

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

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**Applicant's Comments on the
Relevant Representations – Part
6 Other Interested Parties and
3(b) Statutory Parties – Relevant
Representations RR-400 – RR-499**

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



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

1.1.5 This document **Volume 9.2 Applicant's Comments on the Relevant Representations – Part 6 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.



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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-400 – RR-499** are set out in **Table 2.1** below.

5 Applicant's Comments on the Relevant Representations Part 6 – Other Interested Parties and 3(b) Statutory Parties – Relevant Representations RR-400 – RR-499.



Table 2.1 Applicant's Comments on relevant representations RR-400 – RR-499

Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-400	Dr S Lawrence	Environmental	The road infrastructure towards Wisbech is already inadequate and would not be able to sustain increased traffic of heavy vehicles. The air, visual, and noise pollution is not in the interest of the town or its people. There are a number of issues I would like to point to which make this application a travesty of justice and strongly indicate of the foregone conclusion. However, here are the things I would like the answers to please: 1. The project description seems to be incomplete, providing insufficient detail in respect of the proposed works as well as the environmental statement. The Environmental Impact Assessment has not been done but the Regulations require this to be included. It is not clear why this has not been done.	The Applicant has produced an Environmental Statement, the content of which was first scoped via a scoping request to the Secretary of State. Comments received from the secretary of State and consultees were then considered and used to finalise the topics to be considered. The ES consists of four volumes containing the Non- technical Summary (Volume 6.1), Report chapters, (Volume 6.2), Figures (Volume 6.3) and Appendices (Volume 6.4) . These provide a comprehensive assessment of the potential for significant effects and have been prepared in consistent with written in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. ES Chapter 4 Approach to Environmental Assessment (Volume 6.2) [APP-031] provides more information on this matter.
RR-400	Dr S Lawrence	Landscape and Visual	2. The findings of the Residential Amenity Assessment were not provided originally when the developer undertook to do it in January 2021. The amenities of Wisbech would be extremely negatively impacted in terms of air, visibility (the number of protected buildings in the area would serve	An assessment of the effects of the Proposed Development on the visual amenity of individual properties closest to the Main Site is covered in the Residential Visual Amenity Assessment (Volume 6.4, Appendix 9K) [APP-079] . A visual assessment for all settlements within the LVIA Study Area that fall within the ZTV is included in the ES (Appendix 9J and Appendix 9K of Volume 6.4 ES Chapter 9 Landscape and Visual Appendices [APP-079]) .

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
			to no purpose if a monster of a building overshadows them in the background), traffic, and noise. The proposal does not deal with any of these in any detail let alone try to mitigate or address them.	<p>Since Stage 2 consultation and the publication of the PEIR the design of the development has been updated in consultation with Cambridgeshire County Council (Liz Lake Associates). A significant number of viewpoints (30) have been provided within the ES (see LVIA Figures in Volume 6.3) which is submitted with the DCO application.</p> <p>Several changes between the PEIR and ES have been adopted to reduce the visual impact of the proposals: 1) A reduction in the vertical limit of deviation of the buildings of 3m i.e. the buildings will be 3m lower than assessed at PEIR, 2) A cladding colour scheme has been adopted that grades from darker grey at the base to lighter grey at the upper parts of the taller buildings will help reduce the perceived massing, 3) New woodland and tree planting has been proposed on the site to partly mitigate the tree and scrub cover lost to facilitate the new access road from New Bridge Lane.</p>
RR-400	Dr S Lawrence	Air Quality	3. The lack of location specific weather data is a travesty of this application. The modelling of the local weather data along with the poor placement of the proposed project shows the completely inadequate response and a failure to give due consideration to the impact the project would have on the air pollution in and around the town. Our MP's statements on the breakdown of waste composition and the resulting carbon intensity of the project proposal shows the	<p>ES Chapter 8: Air Quality (Volume 6.2) [APP-035] presents the air quality modelling.</p> <p>In order to undertake a robust air quality assessment, five years of ratified meteorological data is required for air dispersion modelling. The dispersion model used five years of hourly sequential meteorological data from the Met Office's Numerical Weather Prediction (NWP) model interpolated for the specific location of the Proposed Development. The nearest synoptic weather station that provides model-quality monitored meteorological data is located at RAF Marham, approximately 27km to the east of Wisbech. Due to this distance, data from this station is not considered</p>

7 Applicant's Comments on the Relevant Representations Part 6 – Other Interested Parties and 3(b) Statutory Parties – Relevant Representations RR-400 – RR-499.



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			complete disregard for the town's population by the developer.	to be representative of conditions within Wisbech and therefore NWP data have been used in this assessment.
RR-400	Dr S Lawrence	Traffic	<p>4. Likewise the traffic infrastructure towards Wisbech on A47 is inadequate for the increased traffic that would result towards the incinerator, and even more inadequate if the trucks would have to pass through the town. What is the number of incidents on A47? How would the increased heavy traffic impact on the already unsafe and unsatisfactory traffic provision for heavy load vehicles in the area? What are the routes the trucks would be able to take through the town? None of this is studied, planned, or data and solutions provided, suggesting that the developer just wants to create a money-making project without regards to the population of town or nearby areas.</p>	<p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed 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>



8 Applicant's Comments on the Relevant Representations Part 6 – Other Interested Parties and 3(b) Statutory Parties – Relevant Representations RR-400 – RR-499.

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



9 Applicant's Comments on the Relevant Representations Part 6 – Other Interested Parties and 3(b) Statutory Parties – Relevant Representations RR-400 – RR-499.

Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none">• A1101 north of A47 Elm Road roundabout;• Churchill Road (north of Elm High Road); and• Weasenham Lane (between Algores Way and Elm High Road). <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>
RR-401	Stephanie Lee	Traffic	This is being built down the road from my child's school, these children will be walking down the roads these vehicles will be travelling. The town cannot cope	<p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and</p>

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
			<p>with more vehicles, one accident and the town comes to standstill. ...There is no need for these to be built in such built up areas.</p>	<p>reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013];

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p>

12 Applicant's Comments on the Relevant Representations Part 6 – Other Interested Parties and 3(b) Statutory Parties – Relevant Representations RR-400 – RR-499.



Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				<p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road). <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>
RR-401	Stephanie Lee	Air Quality	... It's being built in an area with lots of residential property nearby, peoples will be breathing in whatever is being pumped out. What could be a thriving town will become like many in the UK. There is no need for these to be built in such built up areas.	The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				<p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078] and Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052] respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> • Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013] ;

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013].
RR-402	Wendy Lemon	Traffic	I am very disappointed that a plan to build a massive power plant in the middle of a town has even been allowed consideration. Wisbech and the surrounding area will be adversely affected by the increased road traffic and subsequent pollution. The area needs help to regenerate, this will have the complete opposite effect. I strongly object to the plan.	<p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and</p>



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

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

17 Applicant's Comments on the Relevant Representations Part 6 – Other Interested Parties and 3(b) Statutory Parties – Relevant Representations RR-400 – RR-499.



Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106] . Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013] .
RR-403	The Lewis Family (The Lewis Family)	Traffic	If This proposal wins the incinerator will be located within the boundaries of the town close to supermarkets and shops. Wisbech is fed by mainly single carriageway rural roads. The A47 trunk road which now bypasses the town regularly becomes over congested causing tailbacks at roundabouts and junctions. The increase of transport numbers will be dramatic affecting anyone who travels around, out of or, into the town.	<p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 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</p>

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Relevant representation	Representatee	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"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by</p>

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road). <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-403	The Lewis Family (The Lewis Family)	Air Quality	The effect of fallout from the process has not been fully proven and can be dramatically more. Wisbech is a rural town of little more than 31,000 people located in a small area.	<p>The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078] and Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052] respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate.</p>

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				<p>The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> • Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013].
RR-403	The Lewis Family (The Lewis Family)	Comment	With so much support from the population of Wisbech, it's MP and Kings Lynn which successfully blocked the incinerator proposal it	Comment noted. However, the Applicant/MVV were not involved in the King's Lynn incinerator planning application.

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
			appears madness to even consider the go-ahead. Kings Lynn, with a population of 154300 is 4.9 times the size of Wisbech- Is less resistance the reason for the proposal here.	
RR-404	John Lewis	Socio-economic	The damage to the area and people's quality of life will be unacceptable and these huge companies should not be allowed to tell lies to make huge profits out of other people's misery	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 Planning Statement (Volume 7.1) [APP-091] considers the outcome of the ES and assesses conformity with national and local planning policy. The planning balance for the Proposed Development concludes it is firmly in favour of the Proposed Development. Therefore, development consent should be granted. Ultimately a decision as to whether benefits outweigh potential negative benefits will be taken by the Secretary of State.
RR-405	K Lipscomb	Traffic	I am opposed to this project due to the increase in traffic, particularly lorries to the surrounding area, which already suffers from badly maintained roads and narrow country roads.	HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073] . Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The

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



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

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> Weasenham Lane (between Algores Way and Elm High Road). <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>
RR-405	K Lipscomb	Landscape Visual	and The fact the chimney will be a blot on the landscape and ruin the view	<p>The landscape and visual effects are reported in Volume 6.2 ES Chapter 9 Landscape and Visual [APP-036] and Volume 6.4 ES Chapter 9 Landscape and Visual Appendices [APP-079]. The assessments are accompanied by photomontages in Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.17 to 9.24 [APP-058], Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.25 to 9.32 [APP-059], Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.33 to 9.39 [APP-060] and Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.40 to 9.46 [APP-061] illustrating what the Proposed Development would look like from 30 locations (agreed with the Local Authorities) at various directions and distances to the Site. The assessment concluded that whilst there would be some significant visual effects arising from the EfW CHP Facility, these would be restricted to some individual properties and localised parts of several recreational routes and highways, as reported in Tables 9.14, 9.16, 9.17 and 9.18 of Volume 6.2 ES Chapter 9 Landscape and Visual [APP-036]. The assessment also concluded that there would be localised significant effects within the closest part of the Wisbech Settled Fen Landscape Character Area (LCA) to the EfW CHP Facility but that this situation</p>

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				would not apply to the more distant majority of the LCA.
RR-405	K Lipscomb	Human Health	The health implications, particularly as it will be built near a residential area and a school. There are concerns about the emissions from the chimney and the health implications on that.	<p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p><i>"...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health (https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health). PHE's risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small..."</i></p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043] assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for

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

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-406	Jessica Lloyd	Comment	I will comment later.	Comments noted.
RR-407	Claudia Logan	Traffic	Overload of lorry traffic to the incinerator. Our road are already annually pockmarked with holes from the present lorry traffic and they are not repaired quickly.	<p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for

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



Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				<p>Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road). <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>HIGHWAY SUBSIDENCE</p> <p>The maintenance of the local road network is the responsibility of Cambridgeshire County Council. However, Appendix 6A Outline CTMP (Volume 6.4) [APP-072] confirms the Applicant will appoint an independent contractor to undertake a highway condition survey of the highway before and after</p>

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>construction of the Proposed Development. Any damage caused by the construction activities can be repaired by the Applicant and the road returned to the previous condition.</p> <p>The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>
RR-407	Claudia Logan	Air Quality	This is a clean air area why pollute it. Do we not have enough pollution as it is?	<p>The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078] and Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052] respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers</p>

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

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013].
RR-408	Stuart Lowes	Traffic	Traffic within the area.	<p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which 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"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation</p>

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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, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road). <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>
RR-409	Angela Loynes	Environmental	The fumes around the area of all already snarled traffic is bad add more especially near a large school and areas that are supposed to entice people to an	The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			area of beauty being the east of Anglia and the broads appears to financial suicide to small companies with those areas, tourists will look elsewhere, lots of areas have an iconic construction at their gateway's, Angel of the North, Hadrian's wall and the proposal of a massive incinerator is ours!	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. With regard to tourism, the Secretary of State agreed that the direct effects to tourism arising from the operation of the EfW CHP Facility could be scoped from the assessment as it is located within an industrial estate and no known tourism or recreational facilities are located within or in close proximity to it. This response is recorded in Table 15.1 ES Chapter 15 Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042].
RR-409	Angela Loynes	Traffic	As the main entry point to the East Anglia from the rest of the country the A47 already is a high congestion point. You only have to listen to any traffic report on national and local radio to hear congestion or accident on the A47 at the Elm Hall or Cromwell Rd island, Guyhirn junction. The tailback and pollution is horrendous already. The	HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the

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



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



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road). <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>HIGHWAY SUBSIDENCE</p> <p>The maintenance of the local road network is the responsibility of Cambridgeshire County Council. However, Appendix 6A Outline CTMP (Volume 6.4) [APP-072] confirms the Applicant will appoint an independent contractor to undertake a highway condition survey of the highway before and after construction of the Proposed Development. Any damage caused by the construction activities can be repaired by the Applicant and the road returned to the previous condition.</p> <p>The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>
RR-409	Angela Loynes	Biodiversity	Wildlife will continue to be subject to roadkill even larger volumes than now.	ES Chapter 11: Biodiversity (Volume 6.2) [AS-008] outlines the mitigation which would be in place to reduce the risk of species colliding with vehicles. This

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				includes the adoption of construction speed limits and pre-construction surveys to review whether any species are located close to roads. These measures are set out in the Outline Construction Environmental Management Plan [APP-103] which is secured in Requirement 10 of the Draft DCO (Volume 3.1) [APP-013] . The assessment concludes that there would be no significant adverse effects on species.
RR-409	Angela Loynes	Socio-economic	Stop this now people will suffer financially, stress wise and health wise. Animals and birds will suffer too.	ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling, including traffic modelling, to predict potential impacts on human and ecological receptors. The assessment was undertaken considering Air Quality objectives for a series of pollutants including metals and particulate matter, set for the protection of human health and concludes the significance of effect is negligible. Appended to the Air Quality assessment is the Human Health Risk Assessment within ES Chapter 8 Air Quality, Appendix 8B Annex G: Human Health Risk Assessment (Volume 6.4) [APP-078] . This concludes that the impact of emissions on local sensitive receptors would not be significant. Additional assessments reported within the Environmental Statement include Chapter 16 Health (Volume 6.2) [APP-043] and Chapter 11 Biodiversity (Volume 6.2) [APP-038] . These chapters establish the baseline conditions within the study area and adopted appropriate methodologies to understand and assess the potential for significant effects. The chapters also report upon the mitigation which the Applicant will undertake to reduce effects. No significant health or biodiversity effects are predicted and in the case of biodiversity, the Applicant has committed to biodiversity net gain, details of which are set out within



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				Appendix 11M Biodiversity Net Gain rev2 (Volume 6.4) [AS-009].
RR-409	Angela Loynes	Biodiversity	Animals and birds will suffer too.	<p>ES Chapter 11: Biodiversity Rev 2 (Volume 6.2) [AS-008] considers a wide range of ecological Receptors which together make up the natural environment and it identifies the extent to which significant effects may occur. International and local ecological receptors have been assessed within the biodiversity assessment and include:</p> <ul style="list-style-type: none"> • Nene Wash Special Area of Conservation (SAC) Special Protection Area (SPA) and Ramsar; • Ouse Wash SAC, SPA, and Ramsar; and • River Nene County Wildlife Site (CWS). <p>The effect of the Proposed Development on species which are legally protected or otherwise conservation notable has been considered within the assessment and includes; breeding birds, bats, water voles, reptiles, including great crested newts and badgers. No potential negative significant effects have been identified. The effect of land take/land cover change and fragmentation of habitat on sensitive biodiversity receptors has been assessed and land take has avoided nature conservation sites and other high-quality habitats. No potential negative significant effects have been identified.</p> <p>Figure 3.14: Outline Landscape and Ecology Management Strategy (Volume 6.3) [APP-049] includes features designed to maintain and enhance ecological connectivity in line with the Natural Habitat Network and local strategies and provide refugia and foraging habitats targeted to species found in the locality. The Outline Landscape and Ecology</p>

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				Management Strategy (Volume 6.3) [APP-049] illustrates the locations of the proposed native planting that will be provided within the operational EfW CHP Facility Site. This landscape planting will include native shrub mix; native hedgerow with trees; native wet woodland, native species rich grassland, brown roof, and green walls. The full details of the final scheme will be based on the Outline Landscape and Ecology Strategy and secured by Requirement 5, Schedule 2, Draft DCO (Volume 3.1) [APP-013] .
RR-409	Angela Loynes	Traffic	The roads will continue to cave in but even more have you driven down the A47 and the entrance to the proposed site it resembles the surface of the moon always as the sub structure can't cope. When the a47 is shut due to accidents the surrounding villages become the diversions - Guyhirn. Murrow, Parson Drove and through Black Drove. How will medway ensure that their lorries don't do the same.	In the event of road closures, like all road users, the Applicant would follow the Highways Authority route diversion(s).
RR-410	Michael Lyon	Socio-economic	The proposed Wisbech Incinerator is within, <1m of the town centre and within close proximity to housing and 3nr schools within what is already a struggling and deprived area. The area sits within the a national index that measures health, education, crime, income, employment and barriers to housing and services, shows that Wisbech sits in the bottom 10 per cent nationally for four of the top eight deprivation indicators! I think	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 ES Chapter 15 Socio-Economics, Tourism, Recreation and Land 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. Consideration has



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
			<p>the local residents fully understand the narrative that the incinerator will bring 'jobs' to the area however the area already has an abundance of unfilled jobs hence the influx of migrant workers from Eastern Europe so that is not good reasoning. It would be clearly apparent if the council and government approve this scheme that they think it acceptable and the mentality literally is to literally transport the waste from the whole of Cambridgeshire to one of the most deprived towns which is already struggling! The incinerator would cause anybody who could afford to move, to move away from the area and dissuade people who can afford to relocate not to consider this area either further impacting the decline. It would be a massive travesty and the 'final nail' in what was a once a thriving port town with grand Georgian architecture to receive this unwanted incinerator. The fact that it is even being considered is nonsensical and the governments and councils first priority should be looking at enriching deprived areas for the greater good and wealth distribution and not sending them their waste for burning!</p>	<p>also been given to the potential for significant effects upon the historic buildings and areas of Wisbech and the wider Study Area. This is reported within ES Chapter 10 Historic Environment (Volume 6.2) [APP-037]. This reports that with mitigation in place, there will be no significant negative effects upon heritage. The Applicant is aware of the importance of ensuring that the local workforce is able to access jobs generated during the construction and operation phases. It has therefore prepared an Outline Employment and Skills Strategy (Volume 7.8) [APP-099] in consultation with Norfolk County Council, this strategy includes the following proposals:</p> <ul style="list-style-type: none">• A waste education programme and support for higher and further education establishments, including STEM support; and• Apprenticeships, Internships and work experience/placements.

