westerly direction of the site because of the prevailing winds carrying the deathly particulate dust.</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 (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>). 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 <b>ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043]</b> 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</p>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"><li>• 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li></ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.</li> </ul>
RR-371	Madeleine Johnson	Ruth Traffic	Huge increase in traffic on A47	<p>HIGHWAY CAPACITY:                      The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. 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>



351 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>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"><li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li><li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li><li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li></ul>
RR-371	Madeleine Johnson	Ruth	Climate Change	<p>Pollution of the environment Increasing the Greenhouse effect</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 <b>ES Chapter 14: Climate Change (Volume 6.2) [APP-041]</b>. Chapter 14 includes a greenhouse gas (GHG) assessment. The GHG assessment reports a net reduction in emissions of -2,570.80 kilotonnes carbon dioxide equivalent (ktCO<sub>2</sub>e) in the 'with Proposed Development' scenario compared to a 'without Proposed Development' scenario which assumes that the residual waste will be sent to landfill. The assessment is based on assessing whether the Proposed Development would impede the UK in being</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments	
				<p>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 – 67tkCO<sub>2</sub>e.</p>	
RR-371	Madeleine Johnson	Ruth	Environmental	There are more environmentally ways of generating electricity	<p>Section 4.2.5 of the <b>Planning Statement (Volume 7.1) [APP-091]</b> 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.</p>



**353** 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-372	Peter Johnson	Comment	As a local businessman, I am fully in support of the plans and believe it will be a major benefit to the town of Wisbech, I do not believe that there will be any threat to health or to the local infrastructure.	Comments noted.
RR-373	Alan Jones	Human Health	I have significant objections to the proposed incinerator plant in Wisbech which is the subject of this application to the Inspectorate. As a local resident, living within a mile of the proposed site, I have major concerns about the following matters: 1. The health implications for local residents.	<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 (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>). 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 <b>ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043]</b> 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>



**354** 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"><li>• 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, <b>Draft DCO (Volume 3.1) [APP-013];</b></li><li>• 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, <b>Draft DCO (Volume 3.1) [APP-013];</b></li><li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013];</b></li><li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013];</b></li><li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013];</b></li><li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013];</b></li><li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013];</b></li><li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013];</b> and</li><li>• Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and</li></ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				emissions are monitored to industry standards.
RR-373	Alan Jones	Traffic	I have significant objections to the proposed incinerator plant in Wisbech which is the subject of this application to the Inspectorate. As a local resident, living within a mile of the proposed site, I have major concerns about the following matters: 2. The disruption to local traffic certain to be caused during any construction of the plant.	<p>HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. 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"><li>• Construction Environmental Management Plan (CEMP), includes a requirement for</li></ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></p> <ul style="list-style-type: none"> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p><u>Construction</u>  <b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p><u>Operation</u>                      Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, <b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> confirms, once operational, HGVs will access the EFW CHP</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> 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"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-373	Alan Jones	Traffic	I have significant objections to the proposed incinerator plant in Wisbech which is the subject of this application to the Inspectorate. As a local resident, living within a mile of the proposed site, I have major concerns about the following matters: 3. The disruption to local traffic certain to be caused by the day-to-day operation of the plant.	<p>HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. 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"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013];</b> and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013].</b></li> </ul>



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				<p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p><u>Construction</u>  <b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p><u>Operation</u>  Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, <b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> 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><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-374	Ann Jones	Elizabeth	Human Health	<p>I have significant objections to the proposed incinerator plant in Wisbech which is the subject of this application to the Inspectorate. As a local resident, living within a mile of the proposed site, I have major concerns about the following matters: 1. The health implications for local residents.</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 (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>). 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 <b>ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043]</b> assesses the combination of impacts reported in the</p>



Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				<p>ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> <li>• 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> </ul>



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				<ul style="list-style-type: none"> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.</li> </ul>
RR-374	Ann Elizabeth Jones	Traffic	<p>I have significant objections to the proposed incinerator plant in Wisbech which is the subject of this application to the Inspectorate. As a local resident, living within a mile of the proposed site, I have major concerns about the following matters: 2. The disruption to local traffic certain to be caused during any construction of the plant.</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 <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. 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"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p><u>Construction</u>  <b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p><u>Operation</u></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, <b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> 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><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> 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"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-374	Ann Jones	Elizabeth	Traffic	<p>I have significant objections to the proposed incinerator plant in Wisbech which is the subject of this application to the Inspectorate. As a local resident, living within a mile of the proposed site, I have</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 <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix</b></p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			<p>major concerns about the following matters: 3. The disruption to local traffic certain to be caused by the day-to-day operation of the plant.</p>	<p><b>6B Transport Assessment (TA) (Volume 6.4) [APP-073].</b> 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"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding</li> </ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</p> <ul style="list-style-type: none"> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p><u>Construction</u>  <b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p><u>Operation</u>                      Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, <b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> 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><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> 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"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-375	Elizabeth Jones	Jane Comment	opposes the proposal. Further comments once she has examined the application documents	Comments noted.
RR-376	Gary Jones	Property Prices	As I have a commercial property very near the proposed site I have concerns as to what impact the project will have on the value of my property.	<p>As part of the assessment undertaken in <b>ES Chapter 15: Socio economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042]</b> 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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				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-377	Jean Mary Jones	Comment	Oppose. Reserve right to comment once have reviewed the application documents	Comments noted. The DCO Application documents are available on the Planning Inspectorate website
RR-378	James Joyce	Human Health	My concerns are not only the obvious health risks that the incinerator may bring,	<p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p><i>"...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>).</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..."</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 <b>ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043]</b> assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> <li>• 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, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• 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, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013];</b> and</li> </ul>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"><li>Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.</li></ul>
RR-378	James Joyce	Traffic	<p>My concerns are not only the obvious..., but also access. Both during the building of and supplying the incinerator would involve traffic on Weasenham Lane. This road has been susceptible to subsidence around the Regal Road turning in the past. Also the road system on Cromwell Road currently also seems to be at full capacity. I also own a property in []. This is already effected by the output from the surrounding factories on Weasenham lane. I feel that an incinerator of the proposed size close to residential housing and a secondary school, is a risk from both pollution and from increased 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 <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. 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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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"><li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li><li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li><li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li></ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p><u>Construction</u> <b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p><u>Operation</u> Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, <b>ES Chapter 3 Description of the Proposed</b></p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p><b>Development (Volume 6.2) [APP-030]</b> 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><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> 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"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p><b>TRAFFIC – AIR QUALITY</b> 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. <b>ES Chapter 8: Air Quality (Volume 6.2)</b> includes detailed dispersion modelling, including traffic modelling, to predict potential impacts on human and ecological receptors. The assessment was</p>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>undertaken considering Air Quality objectives for a series of pollutants including metals and particulate matter, 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"><li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li><li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li><li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li></ul>
RR-378	James Joyce	Air Quality	I feel that an incinerator of the proposed size close to residential housing and a secondary school, is a risk from both pollution and from increased traffic.	The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> 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.



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



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> <li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-379	Hollie Judd	Traffic	As someone who commutes to Peterborough and back on a daily basis, I am fully aware of the extent of traffic going in and out of the area. Although the A47 roundabout at Guyhirn has increased in size there is no way that even this will be able to cope with the additional 300 lorries that	<p>VEHICLES NUMBERS TO THE EFW CHP FACILITY SITE</p> <p>Table 6.14 and 6.15, <b>ES Chapter 6: Traffic and Transport (Volume 6.2) [APP-033]</b> 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</p>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
			<p>are expected, as well as the roads that will be used around Wisbech. If you live locally, you would clearly realise that this is not the area to build such a project. There is always excessive queing throughout Wisbech and along the A47 leading up to the Elm Hall roundabout, and even more so throughout the spring and summer months when everyone is heading to the coast. This will only add to the excessive queing. If you do not live in or drive throughout the local area then how can you make a decision to approve a project that will have such a detrimental effect on the local people for the worst?!</p>	<p>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 <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> and <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>.</p> <p><b>HIGHWAY CAPACITY:</b> The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. 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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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<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"><li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li><li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li><li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li></ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p><u>Construction</u> <b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase.</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, <b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> 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><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> 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"><li>• A1101 north of A47 Elm Road roundabout;</li><li>• Churchill Road (north of Elm High Road); and</li><li>• Weasenham Lane (between Algores Way and Elm High Road.</li></ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final</p>



## 379 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-380	Councillor Alexandra Kemp (Borough of King's Lynn and West Norfolk) (Councillor Alexandra Kemp (Borough of King's Lynn and West Norfolk)) 10 October 2022	Waste Need	As the County Councillor for Clenchwarton and King's Lynn South, I object to the facility as -: 1. The incinerator is not needed as there is an oversupply of incinerators in the East of England.	<p>OTMP is secured by Requirement 12, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p>The <b>Waste Fuel Availability Assessment (WFAA) (Volume 7.3) [APP-094]</b> In line with the existing National Policy Statement for Renewable Energy Infrastructure (EN-3) and the emerging updated version of this, considers the availability of waste in the context of local and national need. In terms of 'local' need, the extent of the study area has been informed by the 2-hour travel time and is defined as being the former East of England planning region and selected close Waste Planning Authorities in the East Midlands (i.e., Leicester and Leicestershire; Northamptonshire, Lincolnshire and Rutland). The assessment includes sensitivity analysis to understand how residual waste arisings may change over time with increased recycling. The conclusion of the assessment demonstrates the need for the Proposed Development to treat residual waste within the region.</p> <p><b>ES Chapter 2: Alternatives (Volume 6.2) [APP-029]</b> 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"><li>• There is a need for additional residual waste treatment within the area;</li><li>• In close proximity to existing business that have a large heat and/or power demand;</li><li>• A site of a suitable size to accommodate the EfW CHP Facility;</li><li>• Good access to the strategic road network;</li><li>• A brownfield site allocated for waste management; and</li></ul>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-380	Councillor Alexandra Kemp (Borough of King's Lynn and West Norfolk) (Councillor Alexandra Kemp (Borough of King's Lynn and West Norfolk)) 10 October 2022	Waste Hierarchy	As the County Councillor for Clenchwarton and King's Lynn South, I object to the facility as :- 2. Glass, wood, paper, metals food and food containers can all be recycled. As new technologies come forward to replace or reuse plastics, the whole concept of incineration has become obsolete. The future for plastic is prevention or reuse.	<ul style="list-style-type: none"><li>• A site free of environmental designations.</li></ul> <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 <b>Planning Statement (Volume 7.1) [APP-091]</b>.</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><b>Outline Employment and Skills Strategy (Volume 7.8) [APP-099]</b> which has been developed in</p>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>consultation with Norfolk County Council and includes the following proposals:</p> <ul style="list-style-type: none"> <li>• A waste education programme and support for higher and further education establishments, including STEM support; and</li> <li>• Apprenticeships, Internships and work experience/placements.</li> </ul> <p>The <b>Outline Employment and Skills Strategy (Volume 7.8) [APP-098]</b> is secured by a DCO Requirement 21.</p> <p><b>Outline Community Benefits Strategy (Volume 7.14) [APP-105]</b> and includes the following proposals:</p> <ul style="list-style-type: none"> <li>• Establishment of a local liaison committee;</li> <li>• Employment of a Community Liaison Manager;</li> <li>• Guided site tours and a visitor area within the administration building;</li> <li>• Establishment of a community fund and a sponsorship fund; and</li> <li>• Support for local initiatives that improve wellbeing and environmental improvements in the local area.</li> </ul> <p>The final Community Benefits Plan will be published by the Applicant prior to commencement of the construction of the Proposed Development.</p>
RR-380	Councillor Alexandra Kemp (Borough of King's Lynn and West Norfolk) (Councillor Alexandra Kemp (Borough of King's Lynn and West Norfolk)	Waste Hierarchy	As the County Councillor for Clenchwarton and King's Lynn South, I object to the facility as -: AGAINST THE CIRCULAR ECONOMY 3. Building new incinerators would deter recycling. Incineration is against the circular economy.	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



Relevant representation	Representee	Topic	Point raised	Applicant's comments
	Norfolk)) 10 October 2022			<p>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 <b>Planning Statement (Volume 7.1) [APP-091]</b>.</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><b>Outline Employment and Skills Strategy (Volume 7.8) [APP-099]</b> which has been developed in consultation with Norfolk County Council and includes the following proposals:</p> <ul style="list-style-type: none"> <li>• A waste education programme and support for higher and further education establishments, including STEM support; and</li> <li>• Apprenticeships, Internships and work experience/placements.</li> </ul> <p>The <b>Outline Employment and Skills Strategy (Volume 7.8) [APP-098]</b> is secured by a DCO Requirement 21.</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p><b>Outline Community Benefits Strategy (Volume 7.14) [APP-105]</b> and includes the following proposals:</p> <ul style="list-style-type: none"> <li>• Establishment of a local liaison committee;</li> <li>• Employment of a Community Liaison Manager;</li> <li>• Guided site tours and a visitor area within the administration building;</li> <li>• Establishment of a community fund and a sponsorship fund; and</li> <li>• Support for local initiatives that improve wellbeing and environmental improvements in the local area.</li> </ul> <p>The final Community Benefits Plan will be published by the Applicant prior to commencement of the construction of the Proposed Development.</p>
<b>RR-380</b>	Councillor Alexandra Kemp (Borough of King's Lynn and West Norfolk) (Councillor Alexandra Kemp (Borough of King's Lynn and West Norfolk)) 10 October 2022	Waste Need	As the County Councillor for Clenchwarton and King's Lynn South, I object to the facility as -: BREACH OF PROXIMITY PRINCIPLE 4. The facility would be a breach of the proximity principle, as waste could be transported from up to 2 hours away onto rural roads. Waste could be transported from areas of high population like London to areas of the lowest population like the Fens.	The <b>WFAA (Volume 7.3) [APP-094]</b> 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.
<b>RR-380</b>	Councillor Alexandra Kemp	Climate Change	AGAINST NET ZERO 5. Incinerators produce at least a ton of carbon dioxide for every tonne	It is acknowledged that as a standalone entity the Proposed Development results in net carbon emissions from the EfW combustion processes. The