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-411	Annegret Mabbett	Traffic	Also, too many trucks for a small town. The impact on roads are no good. Not good building it very close to a school.	<p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations including upon sensitive receptors, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic. Access to the site by HGVs will be restricted such that they will not be able to route through Wisbech and past schools during the operational phase. ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> Weasenham Lane (between Algores Way and Elm High Road.
RR-411	Annegret Mabbett	Human Health	Health concerns on this project. Pollution will be bad esp for elderly and those with illnesses. Not good building it very close to a school.	<p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p><i>"...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health (https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health). PHE's risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small..."</i></p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043] assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for

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

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
RR-412	Christopher MacKillican	Air Quality	<p>1. Pollution, the level of waste fumes will be unacceptably high. We are all trying to do our bit reduce pollution. It is a good few steps backwards when you build something where it's primary purpose is converting rubbish in to fumes (yes I know power is generated, but this only a bi product)</p>	<p>The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The sensitive receptors considered within the assessment include local schools: – Thomas Clarkson Academy, Meadowgate Academy, Elm Road Primary School, Nene Infant School, Cambrian Wisbech School, Anglia Way and TBAP Unity Academy, Weasenham Lane.</p> <p>Where necessary, embedded mitigation is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The management plans will be secured by either a DCO Requirement or by the Environmental Permit.</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013].

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-412	Christopher MacKillican	Air Quality	2. Location, the location is surrounded by 1000s of acres of farmland growing food for human consumption all of which will be exposed to the fumes and any toxic or poisonous components contained.	<p>The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078] and Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052] respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate.</p>

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> • Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013] • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013] • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013] • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013].
RR-412	Christopher MacKillican	Human Health	3. Health effects, anyone consuming food that has been exposed to the toxic and or poisonous components of the	To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:



Relevant representation	Representatee	Topic	Point raised	Applicant's comments
			<p>fumes may become ill (effects of which may only show up after many years if exposure. Remember Asbestos!)</p>	<p><i>"...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health (https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health). PHE's risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small..."</i></p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the ES (Volume 6.2. ES Chapter 16 Health (Volume 6.2) [APP-043]) assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • For the operational phase of the Proposed Development, the Applicant will employ a

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, Draft DCO (Volume 3.1) [APP-013];</p> <ul style="list-style-type: none"> • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and • Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.
RR-412	Christopher MacKillican	Traffic	4. Transport links, the surrounding roads are already very busy, adding a substantial amount of lorries will only make this worse. Which will also add more pollution.	<p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and</p> <ul style="list-style-type: none"> Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on</p>

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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"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road). <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>TRAFFIC – AIR QUALITY</p> <p>The environmental impacts of the Proposed Development including HGV movements during operation and construction and their impact on air quality been assessed and reported in the ES. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling, including traffic modelling, to predict potential impacts on human and ecological receptors. The assessment was undertaken considering Air Quality objectives for a series of pollutants including metals and particulate matter, set for the protection of human health and concludes the significance of effect is negligible.</p> <p>Where necessary, embedded mitigation is included within the design of the Proposed Development and</p>

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Relevant representation	Representatee	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"> Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013].
RR-412	Christopher MacKillican	Socio-economic	5. Enjoyment of back gardens and the surrounding countryside, people's enjoyment will be ruined by the smell and taste of the toxic and or poisonous fumes.	<p>The Applicant has prepared a residential visual amenity assessment which considers the visual effects of the Proposed Development (ES Chapter 9 Landscape and Visual, Appendix 9K Residential Visual Amenity Assessment Volume 6.4 [APP-79]) whilst effects arising from noise and air quality are recorded within ES Chapters 7 Noise and Vibration and Chapter 8 Air Quality (Volume 6.2) [APP-034 and 035]. The assessments identify baseline conditions and conclude with regard to noise and air that effects would not be significant. A small number of properties surrounding the site would experience significant visual effects. With regard to odour, The Applicant has prepared an Outline Odour</p>

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>Management Plan (Volume 7.11) [APP-112] which details all sources of odour, control measures, monitoring, including a complaints procedure, and reporting. Odour awareness training will be undertaken as part of general site operational training, and daily checks for odour levels will be carried out.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP will set the emission limits, including for odour. Compliance with the EP will be regulated and monitored by the Environment Agency.</p>
RR-412	Christopher MacKillican	Human Health	6. Mental health, all of the above issues will cause myself and others mental health to suffer due to stress and worry caused.	<p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p><i>"...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health (https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health). PHE's risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small..."</i></p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043]</p>

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, Draft DCO (Volume 3.1) [APP-013]; • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013];</p> <ul style="list-style-type: none"> Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.
RR-412	Christopher MacKillican		7. Calling it Medworth and not Wisbech as a deliberate attempt to mislead people.	The EfW CHP Facility Site is located within the Medworth Ward of Wisbech.
RR-413	Valerie Macrae	Climate Change	This project will not be helping to reduce our carbon footprint in this country.	<p>It is acknowledged that as a standalone entity the Proposed Development results in net carbon emissions from the EfW combustion processes. The environmental impacts of the Proposed Development including climate change impacts, have been assessed and reported in the ES Chapter 14: Climate Change (Volume 6.2) [APP-041]. Chapter 14 includes a greenhouse gas (GHG) assessment. The GHG assessment reports a net reduction in emissions of -2,570.80 kilotonnes carbon dioxide equivalent (ktCO₂e) in the 'with Proposed Development' scenario compared to a 'without Proposed Development' scenario which assumes that the residual waste will be sent to landfill. The assessment is based on assessing whether the Proposed Development would impede the UK in being carbon net zero by 2050, this being the UK position in terms of meeting international obligations to reduce carbon emissions. The assessment includes evaluation of emissions with respect to UK Government 5-year carbon budgets, indicating a minor reduction in emissions ranging from between</p>

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Relevant representation	Representatee	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 – 67tkCO₂e.</p>
RR-413	Valerie Macrae	Traffic	The amount of lorry movements will result in there being continual traffic holdups and we will not be able to travel freely.	<p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application.</p>



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

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				(OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].
RR-413	Valerie Macrae	Air Quality	No guarantees that A1 agriculture land will not be harmed.	<p>The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078] and Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052] respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs)</p>

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				<p>and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> • Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
RR-414	James Mackay	Major- Traffic	This cannot be put forward. The town is bursting point already, let alone more traffic.	<ul style="list-style-type: none"> Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013]. <p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed 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"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation</p>

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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, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road). <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>
RR-414	James Mackay	Major-	Socio-economic	Extremely concerned for my kids quality of life
				The Applicant is committed to providing community benefits, including education; these are set out in the following documents.



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>Outline Employment and Skills Strategy (Volume 7.8) [APP-099] which has been developed in consultation with Norfolk County Council and includes the following proposals:</p> <ul style="list-style-type: none"> • A waste education programme and support for higher and further education establishments, including STEM support; • Apprenticeships, Internships and work experience/ placements; • Local employment during construction and operation; and • Support the local supply chain. <p>The Outline Employment and Skills Strategy (Volume 7.8) [APP-099] is secured by a DCO Requirement 21.</p> <p>Outline Community Benefits Strategy (Volume 7.14) [APP-105] and includes the following proposals:</p> <ul style="list-style-type: none"> • Establishment of a local liaison committee; • Employment of a Community Liaison Manager; • Guided site tours and a visitor area within the administration building; • Establishment of a community fund and a sponsorship fund; and • Support for local initiatives that improve wellbeing and environmental improvements in the local area.
RR-415	B Males	Environmental	I have a number of concerns in regard to the proposed MEGA INCINERATOR I read the following report which is of grave concern for residents health and persons in the wider communities who will be put at risk from crops grown on the many farms within	<p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p>“...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			<p>distance of fall out from this proposed project:- MVV Environment Ltd have no idea what dangerous items will be on the vehicles for incineration. I had a leaflet from MVV in regard to consultation. I was appalled by the flippant item on the back MYTH busters. I find that MVV have been less than honest in regard to the downplaying of the dangers this MEGA incinerator will pose to local residents. Not just local residents but anyone eating produce from farmland which surrounds the area.</p>	<p>between emissions from municipal waste incinerators and effects on health (https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health). PHE's risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small..." 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>
RR-415	B Males	Environmental	<p>I will take our MP Steve Barclays comments as factual not MVV's. That MVV have decided to go ahead without consideration to the close proximity to schools and residential areas is morally questionable.</p>	<p>The EfW CHP Facility Site was allocated for waste treatment facilities in the previous Cambridgeshire and Peterborough Minerals and Waste Local Plan and is safeguarded as a Waste Management Area within the Development Plan adopted in 2021. The site is located within an industrial area south of the town centre. When considering a site, the Applicant identified 'essential' and 'preferable' site selection criteria that were applied and suitably meet. In summary, the selection criteria included:</p> <ul style="list-style-type: none"> • There is a need for additional residual waste treatment within the area; • In close proximity to existing business that have a large heat and/or power demand

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				<p>(including for example the local food plants in Wisbech);</p> <ul style="list-style-type: none"> • A site of a suitable size to accommodate the EfW CHP Facility; • Good access to the strategic road network; • A brownfield site allocated for waste management; and • A site free of environmental designations. The environment effects arising from the Proposed Development are reported within the Environmental Statement and summarised in the Non-Technical Summary (Volume 6.1) [APP-027]. They consider matters such as noise and air quality and identify local schools as sensitive receptors. They do not identify significant negative effects upon schools. Chapter 15 Socio-Economic, Tourism, Recreation and Land Use also considers the potential for effects upon other uses such as local businesses and concludes that negative effects would not be significant.
RR-415	B Males	Air Quality	I have read the report on PM2.5 from AQEG (Air Quality Expert Group) commissioned by DEFRA (Department for Environment Food & Rural Affairs) Section of importance copied from report:- AQEG report 1.3.1 Health effects of PM2.5 10. The Committee on the Medical Effects of Air Pollutants (COMEAP) reports Long Term Exposure to Air Pollution: Effect on Mortality (COMEAP, 2009) and The Mortality Effects of Long-Term	ES Chapter 8: Air Quality, Volume 6.2) [APP-035] sets out the embedded measures to prevent pollution during the operational phase i.e., that the site will operate under an Environmental Permit (EP) which will require emissions to air to be limited and emissions to ground (soil or groundwater) will not be permitted. Air emissions will need to comply with mandatory emission limit values (ELV). The operator of the EfW CHP Facility will need to demonstrate to the Environment Agency in the permit application for the EfW CHP that they are using Best Available Techniques (BAT) for pollution prevention – including use of filters to prevent particulates and particle-bound pollutants such as heavy metals, being released to air.

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
			<p>Exposure to Particulate Air Pollution in the United Kingdom (COMEAP, 2010) provide an excellent synthesis of the current evidence on the impact of particulate matter on mortality. There is clear evidence that particulate matter has a significant contributory role in human all-cause mortality and in particular in cardiopulmonary mortality. 11. PM2.5 penetrates deeply into the human respiratory system. The acute effects of particle exposure include increases in hospital admissions and premature death of the old and sick due to diseases of the respiratory and cardiovascular systems. The evidence is that both PM2.5 and PM10 cause additional hospital admissions and deaths on high pollution days. Less severe effects of short-term particle exposure also occur during pollution episodes, including worsening of asthma symptoms and even a general feeling of being unwell leading to a lower level of activity. 12. Long-term exposure to particles is associated with increased levels of fatal cardiovascular and respiratory diseases, including lung cancer, which reveal themselves as increased rates of death in cities with higher concentrations of</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>



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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
			<p>airborne particles. COMEAP (2009) expressed the view that the best estimate of the chronic health impacts of particulate matter exposure was a 6% increase in death rates per 10 µg m-3 PM2.5 concentration. As with the acute effects of particle exposure no wholly safe level has been identified. Extremely concerning report. I wrote to MVV on a number of occasions and one of the questions I asked was:- Are MVV able to supply me with a list of item by item what will be on the lorries depositing waste in this MEGA incinerator? Are MVV prepared to give a 100% guarantee that NO dangerous particles will be deposited? They never answered this question WHY? SHOCKING! maybe because they have no idea and really do not care.</p>	
RR-415	B Males	Property Prices	<p>I live within meters of the prosed development. I retired here in 2011 from London for a more peaceful life. I purchased a lovely two-bedroom bungalow and have enjoyed my life here to date. My intention was to sell the property for the funds to cover my cost should I need to go into a care home. That was until MVV Environment Ltd proposed to build this monstrosity MEGA incinerator within meters of my home. My</p>	<p>As part of the assessment undertaken in ES Chapter 15: Socio economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042] the Applicant reviewed the local housing market. The review shows that house prices within the Study Area have been increasing. The review shows that house prices within the Study Area are lower than the county and national averages.</p> <p>House prices are driven by a range of factors, and it is considered generally that the Proposed Development would not by itself decrease house prices in the Study Areas due to the implementation</p>

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
			property and neighbours' properties have now been blighted by this proposal.	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-415	B Males	Waste Hierarchy	We do not need a MEGA incinerator we should be looking to recycle not encourage waste incineration.	<p>One of the guiding principles, that underpins national and local waste management policy of sustainable waste management is the concept of a hierarchy of waste management options (waste hierarchy), where the most desirable option is not to produce the waste in the first place (waste prevention) and the least desirable option is to dispose of the waste with no recovery of either materials and/or energy i.e., landfill. Between these two extremes there are a wide variety of waste treatment options that may be used as part of a waste management strategy to recover materials.</p> <p>Residual waste, which the Proposed Development proposes to process, is mixed waste that cannot be usefully reused or recycled and is either destined for landfill, the least sustainable form of waste management or could be incinerated (under strict controlled conditions) to recover valuable energy in the form of electricity and/or heat, via a process commonly known as Energy from Waste (EfW). By diverting residual waste away from landfill to EfW, the principles established by the waste hierarchy are met. Further details of the national and local planning policies that support the principle of sustainable waste management, including the waste hierarchy and how these are applied to the Proposed Development are reported in the Planning Statement (Volume 7.1) [APP-091].</p>

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>The Applicant is committed to providing community benefits, including waste awareness and education; these are set out in the following documents.</p> <p>Outline Employment and Skills Strategy (Volume 7.8) [APP-099] which has been developed in consultation with Norfolk County Council and includes the following proposals:</p> <ul style="list-style-type: none"> • A waste education programme and support for higher and further education establishments, including STEM support; and • Apprenticeships, Internships and work experience/placements. <p>The Outline Employment and Skills Strategy (Volume 7.8) [APP-098] is secured by a DCO Requirement 21.</p> <p>Outline Community Benefits Strategy (Volume 7.14) [APP-105] and includes the following proposals:</p> <ul style="list-style-type: none"> • Establishment of a local liaison committee; • Employment of a Community Liaison Manager; • Guided site tours and a visitor area within the administration building; • Establishment of a community fund and a sponsorship fund; and • Support for local initiatives that improve wellbeing and environmental improvements in the local area. <p>The final Community Benefits Plan will be published by the Applicant prior to commencement of the construction of the Proposed Development.</p>
RR-415	B Males	Traffic	This small market does not have the infrastructure to cope with the	HIGHWAY CAPACITY:

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
			<p>amount of lorries that will be descending on our town. All roads into WISBECH are single lane with soft verges along which are signs saying "THINK DON'T SINK" as there are drainage ditches running alongside, which unfortunately many vehicle do end up in the ditch. We do not need these heavy goods vehicles on these types of roads one ends up in the ditch then gridlock for WISBECH.</p>	<p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013];



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

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road). <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>
RR-415	B Males	Wisbech Railway	Our MP Steve Barclay and local residents have worked hard to get the railway back into this town so that local people will have better job prospects by having carbon neutral way to expand their job opportunities in Cambridge, Norwich, Peterborough etc. This proposed MEGA incinerator puts that in jeopardy.	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
				ES Chapter 2: Alternatives [APP-029] and Section 3.4.82 to 3.4.86, ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030] provide further details.
RR-416	Pamela Manley	Traffic	I am concerned about the increased traffic caused by the lorries coming in and out of Wisbech. I know there is an access road proposed to be built somewhere on the road running from South Brink to Tesco BUT the area lorries will be travelling from includes Lincolnshire meaning they will use the A17/A1101 driving through Leverington onto the Freedom Bridge then through the centre of Wisbech to access the incinerator. There are already many lorries using this route, it will bring a massive amount of congestion and pollution to an area which is mainly residential, and which is growing as another 230 houses are under construction in Leverington along the A1101. If there are traffic problems on the A17 or A1101 then the lorries travel through the villages along roads never designed to take such large heavy vehicles. There are proposals to turn Wisbech into a Market Town - more a lorry park!!!	<p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed 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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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"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation</p>



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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, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none">• A1101 north of A47 Elm Road roundabout;• Churchill Road (north of Elm High Road); and• Weasenham Lane (between Algores Way and Elm High Road. <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>TRAFFIC – AIR QUALITY</p> <p>The environmental impacts of the Proposed Development including HGV movements during</p>



Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				<p>operation and construction and their impact on air quality been assessed and reported in the ES. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling, including traffic modelling, to predict potential impacts on human and ecological receptors. The assessment was undertaken considering Air Quality objectives for a series of pollutants including metals and particulate matter, set for the protection of human health and concludes the significance of effect is negligible.</p> <p>Where necessary, embedded mitigation is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The management plans will be secured by either a DCO Requirement or by the Environmental Permit.</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013].