Relevant representation	Representee	Topic	Point raised	Applicant's comments
	(Borough of King's Lynn and West Norfolk) (Councillor Alexandra Kemp (Borough of King's Lynn and West Norfolk)) 10 October 2022		of waste burnt, so the UK cannot meet its carbon reduction targets if it builds new incinerators. This facility would produce at least 500,000 tonnes of CO2 per annum.	<p>environmental impacts of the Proposed Development including climate change impacts, have been assessed and reported in the <b>ES Chapter 14: Climate Change (Volume 6.2) [APP-041]</b>. 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>
<b>RR-380</b>	Councillor Alexandra Kemp	Human Health	As the County Councillor for Clenchwarton and King's Lynn	To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE)



Relevant representation	Representative	Topic	Point raised	Applicant's comments
<p>(Borough of King's Lynn and West Norfolk) (Councillor Alexandra Kemp (Borough of King's Lynn and West Norfolk)) 10 October 2022</p>			<p>South, I object to the facility as :- 5. I object on Health Grounds. HEALTH Incinerators are often built in areas of greater deprivation and the health effects of deprivation can mask the effects of the incinerators. Wisbech and Fen residents in West Norfolk downwind of Wisbech, are in the most 30% deprived residents in England. Residents in South and West Lynn, who I represent are among the 10% most deprived in England. There are poorer health outcomes. The All-Parliamentary Group on Air Pollution found cancer-causing dioxins from nearby incinerators lodged in eggs on local farms and in children's toenails, linked to lung cancer. The APPG on Air Pollution called for a Moratorium on new incinerators. West Norfolk downwind of the facility, is a farming area so the facility could put the local food chain at risk. Building a new incinerator in deprived areas like Wisbech is not levelling up and would worsen health outcomes. Poor air quality causes 40,000 early deaths in the UK. Air pollution can trigger asthma and respiratory and circulatory diseases. This facility would be contrary to Public Health. MENTAL HEALTH Mental Health is a Planning Reason. My residents in South and West Lynn</p>	<p>(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 (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>). 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 <b>ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043]</b> assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> <li>• 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> </ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			<p>are worried about the incinerator. They know they will be downwind and that not all noxious particulates are captured or even monitored by the filters. Worry increases the risk of poor mental health. Residents went through a lot of anguish in the previous decade, when another firm wanted to build an incinerator in the ward. 65,000 residents voted No to the incinerator in the Borough Council's poll and Norfolk County Council voted to end the contract, so the facility was not built. The MVV incinerator would be more than twice as large as the Cory Wheelabrator facility.</p>	<ul style="list-style-type: none"> <li>• 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.</li> </ul>
<p><b>RR-380</b></p>	<p>Councillor Alexandra Kemp (Borough of King's Lynn and West</p>	<p>Air Quality</p>	<p>As the County Councillor for Clenchwarton and King's Lynn South, I object to the facility as :- WEATHER - TEMPERATURE INVERSION 6. I object on</p>	<p>The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> includes detailed dispersion modelling from the chimney and includes traffic modelling of</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
	<p>Norfolk) (Councillor Alexandra Kemp (Borough of King's Lynn and West Norfolk)) 10 October 2022</p>		<p>meteorological grounds. The River Nene and River Ouse and areas of West Norfolk downwind of the proposed incinerator, are subject to temperature inversion when a warmer layer of air above the local atmosphere traps the pollution in and results in a haze of chemicals. The resulting poor air quality can be severe in Spring or the Summer. This can trigger asthma, which is prevalent in King's Lynn and around the Wash. The prevailing winds from Wisbech are South-Westerlies and blow direct to King's Lynn. West Norfolk will see poorer health outcomes if this incinerator is built and an increase in CO2 emissions. Pollution uncaptured by the facility's filters could be carried to South Lynn and beyond.</p> <p>INADEQUATE CONSULTATION MVV's study area for air effects wrongly excluded King's Lynn and residents in King's Lynn were not consulted. This facility would be a breach of my residents' rights to clean air. It should not be built. County Councillor Alexandra Kemp, Clenchwarton and King's Lynn South Division. PDF Attachment for 47251 'https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010110/EN010110-000929-</p>	<p>HGVs during construction and operation, to predict potential impacts on human and ecological receptors.</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"> <li>• Nene Wash Special Area of Conservation (SAC) Special Protection Area (SPA) and Ramsar;</li> <li>• Ouse Wash SAC, SPA, and Ramsar; and</li> <li>• River Nene County Wildlife Site (CWS).</li> </ul> <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 (<b>Chapter 8: Air Quality (Volume 6.2)</b>) on sensitive ecological receptors and Impacts from heavy metal deposition on land, were assessed (<b>Chapter 8: Air Quality (Volume 6.2)</b>). The assessment concludes the potential effects are not significant.</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-381	Alastair Kent	Waste Hierarchy	<p>EN010110 Medworth EfW Facility Norfolk County Council Relevant Representations.pdf</p> <p>It will inhibit recycling by diverting materials that could otherwise be re-used</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 <b>Planning Statement (Volume 7.1) [APP-091]</b>.</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><b>Outline Employment and Skills Strategy (Volume 7.8) [APP-099]</b> which has been developed in consultation with Norfolk County Council and includes the following proposals:</p> <ul style="list-style-type: none"> <li>• A waste education programme and support for higher and further education establishments, including STEM support; and</li> <li>• Apprenticeships, Internships and work experience/placements.</li> </ul> <p>The <b>Outline Employment and Skills Strategy (Volume 7.8) [APP-098]</b> is secured by a DCO Requirement 21.</p> <p><b>Outline Community Benefits Strategy (Volume 7.14) [APP-105]</b> and includes the following proposals:</p> <ul style="list-style-type: none"> <li>• Establishment of a local liaison committee;</li> <li>• Employment of a Community Liaison Manager;</li> <li>• Guided site tours and a visitor area within the administration building;</li> <li>• Establishment of a community fund and a sponsorship fund; and</li> <li>• Support for local initiatives that improve wellbeing and environmental improvements in the local area.</li> </ul> <p>The final Community Benefits Plan will be published by the Applicant prior to commencement of the construction of the Proposed Development.</p>
RR-381	Alastair Kent	Air Quality	and put toxins into the air, create poisonous ash that will need to be dumped	<p>The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> 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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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, <b>ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052]</b> respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), <b>ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. 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>

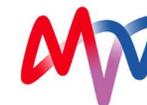


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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"><li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li><li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li><li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li><li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li><li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li></ul>
RR-381	Alastair Kent	Traffic	and damage to our already overcrowded road network due to the large number of lorries feeding the incinerator every day	HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b> . 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,



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p><u>Construction</u>  <b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p><u>Operation</u>            Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, <b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> 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><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> 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"> <li>• A1101 north of A47 Elm Road roundabout;</li> </ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>Churchill Road (north of Elm High Road); and</li> <li>Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-381	Alastair Kent	Socio-economic	If built, the incinerator will result in a loss of jobs in Wisbech as food manufacturers have said they will have to move away because of the need for them to have a clean environment, further depriving the local community.	<p><b>ES Chapter 15: Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042]</b> 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. Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), <b>ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. 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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				unannounced site visits to verify emissions data, and in cases where there is a risk of serious pollution, to suspend the environmental permit.
RR-381	Alastair Kent	Environmental	The proposed incinerator will be damaging to human health, the environment and the community.	The environmental impacts of the Proposed Development during both its construction and operation are reported within the <b>Environmental Statement Volumes 6.2-6.4</b> and summarised within the <b>Non-Technical Summary (Volume 6.1)</b> . Individual topics which include biodiversity, health and socio-economics are assessed with mitigation in place and conclusions drawn as to the levels of significance. The <b>Planning Statement (Volume 7.1) [APP-091]</b> 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-382	MRS KERBY JANET		This incinerator was proposed initially in the King's Lynn area and there was an absolute uproar at the thought of this being built. The feelings expressed by the community then also apply to this latest proposal.	Comment noted. However, the Applicant/MVV were not involved in the King's Lynn incinerator planning application.
RR-382	MRS KERBY JANET	Air Quality	The thought of this incinerator being built in the Wisbech area is absolutely devastating, the awful air pollution, ... and the impact on the local community.	The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> 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.



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



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> <li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-382	MRS KERBY	JANET Traffic	The thought of this incinerator being built in the Wisbech area is absolutely devastating, ...the huge amount of traffic and the impact on the local community.	<p>HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013];</b> and</li> </ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"><li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li></ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p><u>Construction</u> <b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p><u>Operation</u> Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, <b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> 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><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> 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"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-383	John Kierman	Socio-economic	Nothing good to be said about this scheme, its bad for our run down town, will not encourage people to move here bad for the environment, I am very sad about all of this, I am born and bred in Wisbech and this will make the town worse,...	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. The <b>Planning Statement (Volume 7.1) [APP-091]</b> 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 benefits outweigh potential negative benefits will be taken by the Secretary of State.
RR-383	John Kierman	Traffic	...Too much traffic in area that is already Congested	<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 <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-</b></p>



**401** 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><b>073]</b> 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"><li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li><li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding</li></ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</p> <ul style="list-style-type: none"> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p><u>Construction</u>  <b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p><u>Operation</u>                      Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, <b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> 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><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> 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"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-384	Russ Killick	Human Health	<p>This development will significantly impact negatively upon the health of myself and family. We live within 2km of the proposed incinerator and in line with prevailing winds. The long-term fallout of heavier particulates present a health threat to my family. In addition, the increase in heavy goods vehicles required to service the size of this proposal present further hazard to health from congestion and emissions with well-established links to respiratory illnesses; as well as a reduction in quality of life through the congestion which will result.</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 (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>). 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>



404 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 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 <b>ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043]</b> assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"><li data-bbox="1283 643 1879 865">• 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, <b>Draft DCO (Volume 3.1) [APP-013];</b></li><li data-bbox="1283 873 1879 1065">• 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, <b>Draft DCO (Volume 3.1) [APP-013];</b></li><li data-bbox="1283 1073 1879 1149">• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013];</b></li><li data-bbox="1283 1157 1879 1234">• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013];</b></li><li data-bbox="1283 1242 1879 1318">• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013];</b></li></ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.</li> </ul>
RR-385	William King	Environmental	not significantly producing energy,	<b>ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030]</b> paragraph 3.5.2 confirms that it would be able to export up to 55 Megawatts electrical (MWe) net (60 MWe gross) and potentially up to 63 tonnes per hour of steam (heat) energy.
RR-385	William King	Human Health	Health risk,	<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 (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>). PHE’s risk assessment remains that modern, well run and regulated municipal waste incinerators are not a</i></p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p><i>significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small...</i></p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the <b>ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043]</b> assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> <li>• 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> </ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.</li> </ul>
RR-385	William King	Traffic	huge issues with transportation of waste especially which will be imported from outside of the area,	<p>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 <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-385	William King	Waste Hierarchy	not an appropriate method for tackling waste,	<p>Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>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</p>



**409** 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>reported in the <b>Planning Statement (Volume 7.1) [APP-091]</b>.</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><b>Outline Employment and Skills Strategy (Volume 7.8) [APP-099]</b> which has been developed in consultation with Norfolk County Council and includes the following proposals:</p> <ul style="list-style-type: none"><li>• A waste education programme and support for higher and further education establishments, including STEM support; and</li><li>• Apprenticeships, Internships and work experience/placements.</li></ul> <p>The <b>Outline Employment and Skills Strategy (Volume 7.8) [APP-098]</b> is secured by a DCO Requirement 21.</p> <p><b>Outline Community Benefits Strategy (Volume 7.14) [APP-105]</b> and includes the following proposals:</p> <ul style="list-style-type: none"><li>• Establishment of a local liaison committee;</li><li>• Employment of a Community Liaison Manager;</li><li>• Guided site tours and a visitor area within the administration building;</li><li>• Establishment of a community fund and a sponsorship fund; and</li><li>• Support for local initiatives that improve wellbeing and environmental improvements in the local area.</li></ul> <p>The final Community Benefits Plan will be published by the Applicant prior to commencement of the construction of the Proposed Development.</p>