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-416	Pamela Manley	Air Quality	Also the proposed incinerator is beside two existing schools, can the health of the children, our future, be guaranteed?	<p>The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078] and Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052] respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate.</p>

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				<p>The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> • Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013].
RR-417	G J Mann	Air Quality	Kings Lynn and west Norfolk are downwind (prevailing wind) from the proposed incinerator and any time the emissions exceed any	The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling

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

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				<p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> • Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013].
RR-418	Patricia Lecompte Manning	Eveline usage	Environmental	<p>It is not the right project for Wisbech: 7) This is damning down the whole of the local environment and making Fenland and England the dustbin of the world</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</p>

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>management area and established employment area with part of the frontage to New Bridge Lane for Employment/Non-residential development. The site is located within an industrial area south of the town centre. When considering a site, the Applicant identified 'essential' and 'preferable' site selection criteria that were applied and suitably meet. In summary, the selection criteria included:</p> <ul style="list-style-type: none"> • There is a need for additional residual waste treatment within the area; • In close proximity to existing business that have a large heat and/or power demand (including for example the local food plants in Wisbech); • A site of a suitable size to accommodate the EfW CHP Facility; • Good access to the strategic road network; • A brownfield site allocated for waste management; and • A site free of environmental designations. The environment effects arising from the Proposed Development are reported within the Environmental Statement and summarised in the Non-Technical Summary (Volume 6.1) [APP-027]. They consider matters such as noise, traffic, and air quality. 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-418	Patricia Eveline Lecompte Manning	Traffic usage	It is not the right project for Wisbech: 1) Wisbech's roads are already very crowded and cannot handle such traffic: the local infrastructure cannot handle it	<p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013];

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p>



Relevant representation	Representatee	Topic	Point raised	Applicant's comments	
RR-418	Patricia Lecompte Manning	Eveline usage	Landscape and Visual	and It is not the right project for Wisbech: 3) The incinerator will be an eye sore for the whole area as it will be even taller than Ely cathedral	<p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road). <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>The landscape and visual effects are reported in Volume 6.2 ES Chapter 9 Landscape and Visual [APP-036] and Volume 6.4 ES Chapter 9 Landscape and Visual Appendices [APP-079]. The assessments are accompanied by photomontages in Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.17 to 9.24 [APP-058], Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.25 to 9.32 [APP-059], Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.33 to 9.39 [APP-060] and Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.40 to 9.46 [APP-061] illustrating what the Proposed Development would look like from 30 locations (agreed with the Local Authorities) at</p>

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				<p>various directions and distances to the Site. The assessment concluded that whilst there would be some significant visual effects arising from the EfW CHP Facility, these would be restricted to some individual properties and localised parts of several recreational routes and highways, as reported in Tables 9.14, 9.16, 9.17 and 9.18 of Volume 6.2 ES Chapter 9 Landscape and Visual [APP-036]. The assessment also concluded that there would be localised significant effects within the closest part of the Wisbech Settled Fen Landscape Character Area (LCA) to the EfW CHP Facility but that this situation would not apply to the more distant majority of the LCA.</p>
RR-418	Patricia Eveline Lecompte Manning	Biodiversity usage	It is not the right project for Wisbech: 4) It will damage the wildlife which the Fens are very privileged to house.	<p>ES Chapter 11: Biodiversity Rev 2 (Volume 6.2) [AS-008] considers a wide range of ecological Receptors which together make up the natural environment and it identifies the extent to which significant effects may occur. International and local ecological receptors have been assessed within the biodiversity assessment and include:</p> <ul style="list-style-type: none"> • Nene Wash Special Area of Conservation (SAC) Special Protection Area (SPA) and Ramsar; • Ouse Wash SAC, SPA, and Ramsar; and • River Nene County Wildlife Site (CWS). <p>The effect of the Proposed Development on species which are legally protected or otherwise conservation notable has been considered within the assessment and includes; breeding birds, bats, water voles, reptiles, including great crested newts and badgers. No potential negative significant effects have been identified. The effect of land take/land cover change and fragmentation of habitat on sensitive biodiversity receptors has been assessed and land take has</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>avoided nature conservation sites and other high-quality habitats. No potential negative significant effects have been identified.</p> <p>Figure 3.14: Outline Landscape and Ecology Management Strategy (Volume 6.3) [APP-049] includes features designed to maintain and enhance ecological connectivity in line with the Natural Habitat Network and local strategies and provide refugia and foraging habitats targeted to species found in the locality. The Outline Landscape and Ecology Management Strategy (Volume 6.3) [APP-049] illustrates the locations of the proposed native planting that will be provided within the operational EfW CHP Facility Site. This landscape planting will include native shrub mix; native hedgerow with trees; native wet woodland, native species rich grassland, brown roof, and green walls. The full details of the final scheme will be based on the Outline Landscape and Ecology Strategy and secured by Requirement 5, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>The Proposed Development will deliver Biodiversity Net Gain (BNG) and the biodiversity and landscape planting following the completion of the construction period will be subject to a 30-year maintenance period, the first five of which will ensure establishment of the planting. The Applicant has set out the options it will consider delivering BNG within Appendix 11M (Volume 6.4) [AS-009].</p>
RR-418	Patricia Eveline Leconte Manning	Waste Hierarchy usage	It is not the right project for Wisbech: 5) Burning waste and plastics is not a solution for any reduction no n pollution: the policy should be to eliminate a or reduce and recycle.	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

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>desirable option is to dispose of the waste with no recovery of either materials and/or energy i.e., landfill. Between these two extremes there are a wide variety of waste treatment options that may be used as part of a waste management strategy to recover materials.</p> <p>Residual waste, which the Proposed Development proposes to process, is mixed waste that cannot be usefully reused or recycled and is either destined for landfill, the least sustainable form of waste management or could be incinerated (under strict controlled conditions) to recover valuable energy in the form of electricity and/or heat, via a process commonly known as Energy from Waste (EfW). By diverting residual waste away from landfill to EfW, the principles established by the waste hierarchy are met. Further details of the national and local planning policies that support the principle of sustainable waste management, including the waste hierarchy and how these are applied to the Proposed Development are reported in the Planning Statement (Volume 7.1) [APP-091].</p> <p>The Applicant is committed to providing community benefits, including waste awareness and education; these are set out in the following documents.</p> <p>Outline Employment and Skills Strategy (Volume 7.8) [APP-099] which has been developed in consultation with Norfolk County Council and includes the following proposals:</p> <ul style="list-style-type: none"> • A waste education programme and support for higher and further education establishments, including STEM support; and • Apprenticeships, Internships and work experience/placements.



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>The Outline Employment and Skills Strategy (Volume 7.8) [APP-098] is secured by a DCO Requirement 21.</p> <p>Outline Community Benefits Strategy (Volume 7.14) [APP-105] and includes the following proposals:</p> <ul style="list-style-type: none">• Establishment of a local liaison committee;• Employment of a Community Liaison Manager;• Guided site tours and a visitor area within the administration building;• Establishment of a community fund and a sponsorship fund; and• Support for local initiatives that improve wellbeing and environmental improvements in the local area. <p>The final Community Benefits Plan will be published by the Applicant prior to commencement of the construction of the Proposed Development.</p>
RR-418	Patricia Eveline Lecompte Manning	Climate Change usage	It is not the right project for Wisbech: 6) This will not do any good for our children and the current climate warming crisis.	It is acknowledged that as a standalone entity the Proposed Development results in net carbon emissions from the EfW combustion processes. The environmental impacts of the Proposed Development including climate change impacts, have been assessed and reported in the ES Chapter 14: Climate Change (Volume 6.2) [APP-041] . Chapter 14 includes a greenhouse gas (GHG) assessment. The GHG assessment reports a net reduction in emissions of -2,570.80 kilotonnes carbon dioxide equivalent (ktCO ₂ e) in the 'with Proposed Development' scenario compared to a 'without Proposed Development' scenario which assumes that the residual waste will be sent to landfill. The assessment is based on assessing whether the Proposed Development would impede the UK in being

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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 – 67tkCO₂e.</p>
RR-418	Patricia Eveline Lecompte Manning	Environmental usage	It is not the right project for Wisbech: 2) The incinerator will be too close to schools and housing and make living conditions and pollution much worse	<p>The EfW CHP Facility Site was allocated for waste treatment facilities in the previous Cambridgeshire and Peterborough Minerals and Waste Local Plan and is safeguarded as a Waste Management Area within the Development Plan adopted in 2021. The site is located within an industrial area south of the town centre. When considering a site, the Applicant identified 'essential' and 'preferable' site selection criteria that were applied and suitably meet. In summary, the selection criteria included:</p> <ul style="list-style-type: none"> • There is a need for additional residual waste treatment within the area; • In close proximity to existing business that have a large heat and/or power demand

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				<p>(including for example the local food plants in Wisbech);</p> <ul style="list-style-type: none"> • A site of a suitable size to accommodate the EfW CHP Facility; • Good access to the strategic road network; • A brownfield site allocated for waste management; and • A site free of environmental designations. The environment effects arising from the Proposed Development are reported within the Environmental Statement and summarised in the Non-Technical Summary (Volume 6.1) [APP-027]. They consider matters such as noise and air quality and identify local schools as sensitive receptors. They do not identify significant negative effects upon schools. Chapter 15 Socio-Economic, Tourism, Recreation and Land Use also considers the potential for effects upon other uses such as local businesses and concludes that negative effects would not be significant.
RR-419	A Manning	Human Health	I work within a few hundred feet of the proposed Medworth site. I have various concerns, namely future health implications to myself and my family. I believe the new PM confirmed that incinerators should not be built close to a community where it could impact on health?? This site is located on an industrial estate, with housing estates, villages, a school and retail areas all nearby. Has there been any studies on the long-term	<p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p>“...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health (https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health). PHE’s risk assessment remains that modern, well run and regulated municipal waste incinerators are not a</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			damage this can cause to people's health?	<p>significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small..."</p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043] assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, Draft DCO (Volume 3.1) [APP-013]; • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013];

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and • Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.
RR-419	A Manning	Traffic	My other concerns include the increased traffic levels over the course of construction and during day-to-day operation.	<p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of</p>



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



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



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none">Churchill Road (north of Elm High Road); andWeasenham Lane (between Algores Way and Elm High Road). <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>
RR-419	A Manning	Property Prices	Lastly the likely impact on business and house prices with a facility like this being on our doorstep!	<p>As part of the assessment undertaken in ES Chapter 15: Socio economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042] the Applicant reviewed the local housing market. The review shows that house prices within the Study Area have been increasing. The review shows that house prices within the Study Area are lower than the county and national averages.</p> <p>House prices are driven by a range of factors and it is considered generally that the Proposed Development would not by itself decrease house prices in the Study Areas due to the implementation of the proposed mitigation measures. For a limited number of properties that may be affected by physical factors (such as noise) during the operation of the Proposed Development, and such factors results in a diminution in value, a claim for compensation can be made under Part 1 of the Land Compensation Act 1973.</p>
RR-420	Lisa Manning	Property Prices	I am thoroughly against this project for the following reasons: Impact on housing prices.	<p>House Prices:</p> <p>As part of the assessment undertaken in ES Chapter 15: Socio economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042] the Applicant reviewed the local housing market. The review shows</p>

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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-420	Lisa Manning	Human Health	I am thoroughly against this project for the following reasons: Health concerns for the whole 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 (https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health). PHE's risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small...”</i></p>

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043] assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, Draft DCO (Volume 3.1) [APP-013]; • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013];

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.
RR-420	Lisa Manning	Traffic	I am thoroughly against this project for the following reasons: Traffic concerns - infrastructure isn't good in Wisbech at the present moment anyway, this will create a further problem. Pollution, from the actual incinerator and also the lorries transporting waste to and from it.	<p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place</p>

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				<p>the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application.</p>

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



Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				<p>(OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>TRAFFIC – AIR QUALITY</p> <p>The environmental impacts of the Proposed Development including HGV movements during operation and construction and their impact on air quality been assessed and reported in the ES. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling, including traffic modelling, to predict potential impacts on human and ecological receptors. The assessment was undertaken considering Air Quality objectives for a series of pollutants including metals and particulate matter, set for the protection of human health and concludes the significance of effect is negligible.</p> <p>Where necessary, embedded mitigation is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The management plans will be secured by either a DCO Requirement or by the Environmental Permit.</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013] • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013];

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013].
RR-421	Michael Marriott	Traffic	<p>This incinerator is to be located just off the A47 Wisbech bypass road. This section of the A47 has been unfit for its traffic flow for many years now and gets worse year on year. Currently it is common for the road to be backed up to a standstill at this point, it is a single carriageway, not dualled as some parts of the A47 are. The A47 is also a major link into Norfolk and the East of England. This project requires around 300 large lorries a day to transport the material for incineration. 300 large lorries on this stretch of this road each day would quite likely bring the road to a halt for long periods of time which would be both environmentally and financially catastrophic for this area and East Anglia as a whole. There are other considerations for objecting to this location being used but simply from a transport planning point of view this has to be the worst possible location for the project. This project needs to be located</p>	<p>VEHICLES NUMBERS TO THE EFW CHP FACILITY SITE</p> <p>Table 6.14 and 6.15, ES Chapter 6: Traffic and Transport (Volume 6.2) [APP-033] presents information on anticipated weekday and weekend vehicle movements to and from the Efw CHP Facility Site. In Summary, once operational there would be 362 weekday traffic movements, 78 of which would be the movement of staff cars and light good vehicles and 284 heavy goods vehicles (HGV). Traffic movements at weekends are lower; 32 staff cars and light vehicles and 64 HGVs.</p> <p>The HGV vehicle moments presented in Table 6.14 and 6.15 include those associated with waste and consumable deliveries and the export of Incinerator Bottom Ash (IBA) and Air Pollution Control residues (APCr) to suitable licenced facilities.</p> <p>The vehicles movements described above have been assessed within ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] and Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073].</p> <p>HIGHWAY CAPACITY:</p>



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			close to a major road network that can cope with such an increase of heavy traffic. I am aware that the company planning the incinerator are looking at this site because the land cost would be low but surely transport planning has to be a major consideration.	<p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none">• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]

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

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road). <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>
RR-422	Anne Marsden	Traffic	1. THE ROAD INFRASTRUCTURE WITHIN THE WISBECH AREA IS ALREADY PERMANENTLY CONGESTED SO ADDING THE ESTIMATED 300+ LORRIES A DAY WOULD BRING THE ROADS TO A STANDSTILL WITH ALL THE OBVIOUS REPERCUSSIONS THIS WOULD BRING. 2.	<p>VEHICLES NUMBERS TO THE EFW CHP FACILITY SITE</p> <p>Table 6.14 and 6.15, ES Chapter 6: Traffic and Transport (Volume 6.2) [APP-033] presents information on anticipated weekday and weekend vehicle movements to and from the EfW CHP Facility Site. In Summary, once operational there would be 362 weekday traffic movements, 78 of which would be the movement of staff cars and light good vehicles and 284 heavy goods vehicles (HGV). Traffic movements</p>

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>at weekends are lower; 32 staff cars and light vehicles and 64 HGVs.</p> <p>The HGV vehicle moments presented in Table 6.14 and 6.15 include those associated with waste and consumable deliveries and the export of Incinerator Bottom Ash (IBA) and Air Pollution Control residues (APCr) to suitable licenced facilities.</p> <p>The vehicles movements described above have been assessed within ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] and Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073].</p> <p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none">• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013];• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and• Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores</p>

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road). <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final</p>

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013] .
RR-422	Anne Marsden	Human Health	2. THE POISONS EMITTED FROM THE TALL CHIMNEY CAUSING HEALTH DEFECTS TO FUTURE GENERATIONS.	<p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p>“...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health (https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health). PHE’s risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small...”</p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043] assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for



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

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-422	Anne Marsden	Air Quality	3. THE FALLOUT FROM THIS CHIMNEY COULD CAUSE ENORMOUS DAMAGE TO THIS AGRICULTURAL AREA.	<p>The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078] and Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052] respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate.</p>

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				<p>The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> • Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013].
RR-422	Anne Marsden	Traffic	4. NOT ONLY WILL LORRIES BE BRINGING IN THE RUBBISH THEY THEN WILL LEAVE CARRYING THE RESIDUE OF	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

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
			THE BURNT RUBBISH FROM THE FURNACES TO BE BURIED IN WASTE DISPOSAL GROUNDS.	<p>the remainder processed by size for use as secondary aggregates, thereby negating the requirement to quarry for virgin aggregate.</p> <p>Fly ash is a component of the Air Pollution Control Residues (APCr) which 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. Traffic movements associated with the transport of both materials has been accounted for within in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073].</p>
RR-423	John Marsden	Environmental	THIS INCINERATOR - IF IT IS INDEED NECESSARY - SHOULD BE BUILT IN A REMOTE COASTLINE AREA WHERE ALL THE TOXINS CAN BLOW OUT TO SEA AND NOT WITHIN A HIGHLY BUILT-UP AREA.	<p>The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and concludes the significance of effect is negligible.</p> <p>The assessment has considered the potential impacts from deposition on land for all relevant parameters as required by the regulator, the Environment Agency (EA). For example, impacts from nitrogen and acid deposition (Chapter 8: Air Quality (Volume 6.2) [APP-035]) on sensitive ecological receptors and impacts from heavy metal deposition on land, were assessed (Chapter 8: Air Quality (Volume 6.2)). The assessment concludes the potential effects are not significant.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]. The HHRA considers the</p>

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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-423	John Marsden	Traffic	THE ROADS AROUND WISBECH ARE ALREADY INADEQUATE FOR OUR EVERYDAY TRAFFIC WITH MANY HOLDUPS AND LONG QUEUES. THE STATED 300+ LORRIES EXPECTED DAILY CARRYING WASTE FROM SURROUNDING AREAS TO THE PROPOSED INCINERATOR WILL CAUSE HAVOC.	<p>VEHICLES NUMBERS TO THE EFW CHP FACILITY SITE</p> <p>Table 6.14 and 6.15, ES Chapter 6: Traffic and Transport (Volume 6.2) [APP-033] presents information on anticipated weekday and weekend vehicle movements to and from the EfW CHP Facility Site. In Summary, once operational there would be 362 weekday traffic movements, 78 of which would be the movement of staff cars and light good vehicles and 284 heavy goods vehicles (HGV). Traffic movements at weekends are lower; 32 staff cars and light vehicles and 64 HGVs.</p> <p>The HGV vehicle moments presented in Table 6.14 and 6.15 include those associated with waste and consumable deliveries and the export of Incinerator Bottom Ash (IBA) and Air Pollution Control residues (APCr) to suitable licenced facilities.</p>

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

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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"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013] • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation</p>

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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, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road. <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>
RR-423	John Marsden	Air Quality	ALSO WE HAVE TO CONSIDER THE LORRIES CARRYING THE BURNT WASTE PRODUCTS AWAY FROM THE	The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling

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

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> • Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013].
RR-423	John Marsden	Human Health	THERE IS ALSO THE RISK TO THE HEALTH OF THE POPULATION GOING FORWARD FROM BREATHING IN THE FALLEN PARTICLES FROM THIS HUGE INCINERATOR WHICH WILL BE	<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</i></p>

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

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>Requirement 22, Draft DCO (Volume 3.1) [APP-013];</p> <ul style="list-style-type: none"> • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and • Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.
RR-424	Barbara Marshall	Air Quality	Prevailing winds will carry pollution, with consequent effect on the environment and health, over West Norfolk.	The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter



Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				<p>(PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078] and Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052] respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> • Construction dust management; included in the Construction Environmental Management

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>Plan (CEMP) – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013];</p> <ul style="list-style-type: none"> • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013].
RR-424	Barbara Marshall	Waste Hierarchy	Emphasis needs to be placed on recycling, and developing technologies for reuse of more materials, not incineration.	<p>One of the guiding principles, that underpins national and local waste management policy of sustainable waste management is the concept of a hierarchy of waste management options (waste hierarchy), where the most desirable option is not to produce the waste in the first place (waste prevention) and the least desirable option is to dispose of the waste with no recovery of either materials and/or energy i.e., landfill. Between these two extremes there are a wide variety of waste treatment options that may be used as part of a waste management strategy to recover materials.</p> <p>Residual waste, which the Proposed Development proposes to process, is mixed waste that cannot be</p>

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>usefully reused or recycled and is either destined for landfill, the least sustainable form of waste management or could be incinerated (under strict controlled conditions) to recover valuable energy in the form of electricity and/or heat, via a process commonly known as Energy from Waste (EfW). By diverting residual waste away from landfill to EfW, the principles established by the waste hierarchy are met. Further details of the national and local planning policies that support the principle of sustainable waste management, including the waste hierarchy and how these are applied to the Proposed Development are reported in the Planning Statement (Volume 7.1) [APP-091].</p> <p>The Applicant is committed to providing community benefits, including waste awareness and education; these are set out in the following documents.</p> <p>Outline Employment and Skills Strategy (Volume 7.8) [APP-099] which has been developed in consultation with Norfolk County Council and includes the following proposals:</p> <ul style="list-style-type: none"> • A waste education programme and support for higher and further education establishments, including STEM support; and • Apprenticeships, Internships and work experience/placements. <p>The Outline Employment and Skills Strategy (Volume 7.8) [APP-098] is secured by a DCO Requirement 21.</p> <p>Outline Community Benefits Strategy (Volume 7.14) [APP-105] and includes the following proposals:</p> <ul style="list-style-type: none"> • Establishment of a local liaison committee;



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> • Employment of a Community Liaison Manager; • Guided site tours and a visitor area within the administration building; • Establishment of a community fund and a sponsorship fund; and • Support for local initiatives that improve wellbeing and environmental improvements in the local area. <p>The final Community Benefits Plan will be published by the Applicant prior to commencement of the construction of the Proposed Development.</p>
RR-425	K Martin	Human Health	Living 9.98 miles (as the crow flies) from this proposed incinerator I object planning consent being given on the grounds of human health impact and environmental impact.	<p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p><i>“...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health (https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health). PHE's risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small...”</i></p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the ES (Volume</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>6.2). ES Chapter 16 Health (Volume 6.2) [APP-043] assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, Draft DCO (Volume 3.1) [APP-013]; • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013];</p> <ul style="list-style-type: none"> Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.
RR-425	K Martin	Waste Need	The UK has incineration over capacity, so this additional resource is not required.	The UK does not experience overcapacity in EfW. The WFAA (Volume 7.3) [APP-094] concludes that by 2030, it is predicted that even if the Government's ambitious combined recycling target of 65% for municipal and 'municipal like' commercial and industrial waste is realised, there would remain a minimum shortfall of 2.8 million tonnes of residual HIC capacity in the UK (rising to over 6 million tonnes if the Government's recycling target is undershot by 5%).
RR-425	K Martin	Climate Change	It is a highly polluting and inefficient method of power generation. Over it's 40-year term it is estimated it will produce nearly 25m tonnes of carbon dioxide, a massive negative environmental impact when the UK needs to strive to reduce Co2 emissions.	It is acknowledged that as a standalone entity the Proposed Development results in net carbon emissions from the EfW combustion processes. The environmental impacts of the Proposed Development including climate change impacts, have been assessed and reported in the ES Chapter 14: Climate Change (Volume 6.2) [APP-041] . Chapter 14 includes a greenhouse gas (GHG) assessment. The GHG assessment reports a net reduction in emissions of -2,570.80 kilotonnes carbon dioxide equivalent (ktCO2e) in the 'with Proposed Development' scenario compared to a 'without Proposed Development' scenario which assumes that the residual waste will be sent to landfill. The assessment is based on assessing whether the Proposed Development would impede the UK in being

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				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 ₂ e.
RR-425	K Martin	Air Quality	Further the heavy metals and fine particulates generated have been linked to congenital heart defects in children and reproductive issues.	<p>The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality</p>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>(Volume 6.4) [APP-078] and Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052] respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none">• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013];• Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013];



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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013].
RR-425	K Martin	Comment	In 2011 the voters of Kings Lynn and district referendum rejected an incinerator half this size by a margin of 92.68%, 65,516 voted 'no' on a 65% turnout. The huge vote against the Saddlebow site, 10 miles (as the crow flies) from the Wisbech site should be considered as a significant voice of local opposition to this application just over the county border.	Comment noted. However, the Applicant were not involved in this planning application.
RR-426	G Martin	Human Health	Living 9.98 miles (as the crow flies) from this proposed incinerator I object planning consent being given on the grounds of human health impact and environmental impact.	To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that: “...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed



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

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				<p>Requirement 22, Draft DCO (Volume 3.1) [APP-013];</p> <ul style="list-style-type: none"> • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and • Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.
RR-426	G Martin	Waste Need	The UK has incineration over capacity, so this additional resource is not required.	The UK does not experience overcapacity in EfW. The WFAA (Volume 7.3) [APP-094] concludes that by 2030, it is predicted that even if the Government's ambitious combined recycling target of 65% for municipal and 'municipal like' commercial and industrial waste is realised, there would remain a minimum shortfall of 2.8 million tonnes of residual HIC capacity in the UK (rising to over 6 million tonnes if the Government's recycling target is undershot by 5%).

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
RR-426	G Martin	Climate Change	It is a highly polluting and inefficient method of power generation. Over its 40-year term it is estimated it will produce nearly 25m tonnes of carbon dioxide, a massive negative environmental impact when the UK needs to strive to reduce Co2 emissions.	It is acknowledged that as a standalone entity the Proposed Development results in net carbon emissions from the EfW combustion processes. The environmental impacts of the Proposed Development including climate change impacts, have been assessed and reported in the ES Chapter 14: Climate Change (Volume 6.2) [APP-041] . Chapter 14 includes a greenhouse gas (GHG) assessment. The GHG assessment reports a net reduction in emissions of -2,570.80 kilotonnes carbon dioxide equivalent (ktCO2e) in the 'with Proposed Development' scenario compared to a 'without Proposed Development' scenario which assumes that the residual waste will be sent to landfill. The assessment is based on assessing whether the Proposed Development would impede the UK in being carbon net zero by 2050, this being the UK position in terms of meeting international obligations to reduce carbon emissions. The assessment includes evaluation of emissions with respect to UK Government 5-year carbon budgets, indicating a minor reduction in emissions ranging from between 0.004% to 0.03% for the 4th, 5th and 6th carbon budgets. Therefore, GHG impacts of the Proposed Development will have a beneficial significant effect. The Proposed Development has net GHG emissions below zero, causing an indirect reduction in atmospheric GHG emissions which has a positive impact on the UK Government meeting its carbon budgets/targets. In 2050 when the UK net carbon budget is zero (and the Climate Change Committee 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.

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-426	G Martin	Air Quality	Further the heavy metals and fine particulates generated have been linked to congenital heart defects in children and reproductive issues.	<p>The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078] and Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052] respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate.</p>

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				<p>The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> • Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013].
RR-426	G Martin	Comment	In 2011 the voters of Kings Lynn and district referendum rejected an incinerator half this size by a margin of 92.68%, 65,516 voted	Comment noted. However, the Applicant were not involved in this planning application.

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
			'no' on a 65% turnout. The huge vote against the Saddlebow site, 10 miles (as the crow flies) from the Wisbech site should be considered as a significant voice of local opposition to this application just over the county border.	
RR-427	Georgina martin	Environmental	it should be placed somewhere much more isolated than in a town, there are many new homes being built in this area, which will be difficult to sell as well as the new owners producing emissions from their cars ,the infrastructure is our town is not sufficient for theses new properties and the proposed land for the incinerator could be used for these purposes.	<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. When considering a site, the Applicant identified 'essential' and 'preferable' site selection criteria that were applied and suitably meet. In summary, the selection criteria included:</p> <ul style="list-style-type: none"> • There is a need for additional residual waste treatment within the area; • In close proximity to existing business that have a large heat and/or power demand (including for example the local food plants in Wisbech); • A site of a suitable size to accommodate the EfW CHP Facility; • Good access to the strategic road network; • A brownfield site allocated for waste management; and • A site free of environmental designations. The environment effects arising from the

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				Proposed Development are reported within the Environmental Statement and summarised in the Non-Technical Summary (Volume 6.1) [APP-027] . They consider matters such as noise, traffic and air quality. Chapter 15 Socio-Economic, Tourism, Recreation and Land Use also considers the potential for effects upon other uses such as local businesses and concludes that negative effects would not be significant.
RR-427	Georgina martin	Environmental	This incinerator was turned down in Kings Lynn, why, This should be built far away from homes, for all the reasons I have stated, and I am sure many, many others. Surely it is not progress to place such a thing I in a country town. Would anyone choose to live close to something so damaging. I sure they wouldn't.	The Applicant was not the promoter of the proposal for an EfW in Kings Lynn. The Applicant identified the site independent to the Kings Lynn scheme.
RR-427	Georgina martin	Human Health	This proposed incinerator will be harmful to my homelife, health...,	To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that: <i>"...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health (https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health). PHE's risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible</i>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p><i>to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small..."</i></p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043] assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none">• Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013];• For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, Draft DCO (Volume 3.1) [APP-013];• Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013];• Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013];



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none">• Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013];• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013];• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013];• Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and• Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.
RR-427	Georgina martin	Property Prices	This proposed incinerator will be harmful to my ... property value,	<p>As part of the assessment undertaken in ES Chapter 15: Socio economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042] the Applicant reviewed the local housing market. The review shows that house prices within the Study Area have been increasing. The review shows that house prices within the Study Area are lower than the county and national averages.</p> <p>House prices are driven by a range of factors, and it is considered generally that the Proposed Development would not by itself decrease house prices in the Study Areas due to the implementation of the proposed mitigation measures. For a limited number of properties that may be affected by physical factors (such as noise) during the operation of the Proposed Development, and such factors results in a diminution in value, a claim for compensation can be</p>

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				made under Part 1 of the Land Compensation Act 1973.
RR-427	Georgina martin	Air Quality	The emissions from the vehicles feeding the incinerator will adversely affect air purity, traffic is already at a standstill most of the day and would only add to the pollution due to vehicles idling at traffic lights etcetera	<p>The environmental impacts of the Proposed Development including HGV movements during operation and construction and their impact on air quality been assessed and reported in the ES. ES Chapter 8: Air Quality (Volume 6.2) includes detailed dispersion modelling, including traffic modelling, to predict potential impacts on human and ecological receptors. The assessment was undertaken considering Air Quality objectives for a series of pollutants including metals and particulate matter, set for the protection of human health and concludes the significance of effect is negligible.</p> <p>Where necessary, embedded mitigation is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The management plans will be secured by either a DCO Requirement or by the Environmental Permit.</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013] • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-427	Georgina martin	Noise	Noise levels will be high from these vehicles and there are a great many children crossing the roads where these vehicles will be	<ul style="list-style-type: none"> Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>The environmental impacts due to noise and vibration associated with the Proposed Development, including those that could affect residents, businesses and educational facilities, have been assessed and reported in the ES. This includes noise and vibration from HGV movements associated with the Proposed Development. The ES Chapter 7: Noise and Vibration (Volume 6.2) [APP-034] considers the potential for noise and vibration effects, at numerous sensitive receptors (Table 7.14) during the construction and operational phase of the Proposed Development. The sensitive receptors within the assessment include:</p> <ul style="list-style-type: none"> Residential including those closest to the EfW CHP Facility on New Bridge Lane Educational including the Thomas Clarkson Academy and Cambian Education Foundation Businesses including those adjacent to the EfW CHP Facility, such as, Floorspan Fountain Frozen <p>Where necessary, embedded mitigation is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. A full list of the embedded construction and operational environmental measures to be employed is reported in Table 7.40, ES Chapter 7: Noise and Vibration (Volume 6.2) [APP-034]. These measures include construction and operational management plans. Implementation of the</p>

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>management plans is secured by DCO Requirement and by the Environmental Permit:</p> <ul style="list-style-type: none"> • A Construction Environmental Management Plan (CEMP) (see Volume 7.12 [APP-103], secured by Requirement 10, Schedule 2, Draft DCO (Volume 3.1) [APP-013]; and • Operational Noise Management Plan (see ES Appendix 7D: Operational Noise Management Plan (Volume 6.4)) secured by Requirement 19, Schedule 2, Draft DCO (Volume 3.1) [APP-013]. <p>With the environmental measures in place the assessment concludes there will be no significant effects.</p>
RR-427	Georgina martin	Property Prices	Many existing homes in the area will be devalued as a result of this incinerator,	<p>As part of the assessment undertaken in ES Chapter 15: Socio economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042] the Applicant reviewed the local housing market. The review shows that house prices within the Study Area have been increasing. The review shows that house prices within the Study Area are lower than the county and national averages.</p> <p>House prices are driven by a range of factors, and it is considered generally that the Proposed Development would not by itself decrease house prices in the Study Areas due to the implementation of the proposed mitigation measures. For a limited number of properties that may be affected by physical factors (such as noise) during the operation of the Proposed Development, and such factors results in a diminution in value, a claim for compensation can be made under Part 1 of the Land Compensation Act 1973.</p>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-427	Georgina martin	Human Health	and the health and wellbeing of the town's residents would be put at 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 (https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health). PHE's risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small..."</i></p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043] assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none">• Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				<p>Requirement 10, Draft DCO (Volume 3.1) [APP-013];</p> <ul style="list-style-type: none"> For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, Draft DCO (Volume 3.1) [APP-013]; Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013]; Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.
RR-428	Stephen Masterson	Alternatives	This project is completely unacceptable for the proposed site. This is due to the chosen	The Scoping opinion provided by the Planning Inspectorate states that the ES should include for the consideration of alternative sites where these have

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
			location. The size of the facility cannot be safely accommodated.	<p>been considered. The Reasonable alternatives studied by the Applicant are outlined in Section 2.3 to 2.8, ES Chapter 2: Alternatives (Volume 6.2) [APP-029]. The Applicant did not consider alternative sites, however, Section 2.3.1 to 2.3.3 ES Chapter 2 Alternatives and ES Chapter 3 (Volume 6.2) [APP-030] explains the Applicant's reason for selecting the location of the Proposed Development, highlighting the 'essential' and 'preferable' site selection criteria that were applied and suitably meet. In summary, the selection criteria included:</p> <ul style="list-style-type: none"> • There is a need for additional residual waste treatment within the area; • In close proximity to existing business that have a large heat and/or power demand; • A site of a suitable size to accommodate the EfW CHP Facility; • Good access to the strategic road network; • A brownfield site allocated for waste management; and • A site free of environmental designations.
RR-428	Stephen Masterson	Traffic	The number of vehicle movements it would result in will add significant congestion to an already busy area of the town.	<p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 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</p>



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

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

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> Churchill Road (north of Elm High Road); and Weasenham Lane (between Algores Way and Elm High Road). <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>
RR-428	Stephen Masterson	Environmental	The environmental impacts have yet to be adequately assessed by the company.	The environmental impacts of the Proposed Development during both its construction and operation are reported within the Environmental Statement Volumes 6.2-6.4 and summarised within the Non-Technical Summary (Volume 6.1) . Individual topics which include biodiversity, health and socio-economics are assessed with mitigation in place and conclusions drawn as to the levels of significance. The Planning Statement (Volume 7.1) [APP-091] considers the outcome of the ES and assesses conformity with national and local planning policy. The planning balance for the Proposed Development concludes it is firmly in favour of the Proposed Development. Therefore, development consent should be granted. Ultimately a decision as to whether employment benefits outweigh potential negative benefits will be taken by the Secretary of State.
RR-429	Elizabeth Maxey	Waste Need	I object to the proposal because: It does not comply with national planning policy, including the national policy statements for energy, the National planning policy framework for waste and the	The Applicant has prepared a Planning Statement (Volume 7.1) [APP-091] that identified relevant national planning policy and the extent to which the application is compliant. It is informed by the findings of the Environmental Statement (Volumes 6.1-6.4). The assessment includes for consideration against

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
			U.K.'s adopted sixth carbon budget recommendations.	the Draft National Policy Statement issued in 2021. The Planning Statement also refers to the National Planning Policy Framework for Waste as well as other national waste plans and policies whilst it considers performance against waste policy in section 4.16. The statement concludes that the Proposed Development is compliant. ES Chapter 14 Climate (Volume 6.2) [APP-041] considers the performance of the Proposed Development against the sixth carbon budget and concludes that it is compliant. It should also be noted that Draft NPS EN-3 paragraph 2.13.2 states: <i>As set out in Section 5.3 of EN-1, the Secretary of State does not, therefore, need to assess individual applications for planning consent against operational carbon emissions and their contribution to carbon budgets, net zero and our international climate commitments.</i>
RR-429	Elizabeth Maxey	Alternatives	The applicants have not as required, considered other potentially more suitable sites.	<p>The Scoping opinion provided by the Planning Inspectorate states that the ES should include for the consideration of alternative sites where these have been considered. The Reasonable alternatives studied by the Applicant are outlined in Section 2.3 to 2.8, ES Chapter 2: Alternatives (Volume 6.2) [APP-029]. The Applicant did not consider alternative sites, however, Section 2.3.1 to 2.3.3 ES Chapter 2 Alternatives and ES Chapter 3 (Volume 6.2) [APP-030] explains the Applicant's reason for selecting the location of the Proposed Development, highlighting the 'essential' and 'preferable' site selection criteria that were applied and suitably meet. In summary, the selection criteria included:</p> <ul style="list-style-type: none"> • There is a need for additional residual waste treatment within the area; • In close proximity to existing business that have a large heat and/or power demand;

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> • A site of a suitable size to accommodate the EfW CHP Facility; • Good access to the strategic road network; • A brownfield site allocated for waste management; and • A site free of environmental designations.
RR-429	Elizabeth Maxey	Air Quality	Emissions from the proposal would present a potential hazard to adjacent residential areas and a large secondary school.	<p>The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078] and Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052] respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for</p>

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

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-429	Elizabeth Maxey	Traffic	The Application cannot be considered to have "green" credentials, involving as it does the transport of hundreds of thousands of tonnes of waste from 9 County Councils and three unitary authorities, to a market town with already inadequate and congested road links, being away from the motorway and dual carriageway road networks and in proximity to a large secondary school.	<ul style="list-style-type: none"> Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013]. <p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed 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">• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013];• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013];• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and• Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation</p>

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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, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road). <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>
RR-430	Hugh Maxey	Richard	Waste Need	<p>I object to the proposal because: It does not comply with national planning policy, including the national policy statements for energy, the National planning</p> <p>The Applicant has prepared a Planning Statement (Volume 7.1) [APP-091] that identified relevant national planning policy and the extent to which the application is compliant. It is informed by the findings of the Environmental Statement (Volumes 6.1-6.4).</p>