**410** 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-385	William King	Environmental	inappropriate residential area location in	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.
RR-386	Darren Kirk	Environmental	Wisbech is a small town and not especially affluent. Our local business is very important to the town and I feel strongly that there are many of us would suffer hugely in the wake of such a monstrosity being built as we are certainly not equipped or have the infrastructure for such an intrusive project	<p><b>ES Chapter 15: Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042]</b> 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. Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), <b>ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. 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>



## 411 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-386	Darren Kirk	Environmental	I understand there is a need for these type of projects, I hope that common sense prevails in this instance and this proposal goes no further as I'm sure there must be more suitable rural sites in areas away from thriving communities. Kind Regards Darren Kirk	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.
RR-386	Darren Kirk	Comment	I wish to make my objection clear to the proposed mega incinerator for our small market town.	Comments noted.
RR-386	Darren Kirk	Traffic	I am a director of a business based on Newbridge Lane in Wisbech We run a commercial vehicle body shop and as such, access to our premises for heavy goods vehicles is imperative. The A47 is the main access to our workshop and is already overloaded with traffic. Newbridge Lane is not a particularly wide road and lorries swinging out of our premises often have to cross lanes to do so. This is already stressful with the volume of traffic currently using the road. There are often HGV's parked along the road and adding a hugely increased amount of trucks would turn this area into pure chaos The area as a whole cannot cope with any more traffic, the A47 & A17 are main routes to the wonderful Norfolk Coast and are constantly congested I have built	<p>During operations and to avoid using Weasenham Lane, Elm High Road and Cromwell Road (north of New Bridge Lane), the Proposed Development includes an HGV access to the EfW CHP Facility via New Bridge Lane. To accommodate the Proposed development there will be a series of improvements to New Bridge Lane. These improvements include, carriageway widening from Salters Way to the site's entrance, a footpath, pedestrian crossing points street lighting and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic. Section 3.4.105 to 3.4.117, <b>ES chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030]</b>.</p> <p><b>The proposals can be seen on Figure 3.19: (Volume 6.3) [APP-049].</b></p>



412 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>this business up from scratch. We are a family run business and employ fifteen people. These members of staff would find themselves having a much longer commute to and from work. There are a number of local firms that we work closely with necessitating frequent visits by members of our staff to these sites, and from their staff to us. Making these journeys would become much more difficult and time consuming causing us financial loss.</p>	
RR-386	Darren Kirk	Socio-economic	<p>Secondly the environmental impact on the town &amp; the residents along with the surrounding areas would be very concerning for the future of our families, along with the property values being affected This would surely be a nail in the coffin for Wisbech</p>	<p>The environmental impacts of the Proposed Development including those that could affect local residents and businesses, such as noise and odour, have been assessed and reported in the ES and summarised in the <b>Non-Technical Summary (Volume 6.1) [APP-027]. ES Chapter 15: Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042]</b> assesses impacts relevant to the topic on local residents and businesses and concludes, there will be not be significant negative effects. With regard to house prices <b>ES Chapter 15: Socio economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042]</b> reviews the local housing market. Section 15.5.21 to 15.5.37 reports on the Applicant's assessment. 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</p>



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

Relevant representation	Representee	Topic	Point raised	Applicant's comments
				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
RR-387	Rebecca Kirk	Landscape Visual	and A development that is going to dominate and dwarf our small town.	The landscape and visual effects are reported in <b>Volume 6.2 ES Chapter 9 Landscape and Visual [APP-036]</b> and <b>Volume 6.4 ES Chapter 9 Landscape and Visual Appendices [APP-079]</b> . The assessments are accompanied by photomontages in <b>Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.17 to 9.24 [APP-058]</b> , <b>Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.25 to 9.32 [APP-059]</b> , <b>Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.33 to 9.39 [APP-060]</b> and <b>Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.40 to 9.46 [APP-061]</b> 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 <b>Volume 6.2 ES Chapter 9 Landscape and Visual [APP-036]</b> . 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-387	Rebecca Kirk	Air Quality	Releasing unsafe omissions near a school, residential area and onto prime agricultural land.	The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2)</b>



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

Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<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, <b>Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078]</b> and Figure 8.3, <b>ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052]</b> respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), <b>ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. 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>



## 415 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>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"><li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li><li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li><li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li><li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li><li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li></ul>
RR-387	Rebecca Kirk	Traffic	This development will grid lock an already over loaded road network which struggles to cope during busy times, particularly with holiday traffic on its way to and from Norfolk given there is no alternative route from the midlands.	<p>HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> </ul>



**417** 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"><li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li></ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p><u>Construction</u> <b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p><u>Operation</u> Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, <b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> 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><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> 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>



## 418 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"><li>• A1101 north of A47 Elm Road roundabout;</li><li>• Churchill Road (north of Elm High Road); and</li><li>• Weasenham Lane (between Algores Way and Elm High Road).</li></ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-388	Janet Knight	Noise	Increased vehicle activity by my house. The big sided lorries currently going past to get to the [] rubbish site, make lots of rattle from tin trailers. More of these 24 hours a day would be unbearable	<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 <b>ES Chapter 7: Noise and Vibration (Volume 6.2) [APP-034]</b> 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"><li>• Residential including those closest to the EfW CHP Facility on New Bridge Lane</li><li>• Educational including the Thomas Clarkson Academy and Cambian Education Foundation</li><li>• Businesses including those adjacent to the EfW CHP Facility, such as, Floorspan and Fountain Frozen</li></ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>Where necessary, embedded mitigation is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. A full list of the embedded construction and operational environmental measures to be employed is reported in Table 7.40, <b>ES Chapter 7: Noise and Vibration (Volume 6.2) [APP-034]</b>. These measures include construction and operational management plans. Implementation of the management plans is secured by DCO Requirement and by the Environmental Permit:</p> <ul style="list-style-type: none"> <li>• A Construction Environmental Management Plan (CEMP) (see Volume 7.12 [APP-103], secured by Requirement 10, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>); and</li> <li>• Operational Noise Management Plan (see <b>ES Appendix 7D: Operational Noise Management Plan (Volume 6.4)</b>) secured by Requirement 19, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>With the environmental measures in place the assessment concludes there will be no significant effects.</p>
RR-389	John Knight	Human Health	My property faces directly onto [] and I consider that the extra traffic for 24/7 will have a severe detrimental affect on both mine and my wife's health and also cause a lack of sleep. With the proposed incinerator and its waste holding facilities being only a few 100 yards from my home I'm	<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</i></p>