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
			policy framework for waste and the U.K.'s adopted sixth carbon budget recommendations.	The assessment includes for consideration against the Draft National Policy Statement issued in 2021. The Planning Statement also refers to the National Planning Policy Framework for Waste as well as other national waste plans and policies whilst it considers performance against waste policy in section 4.16. The statement concludes that the Proposed Development is compliant. ES Chapter 14 Climate (Volume 6.2) [APP-041] considers the performance of the Proposed Development against the sixth carbon budget and concludes that it is compliant. It should also be noted that Draft NPS EN-3 paragraph 2.13.2 states: As set out in Section 5.3 of EN-1, the Secretary of State does not, therefore, need to assess individual applications for planning consent against operational carbon emissions and their contribution to carbon budgets, net zero and our international climate commitments.
RR-430	Hugh Maxey	Richard Alternatives	The applicants have not as required, considered other potentially more suitable sites.	The Scoping opinion provided by the Planning Inspectorate states that the ES should include for the consideration of alternative sites where these have been considered. The Reasonable alternatives studied by the Applicant are outlined in Section 2.3 to 2.8, ES Chapter 2: Alternatives (Volume 6.2) [APP-029] . The Applicant did not consider alternative sites, however, Section 2.3.1 to 2.3.3 ES Chapter 2 Alternatives and ES Chapter 3 (Volume 6.2) [APP-030] explains the Applicant's reason for selecting the location of the Proposed Development, highlighting the 'essential' and 'preferable' site selection criteria that were applied and suitably meet. In summary, the selection criteria included: <ul style="list-style-type: none"> • There is a need for additional residual waste treatment within the area; • In close proximity to existing business that have a large heat and/or power demand;

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> • A site of a suitable size to accommodate the EfW CHP Facility; • Good access to the strategic road network; • A brownfield site allocated for waste management; and • A site free of environmental designations.
RR-430	Hugh Maxey	Richard	Air Quality	<p>Emissions from the proposal would present a potential hazard to adjacent residential areas and a large secondary school.</p> <p>The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078] and Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052] respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for</p>

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

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
RR-430	Hugh Maxey	Richard Traffic	The Application cannot be considered to have "green" credentials, involving as it does the transport of hundreds of thousands of tonnes of waste from 9 County Councils and three unitary authorities, to a market town with already inadequate and congested road links, being away from the motorway and dual carriageway road networks and in proximity to a large secondary school.	<ul style="list-style-type: none"> Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013]. <p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed 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"> Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013].
			<p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p>	
			<p>Construction</p>	<p>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>
			<p>Operation</p>	

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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, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road). <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>
RR-431	Wayne McCoo	Traffic	I am strongly opposed due to the impact on traffic, ...Wisbech is already a very busy town with through traffic at a standstill several times a day, this can cause	<p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and</p>

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
			cars to swing round in the road or try shortcuts through roads just not suitable for some of the larger vehicles.	<p>reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013];



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the Efw CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the Efw CHP Facility Site from Algores Way via Weasenham Lane.</p>

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road). <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>
RR-431	Wayne McCoo	Odour	I am strongly opposed due to the... smells that will emulate from the site.	<p>The environmental impacts of the Proposed Development including those that could affect the local community, such odour, have been assessed and reported in the ES and summarised in the Non-Technical Summary (Volume 6.1) [APP-027]. Where necessary, embedded mitigation is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately.</p> <p>The Applicant has prepared an Outline Odour Management Plan (Volume 7.11) [APP-112] which details all sources of odour, control measures,</p>

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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-431	Wayne McCoo	Human Health	I am strongly opposed due to thehealth concerns. ... Children need clean air and this proposed site is close to a large school and so wrong in many ways.	<p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p><i>"...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health (https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health).</i></p> <p><i>PHE's risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small..."</i></p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043] assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and</p>

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Relevant representation	Representatee	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"> • Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, Draft DCO (Volume 3.1) [APP-013]; • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013];

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.
RR-432	Julia McCourt	Jane Traffic	The infra structure struggles to cope with the current road traffic.	<p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there 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>



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

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				<p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road). <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>NEW BRIDGE LANE ACCESS IMPROVEMENTS:</p>

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<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, ES chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030].</p> <p>The proposals can be seen on Figure 3.19: (Volume 6.3) [APP-049].</p>
RR-432	Julia McCourt	Jane Air Quality	The pollution from this plant, both from emissions and traffic is totally inappropriate for the site. It is in close proximity to residential areas including schools.	<p>The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>Quality (Volume 6.4) [APP-078] and Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052] respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> • Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013];



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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013].
RR-433	Debra McGowan	Eve Waste Hierarchy	<p>I believe that all waste should be reused. Glass should be used in place of plastic, and the old way of putting a deposit charge for a return of a drink bottle reintroduced. Metals, wood and paper, as well as food are all recyclable. The government should ban all unrecyclable Materials were ever possible and reinstalled paper bag instead a plastic. If we reduce our dependency on plastic we would not have half as much rubbish to burn.</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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>commonly known as Energy from Waste (EfW). By diverting residual waste away from landfill to EfW, the principles established by the waste hierarchy are met. Further details of the national and local planning policies that support the principle of sustainable waste management, including the waste hierarchy and how these are applied to the Proposed Development are reported in the Planning Statement (Volume 7.1) [APP-091].</p> <p>The Applicant is committed to providing community benefits, including waste awareness and education; these are set out in the following documents.</p> <p>Outline Employment and Skills Strategy (Volume 7.8) [APP-099] which has been developed in consultation with Norfolk County Council and includes the following proposals:</p> <ul style="list-style-type: none"> • A waste education programme and support for higher and further education establishments, including STEM support; and • Apprenticeships, Internships and work experience/placements. <p>The Outline Employment and Skills Strategy (Volume 7.8) [APP-098] is secured by a DCO Requirement 21.</p> <p>Outline Community Benefits Strategy (Volume 7.14) [APP-105] and includes the following proposals:</p> <ul style="list-style-type: none"> • Establishment of a local liaison committee; • Employment of a Community Liaison Manager; • Guided site tours and a visitor area within the administration building; • Establishment of a community fund and a sponsorship fund; and

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> Support for local initiatives that improve wellbeing and environmental improvements in the local area. <p>The final Community Benefits Plan will be published by the Applicant prior to commencement of the construction of the Proposed Development.</p>
RR-433	Debra McGowan	Eve Waste Need	I cannot believe any incinerator which would be built would not become a dumping ground for all areas including London.	<p>The WFAA (Volume 7.3) [APP-094] has assessed both the local/ regional requirement for the Proposed Development as well as the national need. This has concluded that there is insufficient residual waste management capacity available to ensure that non-recyclable waste can be managed as far up the waste hierarchy as possible (i.e., diverted from landfill) and in a manner which complies with the proximity principle (i.e., treating waste as close as possible to its point of arising). Whilst this latter point is especially relevant for the significant quantities of residual waste that are presently exported from England for management via EfW in mainland Europe, it is also relevant in terms of the waste that is presently exported from the East of England region for final disposal.</p>
RR-433	Debra McGowan	Eve Air Quality	My main concern is for any derogatory effect on the wildlife in the area, as the winds from the Wash can easily carry airborne pollution to West Norfolk and other areas. Thank you.	<p>The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors.</p> <p>International and local ecological receptors within 15km and 2 km respectively have been assessed within the air quality assessment and include:</p>

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> Nene Wash Special Area of Conservation (SAC) Special Protection Area (SPA) and Ramsar; Ouse Wash SAC, SPA, and Ramsar; and River Nene County Wildlife Site (CWS). <p>The 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>
RR-434	Amanda McGrath	Waste Hierarchy	All local councils have voted against it, there are enough incinerators in the area already and we should be recycling and not incinerating.	<p>One of the guiding principles, that underpins national and local waste management policy of sustainable waste management is the concept of a hierarchy of waste management options (waste hierarchy), where the most desirable option is not to produce the waste in the first place (waste prevention) and the least desirable option is to dispose of the waste with no recovery of either materials and/or energy i.e., landfill. Between these two extremes there are a wide variety of waste treatment options that may be used as part of a waste management strategy to recover materials.</p> <p>Residual waste, which the Proposed Development proposes to process, is mixed waste that cannot be usefully reused or recycled and is either destined for landfill, the least sustainable form of waste management or could be incinerated (under strict controlled conditions) to recover valuable energy in the form of electricity and/or heat, via a process commonly known as Energy from Waste (EfW). By diverting residual waste away from landfill to EfW, the</p>

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

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> Support for local initiatives that improve wellbeing and environmental improvements in the local area. <p>The final Community Benefits Plan will be published by the Applicant prior to commencement of the construction of the Proposed Development.</p>
RR-434	Amanda McGrath	Air Quality	Also it would mean waste being brought in from other areas creating extra pollution on the roads around local towns and villages	<p>The environmental impacts of the Proposed Development including HGV movements during operation and construction and their impact on air quality been assessed and reported in the ES. ES Chapter 8: Air Quality (Volume 6.2) includes detailed dispersion modelling, including traffic modelling, to predict potential impacts on human and ecological receptors. The assessment was undertaken considering Air Quality objectives for a series of pollutants including metals and particulate matter, set for the protection of human health and concludes the significance of effect is negligible.</p> <p>Where necessary, embedded mitigation is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The management plans will be secured by either a DCO Requirement or by the Environmental Permit.</p> <ul style="list-style-type: none"> Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013] Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013];

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
RR-435	John Terence Blake McGrath	Human Health	I have a number of illnesses that will be greatly aggravated by the fumes released from the exhaust chimney. If this project gets the green light, we will have to move IF we can sell our house. I am of an age that does not like moving house. My major problem is I Have [] and any fumes can cause Serious chest infections which means I have to [].	<ul style="list-style-type: none"> Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p><i>“...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health (https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health). PHE’s risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small...”</i></p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043] assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the</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"> • Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, Draft DCO (Volume 3.1) [APP-013]; • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013];

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.
RR-436	Sheila Clark	McGrath	Property Prices	<p>Will the government offer compensation for the loss of value to my home, making a move away from an area with a incinerator impossible.</p> <p>As part of the assessment undertaken in ES Chapter 15: Socio economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042] the Applicant reviewed the local housing market. The review shows that house prices within the Study Area have been increasing. The review shows that house prices within the Study Area are lower than the county and national averages.</p> <p>House prices are driven by a range of factors, and it is considered generally that the Proposed Development would not by itself decrease house prices in the Study Areas due to the implementation of the proposed mitigation measures. For a limited number of properties that may be affected by physical factors (such as noise) during the operation of the Proposed Development, and such factors results in a diminution in value, a claim for compensation can be made under Part 1 of the Land Compensation Act 1973.</p>
RR-436	Sheila Clark	McGrath	Biodiversity	<p>Will there be compensation for the environmental loss, birds, animals and insects are also impacted and have no say,</p> <p>ES Chapter 11: Biodiversity Rev 2 (Volume 6.2) [AS-008] considers a wide range of ecological Receptors which together make up the natural environment and it identifies the extent to which significant effects may occur. International and local ecological receptors have been assessed within the biodiversity assessment and include:</p>

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> • Nene Wash Special Area of Conservation (SAC) Special Protection Area (SPA) and Ramsar; • Ouse Wash SAC, SPA, and Ramsar; and • River Nene County Wildlife Site (CWS). <p>The effect of the Proposed Development on species which are legally protected or otherwise conservation notable has been considered within the assessment and includes; breeding birds, bats, water voles, reptiles, including great crested newts and badgers. No potential negative significant effects have been identified. The effect of land take/land cover change and fragmentation of habitat on sensitive biodiversity receptors has been assessed and land take has avoided nature conservation sites and other high-quality habitats. No potential negative significant effects have been identified.</p> <p>Figure 3.14: Outline Landscape and Ecology Management Strategy (Volume 6.3) [APP-049] includes features designed to maintain and enhance ecological connectivity in line with the Natural Habitat Network and local strategies and provide refugia and foraging habitats targeted to species found in the locality. The Outline Landscape and Ecology Management Strategy (Volume 6.3) [APP-049] illustrates the locations of the proposed native planting that will be provided within the operational EfW CHP Facility Site. This landscape planting will include native shrub mix; native hedgerow with trees; native wet woodland, native species rich grassland, brown roof, and green walls. The full details of the final scheme will be based on the Outline Landscape and Ecology Strategy and secured by Requirement 5, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				The Proposed Development will deliver Biodiversity Net Gain (BNG) and the biodiversity and landscape planting following the completion of the construction period will be subject to a 30-year maintenance period, the first five of which will ensure establishment of the planting. The Applicant has set out the options it will consider to deliver BNG within Appendix 11M (Volume 6.4) [AS-009] .
RR-436	Sheila Clark	McGrath	Human Health	<p>...and compensation for all the health implications that an incinerator will bring. I have already fought two bouts of cancer and have a lung condition.</p> <p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p><i>“...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health (https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health). PHE’s risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small...”</i></p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043] assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the</p>

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				<p>Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, Draft DCO (Volume 3.1) [APP-013]; • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013];

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.
RR-436	Sheila Clark	McGrath	Waste Need	<p>This is an area of low population with low waste, so it means we have to bear the brunt of waste from high population areas being brought into this area by petrol heavy vehicles, the waste would have to travel long distances. THIS DOES NOT MAKE SENSE.</p> <p>Noted. ES Chapter 2 Alternatives (Volume 6.2) [APP-029] considers locational matters in detail.</p>
RR-436	Sheila Clark	McGrath	Traffic	<p>This area is already a deprived area, travel is essential for work, lorries travelling to and from an incinerator in this area will cause problems to the infrastructure and further traffic problems. This area is inappropriate. rural roads and the infrastructure in this area are not robust enough to take the heavy vehicles or the incinerator.</p> <p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit</p>

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				<p>to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</p>



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

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106] . Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013] .
RR-436	Sheila Clark	McGrath	Adequacy Consultation of Norfolk is an area of outstanding natural beauty, have Norfolk been consulted as the area will also become part of this fall out.	<p>The Applicant provided the necessary information in accordance with the requirements of the Planning Act 2008 and associated regulations (including the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 and the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. Having reviewed the matter of the adequacy of consultation, PINS accepted the DCO Application for the Proposed Development for Examination, see Notification of Decision to Accept Application [PD-001].</p> <p>Full details of the Applications statutory and non-statutory pre-application consultation are reported in the Consultation Report (Volume 5.1) [APP-018]. Appendix R lists the organisations the Applicant wrote to informing them of the Statutory consultation. Norfolk County Council were consulted.</p>
RR-436	Sheila Clark	McGrath	Comment All Statutory Consultees have already passes a unanimous Motion against the incinerator, and there is already an oversupply of incinerators in the East of England. So, why has this area been targeted again.	Comments noted. However, not all the Statutory Consultees have objected to the Proposed Development
RR-436	Sheila Clark	McGrath	Waste Hierarchy Incinerators should be built near to high populated areas so nothing	One of the guiding principles, that underpins national and local waste management policy of sustainable

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
			<p>has to travel too far BUT MOST IMPORTANTLY Incineration is outdated, and will increase carbon dioxide, health issues, environmental issues and it is ante Net Zero. RECYCLING or PREVENTION should be the priority.</p>	<p>waste management is the concept of a hierarchy of waste management options (waste hierarchy), where the most desirable option is not to produce the waste in the first place (waste prevention) and the least desirable option is to dispose of the waste with no recovery of either materials and/or energy i.e., landfill. Between these two extremes there are a wide variety of waste treatment options that may be used as part of a waste management strategy to recover materials.</p> <p>Residual waste, which the Proposed Development proposes to process, is mixed waste that cannot be usefully reused or recycled and is either destined for landfill, the least sustainable form of waste management or could be incinerated (under strict controlled conditions) to recover valuable energy in the form of electricity and/or heat, via a process commonly known as Energy from Waste (EfW). By diverting residual waste away from landfill to EfW, the principles established by the waste hierarchy are met. Further details of the national and local planning policies that support the principle of sustainable waste management, including the waste hierarchy and how these are applied to the Proposed Development are reported in the Planning Statement (Volume 7.1) [APP-091].</p> <p>The Applicant is committed to providing community benefits, including waste awareness and education; these are set out in the following documents.</p> <p>Outline Employment and Skills Strategy (Volume 7.8) [APP-099] which has been developed in consultation with Norfolk County Council and includes the following proposals:</p>

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> A waste education programme and support for higher and further education establishments, including STEM support; and Apprenticeships, Internships and work experience/placements. <p>The Outline Employment and Skills Strategy (Volume 7.8) [APP-098] is secured by a DCO Requirement 21.</p> <p>Outline Community Benefits Strategy (Volume 7.14) [APP-105] and includes the following proposals:</p> <ul style="list-style-type: none"> Establishment of a local liaison committee; Employment of a Community Liaison Manager; Guided site tours and a visitor area within the administration building; Establishment of a community fund and a sponsorship fund; and Support for local initiatives that improve wellbeing and environmental improvements in the local area. <p>The final Community Benefits Plan will be published by the Applicant prior to commencement of the construction of the Proposed Development.</p>
RR-437	Stephen McGregor	John Traffic	The infrastructure structure to support this project is totally lacking. The A47 road is seriously over capacity with frequent jams and crashes. Over 300 lorry movements per day is ludicrous given the lack of infrastructure. The application site is too close to the town centre of Wisbech. There	<p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including</p>

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

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

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road). <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <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 [APP-029] and Section 3.4.82 to 3.4.86, ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030] provide further details.</p>

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-438	Elizabeth Mcmanus	Environmental	I am strongly opposed to the proposed incinerator in Wisbech. I believe a facility of this size is wholly unsuitable for this area and think there are many key concerns that still haven't been fully addressed, such as the impacts on health, traffic, and the environment amongst others. It is very near the Thomas Clarkson School. Plus the actual town	The environmental impacts of the Proposed Development during both its construction and operation are reported within the Environmental Statement Volumes 6.2-6.4 and summarised within the Non-Technical Summary (Volume 6.1) . Individual topics which include biodiversity, health and socio-economics are assessed with mitigation in place and conclusions drawn as to the levels of significance. The Planning Statement (Volume 7.1) [APP-091] considers the outcome of the ES and assesses conformity with national and local planning policy. The planning balance for the Proposed Development concludes it is firmly in favour of the Proposed Development. Therefore, development consent should be granted. Ultimately a decision as to whether employment benefits outweigh potential negative benefits will be taken by the Secretary of State.
RR-438	Elizabeth Mcmanus	Comment	I have today registered as an Interested Party against the Wisbech Incinerator on the Planning Inspectorate Website. If you too are opposed to the Wisbech Incinerator please follow this link and register. https://infrastructure.planninginspectorate.gov.uk/projects/Eastern/Medworth-Energy-from-Waste-Combined-Heat-and-Power-Facility/	Comment noted.
RR-438	Elizabeth Mcmanus	Traffic	These proposals would involve over 300 lorry movements a day, bringing both household and commercial waste from all over the	VEHICLES NUMBERS TO THE EFW CHP FACILITY SITE Table 6.14 and 6.15, ES Chapter 6: Traffic and Transport (Volume 6.2) [APP-033] presents information on anticipated weekday and weekend

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
			country. Our town cannot cope now	<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 ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] and Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073].</p> <p>HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road</p>

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



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

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106] . Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013] .
RR-439	Michael Mead	William	Air Quality	<p>...Creating toxic waste that has to be transported from the area by road...</p> <p>The environmental impacts of the Proposed Development including HGV movements during operation and construction and their impact on air quality been assessed and reported in the ES. ES Chapter 8: Air Quality (Volume 6.2) includes detailed dispersion modelling, including traffic modelling, to predict potential impacts on human and ecological receptors. The assessment was undertaken considering Air Quality objectives for a series of pollutants including metals and particulate matter, set for the protection of human health and concludes the significance of effect is negligible.</p> <p>Where necessary, embedded mitigation is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational environmental impacts of the Proposed Development including HGV movements during operation and construction and their impact on air quality been assessed and reported in the ES. ES Chapter 8: Air Quality (Volume 6.2) includes detailed dispersion modelling, including traffic modelling, to predict potential impacts on human and ecological receptors. The assessment was undertaken considering Air Quality objectives for a series of pollutants including metals and particulate</p>

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				<p>matter, set for the protection of human health and concludes the significance of effect is negligible. Where necessary, embedded mitigation is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The management plans will be secured by either a DCO Requirement or by the Environmental Permit.</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013] • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013].
RR-439	Michael William Mead	Traffic	Local infrastructure will not cope with the traffic movements being proposed. In population centre. Near to schools.	The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations upon sensitive receptors such as schools, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073] . Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				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. It should be noted that the EfW CHP Facility Site is an existing waste transfer and aggregate storage facility located within an existing industrial area. The site is identified in the Cambridgeshire and Peterborough Minerals and Waste Development plan 2021 as a Waste Management Area and it is also given the same identification in the draft Fenland Local Plan 2022.
RR-439	Michael Mead	William	Socio-economic	Local businesses say they will close or relocate with loss of jobs.
				ES Chapter 15: Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042] assesses impacts on local businesses. It considers both the potential benefits arising from local supply chain opportunities through to the potentially negative effects arising from disruption during construction for example. In all cases the conclusion reached is that negative effects would not be significant. 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-

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				<p>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-439	Michael Mead	William	Drainage/Flooding	<p>Proposed site in low lying area prone to high water table. Food growing area that should not be put at risk from pollution.</p> <p>DRAINAGE/FLOODING: The environmental impacts of the Proposed Development including those associated with flooding and climate change, have been assessed and reported in the ES Chapter 12 Hydrology (Volume 6.2) [APP-039]. The Applicant's Flood Risk Assessment (FRA) is presented in Appendix 12A (Volume 6.4) [APP-084]. The FRA identifies the extent to which the EfW CHP Facility and surrounding area could be flooded and has included for a climate change allowance that was agreed with key stakeholders, including the Environment Agency, see Section 12.9.32 to 12.9.35, ES Chapter 12: Hydrology (Volume 6.2) [APP-039].</p> <p>Due to their low laying nature, many areas within the Fens are at risk from flooding, but benefit from defences managed by the Environment Agency. However, the Applicant has assessed extreme events, including changes due to climate change, where these defences fail. The Proposed Development has been designed to respond to the results of the hydraulic modelling. The assessment concludes that with embedded mitigation, there are no</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>significant impacts related to the risk of flooding. The embedded mitigation that will be secured by either a DCO Requirement and/or by the Environmental Permit and includes:</p> <ul style="list-style-type: none"> The finished floor level (FFL) of the EfW CHP Facility to be 3m Above Ordnance Datum (AOD) – secured by the Maximum Design Parameters, Schedule 14, Draft DCO, (Volume 3.1) [APP-013]; Outline Construction Environmental Management Plan (Volume 7.12) [APP-103] (includes a ranges of mitigation measures to control e.g., flooding) – secured by Requirement 10, Schedule 2, Draft DCO (Volume 3.1) [APP-013] Outline Operational Flood Emergency Management Plan (Volume 7.9) [APP-100] – secured by Requirement 13, Schedule 2, Draft DCO (Volume 3.1) [APP-013]; and Outline Drainage Strategy (Volume 6.4) [APP-086] - secured by Requirement 8, Schedule 2, Draft DCO (Volume 3.1) [APP-013]. <p>PROTECTION OF WATERCOURSES: The environmental impacts of the Proposed Development including those associated with protection of watercourses during construction, have been assessed and reported in the ES Chapter 12: Hydrology (Volume 6.2) [APP-039] which concludes that effects would not be significant. A Water Management Plan accompanies the Outline Construction Environmental Management Plan (CEMP) (Volume 7.12, Appendix B) [APP-103] containing standard and bespoke pollution control measures (Section 3) which will ensure the protection of water courses and groundwater during</p>

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>construction. Water quality monitoring procedures are also included.</p> <p>The Outline CEMP also provides a framework for detailed management plans to be prepared at detailed design stage, in order to minimise and mitigate impacts and/or disruption that may arise from the construction phase. Waste management, pollution prevention and protocols are considered within the Outline CEMP.</p> <p>For the operational phase of the Proposed Development, the Outline Drainage Strategy (Appendix 12F) (Volume 6.4) [APP-086] includes SuDS features which will lower flow rates, increase water storage capacity and reduce the transport of pollution to the water environment. The proposed number and types of SuDS components have been determined in accordance with the CIRIA SuDS Manual C753. Further information is given in ES Chapter 13: Geology, Hydrogeology and Contaminated Land (Volume 6.2) [APP-040].</p>
RR-439	Michael Mead	William	Socio-economic	<p>Fenland has the highest levels of deprivation in Cambridgeshire and this incinerator would only serve to exacerbate the situation.</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 ES Chapter 15 Socio-Economics, Tourism, Recreation and Land 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, ES Chapter 3: Description of the</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>Proposed Development (Volume 6.2) [APP-030] confirms there will be 40 full time equivalent (FTE) jobs in a range of disciplines for the operational phase of the Proposed Development. Furthermore, ES Chapter 15 Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042] predicts that an additional 32 indirect jobs would be created at the County level. Indirect employment opportunities include (as a minimum), cleaning services, electrical engineering services, mechanical engineering services and other maintenance-related roles such as scaffolding teams.</p> <p>Section 3.8.57, ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030] highlights, there are likely to be around 700 construction personnel from a range of disciplines. During the peak periods of construction for all elements of the Proposed Development, there would likely be up to 500 construction personnel present on-site at any one time. The Applicant is committed to support the take up of jobs locally and will implement a These benefits are set out in the Outline Employment and Skills Strategy (Volume 7.8) [APP-099] which has been developed in consultation with Norfolk County Council and includes the following proposals:</p> <ul style="list-style-type: none"> • A waste education programme and support for higher and further education establishments, including STEM support; and • Apprenticeships, Internships and work experience/placements. • Local employment during construction and operation; and • Support the local supply chain.



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>The final version of the Employment and Skills Strategy is secured by Requirement 21, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Outline Community Benefits Strategy (Volume 7.14) [APP-105] and includes the following proposals:</p> <ul style="list-style-type: none"> • Establishment of a local liaison committee; • Employment of a Community Liaison Manager; • Guided site tours and a visitor area within the administration building; • Establishment of a community fund and a sponsorship fund; and • Support for local initiatives that improve wellbeing and environmental improvements in the local area. <p>The final Community Benefits Plan will be published by the Applicant prior to commencement of the construction of the Proposed Development.</p>
RR-439	Michael Mead	William	Environmental	<p>Proposal for incinerator to be built on the edge of town, next to housing, very near to a large school, poor road links and more than 300 lorry movements a day bringing up to half a million tons of household and commercial waste to be stored and then burned in the town each year. Limited unsuitable access.</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 environmental effects arising from the Proposed Development are assessed and reported within the Environmental Statement (Volumes 6.1-6.4). They consider the potential for a range of effects</p>



Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				upon sensitive receptors such as schools, residential properties as well as the potential effects arising from the transportation of construction materials and from waste during the operational phase. With mitigation in place and secured via the relevant requirements contained within the DCO (Volume 3.1) [APP-013] most effects are concluded as being not significant. Concerning the topics raised in the relevant representation, there will be a small number of residential properties in close proximity to the site that will experience significant effects upon their views, and they are identified in ES Chapter 9: Landscape and Visual (Volume 6.2) [APP-036] .
RR-440	Nicholas Anthony Meekins	Waste Need	This plant represents a massive over provision of waste requirements in the area. It could lead to councils missing recycling targets if they have to send recyclable waste to meet contracted tonnages. The proposals state that waste would only come from within a 2-hour HGV journey, the figures for the sources of waste appear to contradict this statement.	<p>The Waste Fuel Availability Assessment (WFAA) (Volume 7.3) [APP-094] In line with the existing National Policy Statement for Renewable Energy Infrastructure (EN-3) and the emerging updated version of this, considers the availability of waste in the context of local and national need. In terms of 'local' need, the extent of the study area has been informed by the 2-hour travel time and is defined as being the former East of England planning region and selected close Waste Planning Authorities in the East Midlands (i.e., Leicester and Leicestershire; Northamptonshire, Lincolnshire and Rutland). The assessment includes sensitivity analysis to understand how residual waste arisings may change over time with increased recycling. The conclusion of the assessment demonstrates the need for the Proposed Development to treat residual waste within the region.</p> <p>To respond to matters raised by interested parties, the Applicant shall provide further information on the WFAA during the Examination.</p>

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-440	Nicholas Anthony Meekins	Alternatives	The proposal doesn't contain an alternative location.	<p>The Scoping opinion provided by the Planning Inspectorate states that the ES should include for the consideration of alternative sites where these have been considered. The Reasonable alternatives studied by the Applicant are outlined in Section 2.3 to 2.8, ES Chapter 2: Alternatives (Volume 6.2) [APP-029]. The Applicant did not consider alternative sites, however, Section 2.3.1 to 2.3.3 ES Chapter 2 Alternatives and ES Chapter 3 (Volume 6.2) [APP-030] explains the Applicant's reason for selecting the location of the Proposed Development, highlighting the 'essential' and 'preferable' site selection criteria that were applied and suitably meet. In summary, the selection criteria included:</p> <ul style="list-style-type: none"> • There is a need for additional residual waste treatment within the area; • In close proximity to existing business that have a large heat and/or power demand; • A site of a suitable size to accommodate the EfW CHP Facility; • Good access to the strategic road network; • A brownfield site allocated for waste management; and • A site free of environmental designations.
RR-440	Nicholas Anthony Meekins	Environmental	There doesn't seem to be any specific indication of what will happen to the residue bottom ash, which apparently is 25%+ of the waste incinerated.	<p>Section 3.5.38 to 3.5.41, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] describes the quantities and handling arrangements for Incinerator Bottom Ash (IBA).</p> <p>Section 3.5.42 to 3.5.46, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] describes the quantities and handling arrangements for Air Pollution Control residues (ACPr).</p>

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				Both IBA and APCr will be exported off-site for processing at suitably licenced facilities.
RR-440	Nicholas Anthony Meekins	Traffic	The data for HGV movements is based at a plant which has a capacity of less than half of the proposed Wisbech plant.	<p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] describes the basis upon which HGV movements were calculated for the construction and operational phases. With regard to the operational phase; The Operational Phase Proposed Development Detail is described in Section 6. It confirms at section 6.6.82 that the traffic generation predictions are based upon the maximum tonnage of waste throughout per year and the Applicant's wider experience of operating facilities in the UK and Germany. Many of the traffic movements considered are a direct calculation based upon the tonnage delivered, whether this is residual waste, lime, urea, activated carbon, residues etc and corresponding vehicle type. The Applicant understands the amount of residues/consumables that would be required to operate the EfW CHP Facility because in most cases the relevant tonnages are linked directly to the amount of residual waste to be processed. However, there will be slight variance due waste composition.</p> <p>The Applicant is confident that the Operational HGV movements presented within ES Chapter 6 are robust. This position is supported by CCC which states in its relevant representation (RR-002) at paragraph 3.36 that <i>'The forecast flows in the Transport Assessment have been agreed by both CCC and NH as being a robust case.'</i></p>
RR-440	Nicholas Anthony Meekins	Traffic	The area around the proposed plant is already heavily congested, 24/7 lorry journeys into and out of the plant will contribute significantly to this congestion.	<p>OPERATIONAL HOURS Section 3.5.51 to 52, ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030] states:</p>

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				<p>“Once operational, the EfW CHP Facility would be capable of processing up to 625,600 tonnes of residual commercial, industrial and household waste 24-hours a day, up to 365-days a year. Operational hours for the acceptance of waste would be limited to 07:00 to 20:00 during the 365-days. Outside of these hours, to ensure the EfW CHP Facility’s continued operation, and for security purposes, a shift team would be present.</p> <p>There may be some occasions when waste deliveries are accepted outside the normal opening hours; for example, in the case of an emergency or to accommodate the delivery of waste where vehicles have been unavoidably delayed, or in other similar circumstances. It is therefore proposed that the EfW CHP Facility be able to accept waste outside the operating hours stated above in these circumstances”.</p> <p>HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road</p>

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



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

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106] . Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013] .
RR-440	Nicholas Anthony Meekins	Air Quality	This plant is very close to schools and homes. Even if as claimed there will be no significant loss of air quality from the plant itself, the exhaust fumes from the increased number of lorry movements will add to pollution.	<p>The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078] and Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052] respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers</p>

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

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013].
RR-440	Nicholas Anthony Meekins	Landscape and Visual	The height of the building will dwarf every other building in the area, an historic Fenland Town.	The Landscape and Visual Assessment and the Historic Environment Assessment are both reported in ES Chapters 9: Landscape and Visual (Volume 6.2) [APP-036] and 10: Historic Environment (Volume 6.2) [APP-037] respectively. They assess the potential for significant effects upon receptors including the townscape character within the centre of Wisbech and its conservation area and conclude that these would not be significant.
RR-441	Paul Merrell	Socio-economic	I'm Wisbech born this area flourished with orchards fruits. Railway station my Mum studied Business travel by train to Cambridge Daily My[] she would have said we've been forgotten about for Cambridge Railway people able to travel to work in Science parks etc that's what we want the garden of England again job prospects would Cambridge be willing to have the incinerator it's not even in the question this area need a future We had a Horticulture centre know housing it was world renowned you are spoiling a area that feed the country 1947 my Mum studied in Cambridge lets not have an incinerator let look at growing and supporting farmers and green products work and careers for people let's make it an attractive	<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. The Proposed Development should not therefore affect food production.</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. With regard to the</p>

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
			world let not spoil this Georgian town with an incinerator look	potential for effects upon the Georgian town, the ES at Chapter 10 Historic Environment (Volume 6.2) [APP-037] assesses the potential for effects upon historic features including Wisbech Conservation Area. It concludes that the greatest degree of effect is likely to be felt towards the southern end of North Brink in the area of Elgoods Brewery. The upper parts of the building and the chimneys of the EfW CHP Facility would be seen to the south, though partially screened and in the context of existing vertical elements. This would not notably detract from the sense of openness which contributes to the historic character of this area. Elsewhere within the conservation area, the very limited visibility of the EfW CHP Facility would not affect any of the largely internal 'positive views' which are identified in the conservation area appraisal.
RR-442	Rose Merrilees	Waste Hierarchy	Incineration is outdated and flies in the face of the UK's ambition to become carbon neutral by 2050. It should be the last resort for waste which can be recycled or reused and in fact has the effect of reducing recycling.	<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</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>commonly known as Energy from Waste (EfW). By diverting residual waste away from landfill to EfW, the principles established by the waste hierarchy are met. Further details of the national and local planning policies that support the principle of sustainable waste management, including the waste hierarchy and how these are applied to the Proposed Development are reported in the Planning Statement (Volume 7.1) [APP-091].</p> <p>The Applicant is committed to providing community benefits, including waste awareness and education; these are set out in the following documents.</p> <p>Outline Employment and Skills Strategy (Volume 7.8) [APP-099] which has been developed in consultation with Norfolk County Council and includes the following proposals:</p> <ul style="list-style-type: none"> • A waste education programme and support for higher and further education establishments, including STEM support; and • Apprenticeships, Internships and work experience/placements. <p>The Outline Employment and Skills Strategy (Volume 7.8) [APP-098] is secured by a DCO Requirement 21.</p> <p>Outline Community Benefits Strategy (Volume 7.14) [APP-105] and includes the following proposals:</p> <ul style="list-style-type: none"> • Establishment of a local liaison committee; • Employment of a Community Liaison Manager; • Guided site tours and a visitor area within the administration building;

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> Establishment of a community fund and a sponsorship fund; and Support for local initiatives that improve wellbeing and environmental improvements in the local area. <p>The final Community Benefits Plan will be published by the Applicant prior to commencement of the construction of the Proposed Development.</p>
RR-442	Rose Merrilees	Human Health	The siting of this proposed incinerator will have a detrimental health effect over a much wider area than just its immediate position.	<p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p><i>“...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health (https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health). PHE’s risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small...”</i></p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the ES (Volume 6.2), ES Chapter 16 Health (Volume 6.2) [APP-043] assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by</p>

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Relevant representation	Representatee	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"> • Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, Draft DCO (Volume 3.1) [APP-013]; • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013];

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.
RR-442	Rose Merrilees	Adequacy Consultation	of The consultation did not include the West Norfolk area which will be significantly affected from the incinerator given prevailing weather conditions.	<p>The Applicant provided the necessary information in accordance with the requirements of the Planning Act 2008 and associated regulations (including the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 and the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. Having reviewed the matter of the adequacy of consultation, PINS accepted the DCO Application for the Proposed Development for Examination, see Notification of Decision to Accept Application [PD-001].</p> <p>Full details of the Applications statutory and non-statutory pre-application consultation are reported in the Consultation Report (Volume 5.1) [APP-018] and the accompanying appendices. The Borough Council of King's Lynn and West Norfolk were included in the non-statutory and statutory consultation.</p>
RR-443	Alison Merton	Traffic	It will impact he roads of Wisbech ..	<p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and</p>

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

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

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road). <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>
RR-443	Alison Merton	Air Quality	It will impact ... the air quality	<p>The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078] and Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-</p>

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>052] respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> • Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013];

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013].
RR-444	David Miles	Traffic	I object to the proposed incinerator for Wisbech. The proposed access to the site will not take the volume of traffic. The proposed site is close to a high school with a huge number of pupils which will put their lives at risk with the excess amount of lorries going to the site.	<p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no</p>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none">• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013];• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013];• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and• Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the</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, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road). <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the</p>