420 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
			worried about the smell and toxic fumes from the plant will be unbearable bad.	<p><i>and effects on health</i> (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>). <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 <b>ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043]</b> assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"><li>• 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li></ul>



**421** 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"> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.</li> </ul>
<b>RR-389</b>	John Knight	Property Prices	Further to this it may become impossible to sell my property and if I could sell it the value would be vastly reduced.	<p>As part of the assessment undertaken in ES <b>Chapter 15: Socio economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042]</b> 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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				prices. For a limited number of properties that may be affected by physical factors (such as noise) during the operation of the Proposed Development, and such factors results in a diminution in value, a claim for compensation can be made under Part 1 of the Land Compensation Act 1973.
RR-390	Michelle Knight	Environmental	My concerns have been further heightened with news of an explosion at an incinerator in Germany in 2021. I'm not sure any emergency could be handled by our 2 fire engines or our cottage hospital.	The Applicant has prepared an <b>Outline Operational Fire Prevention Plan (Volume 7.10) [APP-101]</b> . This sets out the measures to be taken to reduce the potential for incidents of fire. The document confirms that as part of the suite of documents required to support the Environmental Permit (EP) process, the Environment Agency will be informed of the final detailed design specification prior to commissioning by a pre-operational condition of the EP.
RR-390	Michelle Knight	Comment	I am registering to you to express my absolute distress at the proposal to build a mega incinerator in my small Georgian town of Wisbech and to log my objection.	Comments noted.
RR-390	Michelle Knight	Landscape Visual and	I was born in Wisbech and am the lead nurse for Palliative and Oncology Services in Fenland. My home will be approx 1 km from the proposed site. I was concerned and remain so at the visual impact the adjacent coldstore has provided to our small town. The proposed size of this incinerator will dwarf this and cleverly, the website visual impact photos use a panoramic view downplaying the	The baseline photography has been taken and presented in accordance with best practice guidance as set out in the Visual Representation of Development Proposals - Technical Guidance Note 06/19 published by the Landscape Institute in September 2019. The photomontages also accord with this guidance as described in <b>Appendix 9L Visualisation Methodology (Volume 6.4 ES Chapter 9 Landscape and Visual Appendices [APP-079])</b> .



## 423 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
			impact this incinerator will have to our flat, Fenland landscape.	
RR-390	Michelle Knight	Socio-economic	<p>Cambridgeshire has 16 areas ranked as 20% most deprived (multiple deprivation index), 12 of which are in Fenland. It has been demonstrated that incinerators are 3 times more likely to be situated in the most deprived areas of the UK. The social mobility index already shows a significant gap in skills and income within Fenland. The application to build an incinerator here is absolutely going to decimate our already struggling ability to recruit health professionals. I am already aware that our local GPs are struggling to recruit. I also have senior nursing positions I am struggling to fill.</p>	<p>Section 2.3.1 to 2.3.3 <b>ES Chapter 2 Alternatives and ES Chapter 3 (Volume 6.2) [APP-029]</b> 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"><li>• There is a need for additional residual waste treatment within the area;</li><li>• In close proximity to existing business that have a large heat and/or power demand;</li><li>• A site of a suitable size to accommodate the EfW CHP Facility;</li><li>• Good access to the strategic road network;</li><li>• A brownfield site allocated for waste management; and</li><li>• A site free of environmental designations. The Applicant is seeking to mitigate demand for local services by encouraging the existing workforce in the Study Area to take up the positions which will become available during construction and operation. The Applicant has prepared the <b>Outline Employment and Skills Strategy (Volume 7.8) [APP-099]</b> which has been developed in consultation with Norfolk County Council and includes the following proposals:</li></ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>• A waste education programme and support for higher and further education establishments, including STEM support; and</li> <li>• Apprenticeships, Internships and work experience/placements.</li> <li>• Local employment during construction and operation; and</li> <li>• Support the local supply chain.</li> </ul>
RR-390	Michelle Knight	Traffic	<p>Whilst it has been suggested that the filters are superior in removing toxins from the emissions, for the incinerator to function optimally I understand it requires a continual feed of rubbish. I am therefore absolutely struggling to understand how this proposal can be considered when our road infrastructure cannot handle the proposed 300 + lorry movements a day. I live very close to a road that is regularly gridlocked with traffic avoiding the A47 following its regular closure. Despite the suggestion that an A47 closure will see lorries divert to the A17 and then back down the A47 via Kings Lynn, I am sure this will not happen. There have been multiple campaigns for dualling of the A47 for a reason.</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 <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. 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"><li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li><li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li><li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li></ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p><u>Construction</u> <b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p><u>Operation</u> Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, <b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> 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><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> 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"><li>• A1101 north of A47 Elm Road roundabout;</li><li>• Churchill Road (north of Elm High Road); and</li><li>• Weasenham Lane (between Algores Way and Elm High Road).</li></ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p><b>TEMPORARY ROAD CLOSURES</b> In the event of road closures, like all road users, the Applicant would follow the Highways Authority route diversion(s).</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-390	Michelle Knight	Air Quality	<p>The World Health Organisation has been extremely important for advice in dealing with the devastating COVID pandemic, which I have witnessed first-hand. Why then, would their advice re siting an incinerator in a prime area for crop agriculture and next to a town be ignored? " 3.3 Siting The location of an incinerator can significantly affect dispersion of the plume from the chimney, which in turn affects ambient concentrations, deposition and exposures to workers and the community. In addition to addressing the physical factors affecting dispersion, siting must also address issues of permissions/ownership, access, convenience etc. Best practices siting had the goal of finding a location for the incinerator that minimises potential risks to public health and the environment (EPA 1997). This can be achieved by: - Minimising the number of people potentially exposed e.g. * Areas near the incinerator should not be populated eg containing housing, athletic fields, markets or other areas where people congregate * Areas near the incinerators should not be used for agriculture purposes e.g. leafy crops, grasses or grains for animals WHO ()</p>	<p>The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> 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, <b>ES Chapter 8: Air Quality (Volume 6.4) [APP-078]</b> and Figure 8.3, <b>ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052]</b> respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), <b>ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. 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
			accessed 01.08.2021 at [REDACTED]	<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"> <li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-390	Michelle Knight	Traffic	Our predominant agricultural industry will also cause an interesting element to rubbish transportation when the lorries are sitting behind numerous tractors!	The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix</b>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p><b>6B Transport Assessment (TA) (Volume 6.4) [APP-073].</b> 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"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding</li> </ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</p> <ul style="list-style-type: none"> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-390	Michelle Knight	Socio-economic	<p>I run a Treatment Day Unit at the local cottage hospital in Wisbech and have spent 15 years building a service that offers outstanding care (CQC 2020) We provide treatment and support to patients who are living with life-limiting conditions and their carers. We currently see over 500 people (aged 18 and above) every year at the Centre, along with family members and carers. My garden transformation project, recently completed, has enabled our patients to sit in a calm and tranquil space whilst undergoing treatment. The unit will be in direct pathway of chimney emissions when the wind is following its prevalent south-westerly pathway and just over a mile in distance! I also manage a Hospice at Home service, where our team provides care and support for patients to die at home. We are regularly faced with travel disruption due to our rurality and inadequate transport infrastructure; this build and the increased lorry movements is only going to compound this.</p>	<p>The environmental impacts of the Proposed Development including those that could affect local residents and businesses, such as noise and odour, have been assessed and reported in the ES and summarised in the <b>Non-Technical Summary (Volume 6.1) [APP-027]. ES Chapter 15: Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042]</b> assesses impacts relevant to the topic on local residents and businesses and concludes, there will be not be significant negative effects. With specific reference to traffic and its potential effects upon health 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. <b>ES Chapter 8: Air Quality (Volume 6.2)</b> 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. Appended to the Air Quality assessment is the Human Health Risk Assessment within <b>ES Chapter 8 Air Quality, Appendix 8B Annex G: Human Health Risk Assessment (Volume 6.4)[APP078]</b>. This concludes that the impact of emissions on local sensitive receptors would not be significant.</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>Where necessary, embedded mitigation is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The management plans will be secured by either a DCO Requirement or by the Environmental Permit.</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
<b>RR-390</b>	Michelle Knight	Traffic	We are regularly faced with travel disruption due to our rurality and inadequate transport infrastructure; this build and the increased lorry movements is only going to compound this.	<p>HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment,</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>