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013] .
RR-444	David Miles	Landscape Visual	and I object to the proposed incinerator for Wisbech... We moved from London to be in a country environment and did not envisage an incinerator being built which will be an eyesore ...	The landscape and visual effects are reported in Volume 6.2 ES Chapter 9 Landscape and Visual [APP-036] and Volume 6.4 ES Chapter 9 Landscape and Visual Appendices [APP-079] . The assessments are accompanied by photomontages in Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.17 to 9.24 [APP-058] , Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.25 to 9.32 [APP-059] , Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.33 to 9.39 [APP-060] and Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.40 to 9.46 [APP-061] illustrating what the Proposed Development would look like from 30 locations (agreed with the Local Authorities) at various directions and distances to the Site. The assessment concluded that whilst there would be some significant visual effects arising from the EfW CHP Facility, these would be restricted to some individual properties and localised parts of several recreational routes and highways, as reported in Tables 9.14, 9.16, 9.17 and 9.18 of Volume 6.2 ES Chapter 9 Landscape and Visual [APP-036]. The assessment also concluded that there would be localised significant effects within the closest part of the Wisbech Settled Fen Landscape Character Area (LCA) to the EfW CHP Facility but that this situation would not apply to the more distant majority of the LCA.
RR-444	David Miles	Air Quality	I object to the proposed incinerator for Wisbech... We moved from London to be in a country	The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality (Volume 6.2)

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
			<p>environment and did not envisage an incinerator being built which will ... pollute the environment.</p>	<p>[APP-035] includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078] and Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052] respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to</p>

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				<p>continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> • Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013].
RR-445	Julie Mills	Traffic	Wisbech has been my home for 60+years and whilst it has grown and thrived in some aspects - sadly not in many others. It is the supposed 'Capital of the Fens' but little to demonstrate that fact.	<p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport</p>

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
			<p>Infrastructure is dire and criminality is extremely worrying. To consider building this Mega Incinerator so close to food processing factories, schools, residential areas and agricultural land with 300+lorry movements each day will cause gridlock for certain. The town is 'wedged' between the River Nene and the A47 bypass with only 2 small bridges bringing traffic in from outlying villages - this has grown almost to a standstill especially when accidents occur. Emergency services do not stand a chance to travel to King's Lynn especially with coastal traffic adding to the congestion.</p>	<p>(Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce

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

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road). <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>
RR-445	Julie Mills	Human Health	The health impact terrifies me for the whole area despite any assurances reported. I am totally against the location and whole idea of it being necessary.	<p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p><i>“...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health (https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health). PHE's risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible</i></p>



Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				<p><i>to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small..."</i></p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043] assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, Draft DCO (Volume 3.1) [APP-013]; • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013];

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.
RR-446	Corrine Mitcham	Traffic	The idea of putting an incinerator in the middle of an industrial estate which is surrounded by housing and a large secondary school is absurd. We do not have the infrastructure to accommodate the traffic that would be generated from this incinerator nor are we prepared for the environmental impact this will have.	<p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for</p>

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



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

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106] . Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013] .
RR-446	Corrine Mitcham	Property Prices	The houses close by to the site will have a significant decline in value, making it near impossible to sell our homes if we wished.	As part of the assessment undertaken in ES Chapter 15: Socio economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042] the Applicant reviewed the local housing market. The review shows that house prices within the Study Area have been increasing. The review shows that house prices within the Study Area are lower than the county and national averages. 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-446	Corrine Mitcham	Comment	I whole heartedly object to the incinerator being built.	Comments noted.
RR-447	Mark Mitcham	Traffic	No infrastructure for the additional traffic.	HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and



Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				<p>reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013] • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013];

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013].
RR-447	Mark Mitcham	Climate Change	Increased carbon dioxide which will fuel climate change further.	<p>It is acknowledged that as a standalone entity the Proposed Development results in net carbon emissions from the EfW combustion processes. The environmental impacts of the Proposed Development including climate change impacts, have been assessed and reported in the ES Chapter 14: Climate Change (Volume 6.2) [APP-041]. Chapter 14 includes a greenhouse gas (GHG) assessment. The GHG assessment reports a net reduction in emissions of -2,570.80 kilotonnes carbon dioxide equivalent (ktCO₂e) in the 'with Proposed Development' scenario compared to a 'without Proposed Development' scenario which assumes that the residual waste will be sent to landfill. The assessment is based on assessing whether the Proposed Development would impede the UK in being carbon net zero by 2050, this being the UK position in terms of meeting international obligations to reduce carbon emissions. The assessment includes evaluation of emissions with respect to UK Government 5-year carbon budgets, indicating a minor reduction in emissions ranging from between 0.004% to 0.03% for the 4th, 5th and 6th carbon budgets.</p> <p>Therefore, GHG impacts of the Proposed Development will have a beneficial significant effect. The Proposed Development has net GHG emissions</p>

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				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 ₂ e.
RR-447	Mark Mitcham	Environmental	Location close to a secondary school and residential properties.	<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. When considering a site, the Applicant identified 'essential' and 'preferable' site selection criteria that were applied and suitably meet. In summary, the selection criteria included:</p> <ul style="list-style-type: none"> • There is a need for additional residual waste treatment within the area; • In close proximity to existing business that have a large heat and/or power demand (including for example the local food plants in Wisbech); • A site of a suitable size to accommodate the EfW CHP Facility; • Good access to the strategic road network; • A brownfield site allocated for waste management; and

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> A site free of environmental designations. The environment effects arising from the Proposed Development are reported within the Environmental Statement and summarised in the Non-Technical Summary (Volume 6.1) [APP-027]. They consider matters such as noise, 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-448	Robert Mitchell	Environmental	Also, there are schools housing and food stores and food processing plants surrounding the site therefore any pollution from the site will not have space to disperse before encountering the local population who will also have to cope with the increased rodent population from the close by riverbanks and fields attracted to the site by the smell of food waste in abundance once the plant is operating.	The Air Quality Assessment includes 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. Section 3.5.9, ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030] confirms the receipt of waste will take place within an enclosed tipping. Nevertheless, Section 3.5.47, ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030] states: <i>“To monitor and control pests, insects and vermin, specialist firms will be contracted to undertake regular inspections of the EfW CHP Facility Site. Bait boxes will be maintained around the perimeter of the EfW CHP Facility if required”</i> .

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				All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP will require the Applicant to adopt an accredited Integrated Management Systems (IMS) and will include the control of pests and vermin. Compliance with the EP will be regulated and monitored by the Environment Agency.
RR-448	Sugden)	Traffic	The site is alongside a major highway the A47. This road carries traffic from the midlands to the east coast and is a vintage single carriage way on which there are regular fatalities involving lgv's and you are proposing to increase this number by 600 to 1200 vehicle movements per day. The road builds up constant traffic queues every time a pedestrian or cycle uses the elm crossing these cause major jams on the adjacent roundabout onto and out of Wisbech and up to 150 vehicles on the cross junction to and from kings lynn and Peterborough. Access will need an upgrade to the A47 in both directions past this site as there is currently nowhere to hold vehicles entering or leaving the site without stopping fast moving or completely stationary traffic. The adjacent sites have been released for retirement homes meaning a proliferation of elderly persons to mix in with the currently overloaded road system and the additional lgv's.	<p>VEHICLES NUMBERS TO THE EFW CHP FACILITY SITE</p> <p>Table 6.14 and 6.15, ES Chapter 6: Traffic and Transport (Volume 6.2) [APP-033] presents information on anticipated weekday and weekend vehicle movements to and from the EfW CHP Facility Site. In Summary, once operational there would be 362 weekday traffic movements, 78 of which would be the movement of staff cars and light good vehicles and 284 heavy goods vehicles (HGV). Traffic movements at weekends are lower; 32 staff cars and light vehicles and 64 HGVs.</p> <p>The HGV vehicle moments presented in Table 6.14 and 6.15 include those associated with waste and consumable deliveries and the export of Incinerator Bottom Ash (IBA) and Air Pollution Control residues (APCr) to suitable licenced facilities.</p> <p>The vehicles movements described above have been assessed within ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] and Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073].</p> <p>HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix</p>



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				<p>6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013] • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding



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

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road). <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>
RR-448	Robert Mitchell	Socio-economic	<p>Wisbech is attempting to attract a major hotel plus other economically beneficial developments to the site beside this construction which will almost certainly be lost if it proceeds because of the noise and smells that will emanate during construction and operation. This project needs to be sited in the countryside away from populated areas not on the edge of a town already struggling with outdated roads and the loss of employment plus the influx of large numbers of unemployed persons.</p>	<p>The environmental impacts of the Proposed Development including those that could affect local residents and businesses, such as noise and odour, have been assessed and reported in the ES and summarised in the Non-Technical Summary (Volume 6.1) [APP-027]. ES Chapter 15: Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042] assesses impacts relevant to the topic on local residents and businesses and concludes, there will not be significant negative effects. The Cambridgeshire and Peterborough Minerals and Waste Development Plan Policy 4 encourages the siting of waste management facilities on employment areas within existing, identified urban centres. The site for the Proposed Development complies with this policy.</p>

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-448	Robert Mitchell	Alternatives	There are numerous sites along the A47 which are less populated and less of a traffic bottleneck yet none of these have been considered because of cost implications of building in open country a project which Medworth claims is of National Importance but not important enough to justify the additional costs!	<p>The Scoping opinion provided by the Planning Inspectorate states that the ES should include for the consideration of alternative sites where these have been considered. The Reasonable alternatives studied by the Applicant are outlined in Section 2.3 to 2.8, ES Chapter 2: Alternatives (Volume 6.2) [APP-029]. The Applicant did not consider alternative sites, however, Section 2.3.1 to 2.3.3 ES Chapter 2 Alternatives and ES Chapter 3 (Volume 6.2) [APP-030] explains the Applicant's reason for selecting the location of the Proposed Development, highlighting the 'essential' and 'preferable' site selection criteria that were applied and suitably meet. In summary, the selection criteria included:</p> <ul style="list-style-type: none"> • There is a need for additional residual waste treatment within the area; • In close proximity to existing business that have a large heat and/or power demand; • A site of a suitable size to accommodate the EfW CHP Facility; • Good access to the strategic road network; • A brownfield site allocated for waste management; and • A site free of environmental designations.
RR-449	Garry Monger	Human Health	The adverse health effects on residents. The consequential demand on local health resources.	<p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p><i>"...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health (https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health).</i></p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p><i>PHE's risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small..."</i></p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043] assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, Draft DCO (Volume 3.1) [APP-013]; • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013];

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and • Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.
RR-449	Garry Monger	Traffic	The effects on roads and traffic flows.	<p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of</p>

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

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

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> Churchill Road (north of Elm High Road); and Weasenham Lane (between Algores Way and Elm High Road). <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>
RR-449	Garry Monger	Property Prices	The negative effects on property values	<p>As part of the assessment undertaken in ES Chapter 15: Socio economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042] the Applicant reviewed the local housing market. The review shows that house prices within the Study Area have been increasing. The review shows that house prices within the Study Area are lower than the county and national averages.</p> <p>House prices are driven by a range of factors, and it is considered generally that the Proposed Development would not by itself decrease house prices in the Study Areas due to the implementation of the proposed mitigation measures. For a limited number of properties that may be affected by physical factors (such as noise) during the operation of the Proposed Development, and such factors results in a diminution in value, a claim for compensation can be made under Part 1 of the Land Compensation Act 1973.</p>
RR-449	Garry Monger	Socio-economic	The negative effects on... and tourist attractions.	The potential for effects upon tourism during the operation of the Proposed Development were scoped from the environmental assessment with the agreement of the Secretary of State. The Scoping

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				opinion provided by the Planning Inspectorate on behalf of the Secretary of State noted that significant direct effects are unlikely from the construction and operation of the EfW CHP Facility as it is located within an industrial estate and no known tourism or recreational facilities are located within or in close proximity to it. The proximity of tourism and recreational facilities to other project elements, including the Grid Connection corridor was however considered unclear and any likely significant direct effects to tourism and recreation were to be assessed in the ES. The Inspectorate is however content that given the nature of the Grid Connection once operational, significant effects from the operation of the Grid Connection corridor are unlikely to occur and can be scoped out of the ES. The ES Chapter 15: Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042] focused its assessment upon recreational users, particularly with regard to the construction effects upon public rights of way and concluded effects would not be significant.
RR-449	Garry Monger	Environmental	The effect on the environment, soils, water and air.	The environmental impacts of the Proposed Development during both its construction and operation are reported within the Environmental Statement Volumes 6.2-6.4 and summarised within the Non-Technical Summary (Volume 6.1) . Individual topics which include biodiversity (Chapter 11), soils (Chapter 13) and water (Chapter 12) are assessed with mitigation in place and conclusions drawn as to the levels of significance. The Planning Statement (Volume 7.1) [APP-091] considers the outcome of the ES and assesses conformity with national and local planning policy. The planning balance for the Proposed Development concludes it is firmly in favour of the Proposed Development. Therefore, development consent should be granted.

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				Ultimately a decision as to whether employment benefits outweigh potential negative benefits will be taken by the Secretary of State.
RR-450	Sharon Monk	Environmental	Especially in a small rural town such as Wisbech?	<p>The EfW CHP Facility Site was allocated for waste treatment facilities in the previous Cambridgeshire and Peterborough Minerals and Waste Local Plan and is safeguarded as a Waste Management Area within the Development Plan adopted in 2021. The site is located within an industrial area south of the town centre. When considering a site, the Applicant identified 'essential' and 'preferable' site selection criteria that were applied and suitably meet. In summary, the selection criteria included:</p> <ul style="list-style-type: none"> • There is a need for additional residual waste treatment within the area; • In close proximity to existing business that have a large heat and/or power demand (including for example the local food plants in Wisbech); • A site of a suitable size to accommodate the EfW CHP Facility; • Good access to the strategic road network; • A brownfield site allocated for waste management; and • A site free of environmental designations. The environment effects arising from the Proposed Development are reported within the Environmental Statement and summarised in the Non-Technical Summary (Volume 6.1) [APP-027]. They consider matters such as noise and air quality and identify local schools as sensitive receptors. They do not identify significant negative effects upon schools. Chapter 15 Socio-Economic, Tourism, Recreation and Land Use also considers the potential for effects

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				upon other uses such as local businesses and concludes that negative effects would not be significant.
RR-450	Sharon Monk	Climate Change	Please consider how crazy it is to be proposing to build an incinerator to burn rubbish in the current climate crisis the world is facing.	<p>It is acknowledged that as a standalone entity the Proposed Development results in net carbon emissions from the EfW combustion processes. The environmental impacts of the Proposed Development including climate change impacts, have been assessed and reported in the ES Chapter 14: Climate Change (Volume 6.2) [APP-041]. Chapter 14 includes a greenhouse gas (GHG) assessment. The GHG assessment reports a net reduction in emissions of -2,570.80 kilotonnes carbon dioxide equivalent (ktCO₂e) in the 'with Proposed Development' scenario compared to a 'without Proposed Development' scenario which assumes that the residual waste will be sent to landfill. The assessment is based on assessing whether the Proposed Development would impede the UK in being carbon net zero by 2050, this being the UK position in terms of meeting international obligations to reduce carbon emissions. The assessment includes evaluation of emissions with respect to UK Government 5-year carbon budgets, indicating a minor reduction in emissions ranging from between 0.004% to 0.03% for the 4th, 5th and 6th carbon budgets.</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</p>

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				states that waste sector emissions can be reduced by 75% from today's levels), the Proposed Development will have a beneficial impact equivalent to – 67tkCO ₂ e.
RR-450	Sharon Monk	Air Quality	Are you seriously trying to pretend that burning harmful materials such as plastics is good for humans & the environment!	<p>The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078] and Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052] respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The</p>

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> • Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013].

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-451	Lucy Moody	Traffic	In addition the infrastructure for Wisbech is poor with too many HGVs as it is. The incinerator would add to this issue.	The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations and including the potential for congestion, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073] . Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic. The maintenance of the local road infrastructure is the responsibility of Cambridgeshire County Council. However, Appendix 6A Outline CTMP (Volume 6.4) [APP-072] confirms the Applicant will appoint an independent contractor to undertake a highway condition survey of the highway before and after construction of the Proposed Development. Any damage caused by the construction activities can be repaired by the Applicant and the road returned to the previous condition. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013] .

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-451	Lucy Moody	Environmental	My main concerns about this proposal is the proximity to schools and the town.	<p>The EfW CHP Facility Site was allocated for waste treatment facilities in the previous Cambridgeshire and Peterborough Minerals and Waste Local Plan and is safeguarded as a Waste Management Area within the Development Plan adopted in 2021. The site is located within an industrial area south of the town centre. When considering a site, the Applicant identified 'essential' and 'preferable' site selection criteria that were applied and suitably meet. In summary, the selection criteria included:</p> <ul style="list-style-type: none"> • There is a need for additional residual waste treatment within the area; • In close proximity to existing business that have a large heat and/or power demand (including for example the local food plants in Wisbech); • A site of a suitable size to accommodate the EfW CHP Facility; • Good access to the strategic road network; • A brownfield site allocated for waste management; and • A site free of environmental designations. The environment effects arising from the Proposed Development are reported within the Environmental Statement and summarised in the Non-Technical Summary (Volume 6.1) [APP-027]. They consider matters such as noise and air quality and identify local schools as sensitive receptors. They do not identify significant negative effects upon schools. Chapter 15 Socio-Economic, Tourism, Recreation and Land Use also considers the potential for effects upon other uses such as local businesses and concludes that negative effects would not be significant.