433 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>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p><u>Construction</u> <b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p><u>Operation</u> Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, <b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> 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><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> 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"><li>• A1101 north of A47 Elm Road roundabout;</li></ul>



**434** 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"> <li>Churchill Road (north of Elm High Road); and</li> <li>Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-390	Michelle Knight	Environmental	<p>I have read the proposal and find it extremely interesting how little reference is made to the fact that is proposed to be built 1 km from the largest school in Wisbech. 1300 students will have to study in its shadows, being affected by the emissions and the effects of air quality with the increased congestion.</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 (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>).</i></p> <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 <b>ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043]</b> assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> <li>• 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, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• 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, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> </ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.</li> </ul>
RR-391	Judi Knights	Climate	<p>With increasingly hot, dry summers, low water levels of both public, and farm reservoirs (our own farm reservoir included), and with farmers increasingly unable/not allowed to extract the necessary water from rivers/reservoirs for their crop irrigation, it is vital that, as an absolute minimum, there is enough water for irrigation and food security and public drinking water. It is therefore unconscionable that in excess of ten litres of water per second, equating to 600 litres per minute, 36,000 litres per hour, 864,000 litres each and every day, would be lavished on the proposed Medworth Energy from Waste Combined Heat &amp; Power Facility, for the next four decades, were it to be allowed to be built. The Medworth proposal therefore cannot be considered in isolation.</p>	<p>The climate change resilience assessment is presented in ES Chapter 14 Climate (Volume 6.2) [APP-041]. Consideration has been given to the potential effects of various climate trends including temperatures and rainfall (<b>Table 14.33 of ES Chapter 14 Climate (Volume 6.2) [APP-041]</b>). The embedded mitigation measures are described in this table and include the considered selection of building materials to withstand climate changes, specific health and safety procedures, and an effective sustainable drainage system to manage water runoff.</p>
RR-391	Judi Knights	Comment	I register my objection to it.	Comments noted.



## 437 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-392	Donna Knott	Environmental	I believe it would be a huge mistake to put an incinerator at the proposed site especially at the planned size.	<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"><li>• There is a need for additional residual waste treatment within the area;</li><li>• In close proximity to existing business that have a large heat and/or power demand (including for example the local food plants in Wisbech);</li><li>• A site of a suitable size to accommodate the EfW CHP Facility;</li><li>• Good access to the strategic road network;</li><li>• A brownfield site allocated for waste management; and</li><li>• A site free of environmental designations. The environment effects arising from the Proposed Development are reported within the Environmental Statement and summarised in the <b>Non-Technical Summary (Volume 6.1) [APP-027]</b>. They consider matters such as landscape and visual, noise, traffic, and air quality. With regard to visual, the visual effects of the EfW CHP Facility have been assessed with the results presented within the <b>ES Chapter 9: Landscape and Visual (Volume 6.2) [APP-036]</b>. The conclusion is that whilst there will be some significant effects arising from the EfW CHP Facility as a whole these would be restricted to some individual properties, and</li></ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				localised parts of several recreational routes and highways.
RR-392	Donna Knott	Human Health	The proposed site is close to many houses and to schools, so I am very concerned about the health implications.	<p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p><i>"...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>). 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 <b>ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043]</b> assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the</li> </ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
<div style="display: flex; justify-content: space-between;"> <div style="width: 60%;"></div> <div style="width: 35%;"> <p>Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013];</b></p> <ul style="list-style-type: none"> <li>• 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, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013];</b> and</li> <li>• Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.</li> </ul> </div> </div>				



440 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-392	Donna Knott	Traffic	The roads are also not suitable in this area and cannot support any extra traffic and seem to struggle with the current amount.	<p>HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. 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"><li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li></ul>



441 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"><li>Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li><li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li></ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p><u>Construction</u> <b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p><u>Operation</u> Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, <b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> 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>



442 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>light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> 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"><li>• A1101 north of A47 Elm Road roundabout;</li><li>• Churchill Road (north of Elm High Road); and</li><li>• Weasenham Lane (between Algores Way and Elm High Road.</li></ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-392	Donna Knott		I also believe that the public consultations were not fair on the people of Wisbech being carried out at the height of the covid pandemic.	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 <b>Notification of Decision to Accept Application [PD-001]</b> .



Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-393	Heather Knott	Traffic	<p>The proposed site is too close to schools, housing and shopping areas. The traffic is already bad enough now and long queues with all those lorries would make it horrendous.</p>	<p>Full details of the Applications statutory and non-statutory pre-application consultation are reported in the <b>Consultation Report (Volume 5.1) [APP-018]</b>. The report includes measures employed by the Applicant to account for the COVID-19 Pandemic.</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 <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. 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>



444 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>related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"><li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li><li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li><li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li></ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p><u>Construction</u> <b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p><u>Operation</u></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, <b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> 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><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> 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"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-393	Heather Knott	Human Health	The health issues and the effects it would have on the local community would be too much.	To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p data-bbox="1283 326 1879 695"><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 (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>). PHE's risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small...”</i></p> <p data-bbox="1283 727 1879 1036">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 <b>ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043]</b> assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul data-bbox="1283 1044 1879 1382" style="list-style-type: none"><li data-bbox="1283 1044 1879 1268">• 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li data-bbox="1283 1276 1879 1382">• 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</li></ul>



## 447 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>Proposed Development – secured by Requirement 22, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</p> <ul style="list-style-type: none"><li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li><li>• Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.</li></ul>
RR-393	Heather Knott	Socio-economic	We have enough problems in Wisbech already. We don't need to be the dumping ground for any more.	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. The <b>Planning Statement (Volume 7.1) [APP-091]</b> 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



Relevant representation	Representee	Topic	Point raised	Applicant's comments	
				Proposed Development. Therefore, development consent should be granted. Ultimately a decision as to whether benefits outweigh potential negative benefits will be taken by the Secretary of State.	
RR-394	John Knott	Edward	Comment	Against!	Comments noted.
RR-395	Katarzyna Komasa		Human Health	I have serious worries over the health impact it will have in surrounding area and people living in the area... and many many more	<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 (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>).</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..."</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 <b>ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043]</b> assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the</p>



**449** 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>Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"><li>• 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, <b>Draft DCO (Volume 3.1) [APP-013];</b></li><li>• 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, <b>Draft DCO (Volume 3.1) [APP-013];</b></li><li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013];</b></li><li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013];</b></li><li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013];</b></li><li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013];</b></li><li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013];</b></li><li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013];</b> and</li></ul>



**450** 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-395	Katarzyna Komasa	Noise	I have serious worries over the noise pollution...and many many more	<ul style="list-style-type: none"> <li>• Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.</li> </ul> <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 <b>ES Chapter 7: Noise and Vibration (Volume 6.2) [APP-034]</b> 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"> <li>• Residential including those closest to the EfW CHP Facility on New Bridge Lane</li> <li>• Educational including the Thomas Clarkson Academy and Cambian Education Foundation</li> <li>• Businesses including those adjacent to the EfW CHP Facility, such as, Floorspan and Fountain Frozen</li> </ul> <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, <b>ES Chapter 7: Noise and Vibration (Volume 6.2) [APP-034]</b>. These measures include construction and operational</p>



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

Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>management plans. Implementation of the management plans is secured by DCO Requirement and by the Environmental Permit:</p> <ul style="list-style-type: none"> <li>• A <b>Construction Environmental Management Plan (CEMP)</b> (see <b>Volume 7.12 [APP-103]</b>), secured by Requirement 10, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• <b>Operational Noise Management Plan</b> (see <b>ES Appendix 7D: Operational Noise Management Plan (Volume 6.4)</b>) secured by Requirement 19, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>With the environmental measures in place the assessment concludes there will be no significant effects.</p>
<b>RR-395</b>	Katarzyna Komasara	Traffic	I have serious worries over the... increase lorry traffic and many many more	<p><b>HIGHWAY CAPACITY:</b> The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. 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>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<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"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
<b>RR-396</b>	Brian Lakey	Traffic	Too close to built-up areas, having a large secondary and junior school nearby. Road infrastructure doesn't handle local traffic at busy times.	<p><b>HIGHWAY CAPACITY:</b> The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport</b></p>



453 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>(Volume 6.2), [APP-033] accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. 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"><li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li><li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013];</b></li><li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce</li></ul>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</p> <ul style="list-style-type: none"> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p><u>Construction</u>  <b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p><u>Operation</u>                      Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, <b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> 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><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-396	Brian Lakey	Odour	Too close to built-up areas, having a large secondary and junior school nearby ....Living where I do we get south Westley winds bringing smells etc towards us	<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 <b>Non-Technical Summary (Volume 6.1) [APP-027]</b>. 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 <b>Outline Odour Management Plan (Volume 7.11) [APP-112]</b> 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>



456 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
				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.
RR-397	Clive Landa	Comment	I object to this proposal very strongly but as information to date has been inadequate, I will wait till fuller detailed information is provided before I comment in full.	Comments noted. The DCO Application documents are available on the Planning Inspectorate website
RR-398	Alex Lane	Traffic	Worried about the traffic - its already terrible in town	<b>HIGHWAY CAPACITY:</b> The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b> . 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.



457 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>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"><li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li><li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li><li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li></ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p><u>Construction</u> <b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> 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>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>town centre. The final CTMP is secured by Requirement 11, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p><u>Operation</u>            Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, <b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> 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><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> 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"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. 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, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-399	Paul Lattimore	Air Quality	What effect will the pollution have on farming and crops	<p>The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> 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, <b>Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078]</b> and Figure 8.3, <b>ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052]</b> respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), <b>ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> <li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
<b>RR-399</b>	Paul Lattimore	Property Prices	Will we get compensation when house prices in the area go down	As part of the assessment undertaken in <b>ES Chapter 15: Socio economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042]</b> the Applicant reviewed the local housing market. The review shows that house prices within the Study Area have been



**461** 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>increasing. The review shows that house prices within the Study Area are lower than the county and national averages.</p> <p>House prices are driven by a range of factors, and it is considered generally that the Proposed Development would not by itself decrease house prices. For a limited number of properties that may be affected by physical factors (such as noise) during the operation of the Proposed Development, and such factors results in a diminution in value, a claim for compensation can be made under Part 1 of the Land Compensation Act 1973.</p>
RR-399	Paul Lattimore	Environmental	Who in their right mind would want to build an incinerator in the middle of a town very close to a secondary 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"><li>• There is a need for additional residual waste treatment within the area;</li><li>• In close proximity to existing business that have a large heat and/or power demand (including for example the local food plants in Wisbech);</li><li>• A site of a suitable size to accommodate the EfW CHP Facility;</li><li>• Good access to the strategic road network;</li><li>• A brownfield site allocated for waste management; and</li><li>• A site free of environmental designations. The environment effects arising from the</li></ul>



**462** 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>Proposed Development are reported within the Environmental Statement and summarised in the <b>Non-Technical Summary (Volume 6.1) [APP-027]</b>. They consider matters such as noise and air quality and identify local schools as sensitive receptors. They do not identify significant negative effects upon schools. Chapter 15 Socio-Economic, Tourism, Recreation and Land Use also considers the potential for effects upon other uses such as local businesses and concludes that negative effects would not be significant.</p>

## 3. Conclusion

- 3.1.1 The Applicant's comments on the other interested parties and 3(b) statutory parties relevant representations **RR-300 – RR-399** have been provided in this document and were submitted to the ExA for Deadline 1 (10 March 2023).