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-452	Adrian Moore	Traffic	Environmental catastrophe for the townincreased traffic ...on a town that is already choked with traffic.	<p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none">• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>Requirement 10, Draft DCO (Volume 3.1) [APP-013];</p> <ul style="list-style-type: none"> • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms,</p>

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road. <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>
RR-452	Adrian Moore	Air Quality	Environmental catastrophe for the town . Pollution levels ... on a town that is already choked with traffic.	The environmental impacts of the Proposed Development including HGV movements during operation and construction and their impact on air quality been assessed and reported in the ES. ES Chapter 8: Air Quality (Volume 6.2) includes detailed dispersion modelling, including traffic modelling, to predict potential impacts on human and ecological receptors. The assessment was undertaken considering Air Quality objectives for a series of



Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				<p>pollutants including metals and particulate matter, set for the protection of human health and concludes the significance of effect is negligible.</p> <p>Where necessary, embedded mitigation is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The management plans will be secured by either a DCO Requirement or by the Environmental Permit.</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013] • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013].
RR-453	Annie Moore	Human Health	<p>Apart from the obvious strain on already struggling simple roads and infrastructure and the ridiculous idea to locate burning ridiculous amounts of rubbish by a school just outside a town centre I have disabled children one on oxygen with a life limiting lung condition given advice around her health care we would have to</p>	<p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p><i>“...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health</i></p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			<p>move from the area giving up our home, family, friends, schooling, lifestyle etc it would be devastating</p>	<p><i>(https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health). PHE's risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small..."</i></p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043] assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, Draft DCO (Volume 3.1) [APP-013];

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and • Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.
RR-454	Sylvia Moore	Traffic	It will create extra traffic with lorries coming from all directions to the site, a lot of holiday traffic travel around the ring road to the coast in the summer the extra lorries going to the site will make more hold ups,	<p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate.</p>



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



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach.</p>

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road). <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>
RR-454	Sylvia Moore	Air Quality	There will be extra pollution with the increase traffic and the incinerator,	<p>The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078] and Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052] 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), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> • Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013];



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013].
RR-454	Sylvia Moore	Environmental	The incinerator is far to near homes and schools, It is not good for the environment.	<p>The EfW CHP Facility Site was allocated for waste treatment facilities in the previous Cambridgeshire and Peterborough Minerals and Waste Local Plan and is safeguarded as a Waste Management Area within the Development Plan adopted in 2021. The site is located within an industrial area south of the town centre. When considering a site, the Applicant identified 'essential' and 'preferable' site selection criteria that were applied and suitably meet. In summary, the selection criteria included:</p> <ul style="list-style-type: none"> There is a need for additional residual waste treatment within the area; In close proximity to existing business that have a large heat and/or power demand (including for example the local food plants in Wisbech); A site of a suitable size to accommodate the EfW CHP Facility; Good access to the strategic road network; A brownfield site allocated for waste management; and A site free of environmental designations. The environment effects arising from the Proposed Development are reported within the Environmental Statement and

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				summarised in the Non-Technical Summary (Volume 6.1) [APP-027] . They consider matters such as noise and air quality and identify local schools as sensitive receptors. They do not identify significant negative effects upon schools. Chapter 15 Socio-Economic, Tourism, Recreation and Land Use also considers the potential for effects upon other uses such as local businesses and concludes that negative effects would not be significant.
RR-455	Terence Moore	John Traffic	My first objection concerns the increase in traffic this incinerator will generate, Wisbech is on one of the main routes to the coast and roads already get gridlocked, particularly in the summer.	<p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none">• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013];• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013];• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and• Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will</p>

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				<p>be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road). <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final</p>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013] .
RR-455	Terence Moore	John Odour	Third, Wisbech already suffers from the smells which are emitted from local food factories and this incinerator will further pollute the air with toxic fumes.	<p>The environmental impacts of the Proposed Development including those that could affect the local community, such odour, have been assessed and reported in the ES and summarised in the Non-Technical Summary (Volume 6.1) [APP-027]. Where necessary, embedded mitigation is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately.</p> <p>The Applicant has prepared an Outline Odour Management Plan (Volume 7.11) [APP-112] which details all sources of odour, control measures, monitoring, including a complaints procedure, and reporting. Odour awareness training will be undertaken as part of general site operational training, and daily checks for odour levels will be carried out.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP will set the emission limits, including for odour. Compliance with the EP will be regulated and monitored by the Environment Agency.</p>
RR-455	Terence Moore	John Environmental	Secondly there are a number of schools within a half mile radius, including the largest comprehensive in the area.	The EfW CHP Facility Site was allocated for waste treatment facilities in the previous Cambridgeshire and Peterborough Minerals and Waste Local Plan and is safeguarded as a Waste Management Area within the Development Plan adopted in 2021. The site is located within an industrial area south of the town centre. When considering a site, the Applicant identified 'essential' and 'preferable' site selection

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				<p>criteria that were applied and suitably meet. In summary, the selection criteria included:</p> <ul style="list-style-type: none"> • There is a need for additional residual waste treatment within the area; • In close proximity to existing business that have a large heat and/or power demand (including for example the local food plants in Wisbech); • A site of a suitable size to accommodate the EfW CHP Facility; • Good access to the strategic road network; • A brownfield site allocated for waste management; and • A site free of environmental designations. The environment effects arising from the Proposed Development are reported within the Environmental Statement and summarised in the Non-Technical Summary (Volume 6.1) [APP-027]. They consider matters such as noise and air quality and identify local schools as sensitive receptors. They do not identify significant negative effects upon schools. Chapter 15 Socio-Economic, Tourism, Recreation and Land Use also considers the potential for effects upon other uses such as local businesses and concludes that negative effects would not be significant.
RR-456	Carole Ann Morris	Traffic	Our town does not have the infrastructure to cope with an enormous project like this. The road network is inadequate	The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073] . Between these documents daily and peak hourly assessments are provided including



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

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
RR-456	Carole Ann Morris	Human Health	Our town does not have the infrastructure to cope with an enormous project like this. and the potential risks to health are too great.	<ul style="list-style-type: none"> Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p><i>“...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health (https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health). PHE’s risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small...”</i></p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043] assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> Construction Environmental Management Plan (CEMP). Includes a range of mitigation

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

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-456	Carole Ann Morris	Alternatives	Why can't it be built somewhere remote where there are less consequences?	<p>The Reasonable alternatives studied by the Applicant are outlined in Section 2.3 to 2.8, ES Chapter 2: Alternatives (Volume 6.2) [APP-029]. The Applicant did not consider alternative sites including any offshore, however, Section 2.3.1 to 2.3.3 ES Chapter 2 Alternatives and ES Chapter 3 (Volume 6.2) [APP-029] explains the Applicant's reason for selecting the location of the Proposed Development, highlighting the 'essential' and 'preferable' site selection criteria that were applied and suitably meet. In summary, the selection criteria included:</p> <ul style="list-style-type: none"> • There is a need for additional residual waste treatment within the area; • In close proximity to existing business that have a large heat and/or power demand; • A site of a suitable size to accommodate the EfW CHP Facility; • Good access to the strategic road network; • A brownfield site allocated for waste management; and • A site free of environmental designations.
RR-457	Richard Morrish	Environmental	We have been through this whole process in King's Lynn and the community firmly rejected it. King's Lynn and environs will effectively be downwind of this facility - so the same objections regarding air quality, health and the environment are relevant.	<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>

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				<p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP 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-457	Richard Morrish	Environmental	An incinerator will hamper the development of these necessary alternatives whilst blighting Wisbech, polluting the setting and offering little or no benefit to the economy in the long term.	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

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>operational jobs it will bring and through the support to training via the Outline Employment and Skills Strategy (Volume 7.8) [APP-099] which has been developed in consultation with Norfolk County Council and includes the following proposals:</p> <ul style="list-style-type: none"> • A waste education programme and support for higher and further education establishments, including STEM support; • Apprenticeships, Internships and work experience/ placements; • Local employment during construction and operation; and • Support the local supply chain. The Proposed Development also provides an opportunity for local businesses to access renewable heat and steam at competitive prices.
RR-457	Richard Morrish	Waste Hierarchy	I oppose this incinerator and I oppose incineration as an environmentally acceptable and sustainable way to process waste.	<p>One of the guiding principles, that underpins national and local waste management policy of sustainable waste management is the concept of a hierarchy of waste management options (waste hierarchy), where the most desirable option is not to produce the waste in the first place (waste prevention) and the least desirable option is to dispose of the waste with no recovery of either materials and/or energy i.e., landfill. Between these two extremes there are a wide variety of waste treatment options that may be used as part of a waste management strategy to recover materials.</p> <p>Residual waste, which the Proposed Development proposes to process, is mixed waste that cannot be usefully reused or recycled and is either destined for landfill, the least sustainable form of waste management or could be incinerated (under strict controlled conditions) to recover valuable energy in the form of electricity and/or heat, via a process commonly known as Energy from Waste (EfW). By</p>



Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				<p>diverting residual waste away from landfill to EfW, the principles established by the waste hierarchy are met. Further details of the national and local planning policies that support the principle of sustainable waste management, including the waste hierarchy and how these are applied to the Proposed Development are reported in the Planning Statement (Volume 7.1) [APP-091].</p> <p>The Applicant is committed to providing community benefits, including waste awareness and education; these are set out in the following documents.</p> <p>Outline Employment and Skills Strategy (Volume 7.8) [APP-099] which has been developed in consultation with Norfolk County Council and includes the following proposals:</p> <ul style="list-style-type: none"> • A waste education programme and support for higher and further education establishments, including STEM support; and • Apprenticeships, Internships and work experience/placements. <p>The Outline Employment and Skills Strategy (Volume 7.8) [APP-098] is secured by a DCO Requirement 21.</p> <p>Outline Community Benefits Strategy (Volume 7.14) [APP-105] and includes the following proposals:</p> <ul style="list-style-type: none"> • Establishment of a local liaison committee; • Employment of a Community Liaison Manager; • Guided site tours and a visitor area within the administration building; • Establishment of a community fund and a sponsorship fund; and

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> Support for local initiatives that improve wellbeing and environmental improvements in the local area. <p>The final Community Benefits Plan will be published by the Applicant prior to commencement of the construction of the Proposed Development.</p>
RR-457	Richard Morrish	Waste Hierarchy	<p>If this facility was built it would set back moving to the appropriate long-term solutions for waste management - which are: removing materials that are difficult to recycle from the waste stream (eg many types of plastic should be banned from packaging); composting putrescibles; separating and extracting recyclable materials from the waste stream and supporting recycling industries; Reduce, Reuse, Recycle! These processes have been shown to produce more jobs and greater economic benefit.</p>	<p>One of the guiding principles, that underpins national and local waste management policy of sustainable waste management is the concept of a hierarchy of waste management options (waste hierarchy), where the most desirable option is not to produce the waste in the first place (waste prevention) and the least desirable option is to dispose of the waste with no recovery of either materials and/or energy i.e., landfill. Between these two extremes there are a wide variety of waste treatment options that may be used as part of a waste management strategy to recover materials.</p> <p>Residual waste, which the Proposed Development proposes to process, is mixed waste that cannot be usefully reused or recycled and is either destined for landfill, the least sustainable form of waste management or could be incinerated (under strict controlled conditions) to recover valuable energy in the form of electricity and/or heat, via a process commonly known as Energy from Waste (EfW). By diverting residual waste away from landfill to EfW, the principles established by the waste hierarchy are met. Further details of the national and local planning policies that support the principle of sustainable waste management, including the waste hierarchy and how these are applied to the Proposed Development are reported in the Planning Statement (Volume 7.1) [APP-091].</p>

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>The Applicant is committed to providing community benefits, including waste awareness and education; these are set out in the following documents.</p> <p>Outline Employment and Skills Strategy (Volume 7.8) [APP-099] which has been developed in consultation with Norfolk County Council and includes the following proposals:</p> <ul style="list-style-type: none"> • A waste education programme and support for higher and further education establishments, including STEM support; and • Apprenticeships, Internships and work experience/placements. <p>The Outline Employment and Skills Strategy (Volume 7.8) [APP-098] is secured by a DCO Requirement 21.</p> <p>Outline Community Benefits Strategy (Volume 7.14) [APP-105] and includes the following proposals:</p> <ul style="list-style-type: none"> • Establishment of a local liaison committee; • Employment of a Community Liaison Manager; • Guided site tours and a visitor area within the administration building; • Establishment of a community fund and a sponsorship fund; and • Support for local initiatives that improve wellbeing and environmental improvements in the local area. <p>The final Community Benefits Plan will be published by the Applicant prior to commencement of the construction of the Proposed Development.</p>
RR-458	Helen Mowat	Janice Traffic	The traffic will be far too much for our town infrastructure also roads	The environmental impacts of the Proposed Development including HGV traffic associated with

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
			are very bad now so would deteriorate massively.	<p>construction and operations and including the potential for congestion, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic. The maintenance of the local road network is the responsibility of Cambridgeshire County Council. However, Appendix 6A Outline CTMP (Volume 6.4) [APP-072] confirms the Applicant will appoint an independent contractor to undertake a highway condition survey of the highway before and after construction of the Proposed Development. Any damage caused by the construction activities can be repaired by the Applicant and the road returned to the previous condition.</p> <p>The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>
RR-458	Helen Mowat	Janice Environmental	This is totally unsuitable to be sited so close to town.	The environmental impacts of the Proposed Development including HGV traffic associated with

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>construction and operations and including the potential for congestion, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic. The maintenance of the local road network is the responsibility of Cambridgeshire County Council. However, Appendix 6A Outline CTMP (Volume 6.4) [APP-072] confirms the Applicant will appoint an independent contractor to undertake a highway condition survey of the highway before and after construction of the Proposed Development. Any damage caused by the construction activities can</p>
RR-459	Neal Mowbray	John Comment	I strongly object to the siting of the incinerator in Wisbech	Comments noted.
RR-460	Rob Murphy	Environmental	I object to this project for what I believe to be fairly common-sense reasons. Any project like this should be undertaken in the	The EfW CHP Facility Site was allocated for waste treatment facilities in the previous Cambridgeshire and Peterborough Minerals and Waste Local Plan and is safeguarded as a Waste Management Area within

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
			middle of nowhere, not in a town with schools and residential areas barely five minutes' walk away.	<p>the Development Plan adopted in 2021. The site is located within an industrial area south of the town centre. When considering a site, the Applicant identified 'essential' and 'preferable' site selection criteria that were applied and suitably meet. In summary, the selection criteria included:</p> <ul style="list-style-type: none"> • There is a need for additional residual waste treatment within the area; • In close proximity to existing business that have a large heat and/or power demand (including for example the local food plants in Wisbech); • A site of a suitable size to accommodate the EfW CHP Facility; • Good access to the strategic road network; • A brownfield site allocated for waste management; and • A site free of environmental designations. The environment effects arising from the Proposed Development are reported within the Environmental Statement and summarised in the Non-Technical Summary (Volume 6.1) [APP-027]. They consider matters such as noise and air quality and identify local schools as sensitive receptors. They do not identify significant negative effects upon schools. Chapter 15 Socio-Economic, Tourism, Recreation and Land Use also considers the potential for effects upon other uses such as local businesses and concludes that negative effects would not be significant.
RR-461	Diana Mutimer	Environmental	In no particular order of importance, and list is incomplete. Further comments will be submitted: Visual impact Air	The visual effects of the EfW CHP Facility have been assessed with the results presented within the ES Chapter 9: Landscape and Visual (Volume 6.2) [APP-036] . The conclusion is that whilst there will be

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
			quality deterioration problems and pollution Highways Environmental damage due to where it is sited	<p>some significant effects arising from the EfW CHP Facility as a whole these would be restricted to some individual properties, and localised parts of several recreational routes and highways. Air Quality is considered within Chapter 8: Air Quality (Volume 6.2)). This assessment concludes the potential effects are not significant and is supported by a Human Health Risk Assessment ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA. The EA also have the power to undertake announced and unannounced site visits to verify emissions data, and in cases where there is a risk of serious pollution, to suspend the environmental permit.</p>
RR-462	Janette Neeld	Comment	I shall register my comments when I have considered all the available information.	Comments noted. The DCO Application documents are available on the Planning Inspectorate website
RR-463	Joanne negus	Traffic	Wisbech is a small town already struggling with the amount of traffic within it and around it. Our roads are constantly crumbling and needing repair more constant	<p>HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			lorries are only going to create more problems and costly repairs which the town just cannot withstand.	<p>(Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013] • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and</p> <ul style="list-style-type: none"> Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>HIGHWAY SUBSIDENCE The maintenance of the local road network is the responsibility of Cambridgeshire County Council. However, Appendix 6A Outline CTMP (Volume 6.4) [APP-072] confirms the Applicant will appoint an independent contractor to undertake a highway condition survey of the highway before and after construction of the Proposed Development. Any damage caused by the construction activities can be repaired by the Applicant and the road returned to the previous condition.</p> <p>The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>
RR-463	Joanne negus	Human Health	Incinerators have previously proven in other areas there is a significant long term health risk to all who live within its vicinity why would anyone with knowledge think this a good idea!!!	<p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p><i>“...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health (https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health). PHE’s risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible</i></p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p><i>to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small..."</i></p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043] assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, Draft DCO (Volume 3.1) [APP-013]; • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013];

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.
RR-464	Geoff Newham	Environmental	The project does not comply with key elements of policy, including the National Policy Statements for Energy, the National Planning Policy Framework for waste and the UK's adopted Sixth Carbon Budget recommendations. It also fails to comply with the Local Area Development Plan's policies, both current and proposed as well as the Cambridge CC's and Peterborough City Council's plans and policies for waste management. The limited benefits of the project, coupled with its non-compliance with planning and climate change policies, are such	The Applicant's Planning Statement (Volume 7.1) [APP-091] considers the outcome of the ES and assesses conformity with national and local planning policy. The planning balance for the Proposed Development concludes it is firmly in favour of the Proposed Development. Therefore, development consent should be granted. Ultimately a decision as to whether employment benefits outweigh potential negative benefits will be taken by the Secretary of State.

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
			that the project is unlikely to obtain consent.	
RR-464	Geoff Newham	Adequacy Consultation	of The consultation is premature and not of an appropriate quality. MVV is not following good consultation practice for a Nationally Significant Infrastructure Project (NSIP). The single stage of formal consultation is premature and does not meet the legislative requirements, particularly in respect of the Preliminary Environmental Information Report (PEIR), which is incomplete. MVV has provided misleading information, intended to by-pass scrutiny by the Local Planning Authority, by over-stating the capacity and output.	The Applicant provided the necessary information in accordance with the requirements of the Planning Act 2008 and associated regulations (including the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 and the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. Having reviewed the matter of the adequacy of consultation, PINS accepted the DCO Application for the Proposed Development for Examination, see Notification of Decision to Accept Application [PD-001] . Full details of the Applications statutory and non-statutory pre-application consultation are reported in the Consultation Report (Volume 5.1) [APP-018] and the accompanying appendices.
RR-464	Geoff Newham	Traffic	This proposal will mean an unacceptable increase in heavy transport on already highly congested roads which will add huge costs to the local economy and productivity through delays and lost hours,	HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073] . Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for

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



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

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> Weasenham Lane (between Algores Way and Elm High Road). <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>
RR-464	Geoff Newham	Air Quality	as well as an unacceptable increase in toxic emissions from heavy trucks and a chimney that's too tall for the area.	<p>The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078] and Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052] respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>(Volume 6.4) [APP-78]. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> • Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				<p>villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013];</p> <ul style="list-style-type: none"> Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013].
RR-464	Geoff Newham	Human Health	The site is too close to the area's biggest school over which toxic emissions and particulates will descend endangering the health of children, apart from what it will do for the health of those living and working in the nearby locality.	<p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p><i>“...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health (https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health). PHE's risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small...”</i></p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043] assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the</p>

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				<p>Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, Draft DCO (Volume 3.1) [APP-013]; • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013];

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.
RR-465	Frances Nolan	Human Health	The Wisbech incinerator proposed is massive this would cause depression, anxiety fears for the people living next to it. People would be worrying about their health and the health of their children. All the communities around would suffer health problems near and far.	<p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p><i>“...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health (https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health). PHE’s risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small...”</i></p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043] assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual</p>

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, Draft DCO (Volume 3.1) [APP-013]; • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.
RR-465	Frances Nolan		It is also upwind of Kings Lynn which has fought against Waste Incineration in the past were people voted in there thousands to say No to waste incineration 65.000 people made their voices heard and this result against incineration should be respected.	Comment noted. However, the Applicant/MVV were not involved in the King's Lynn incinerator planning application.
RR-465	Frances Nolan	Biodiversity	Norfolk has the most beautiful flat landscape and an incinerator on the flats plains would just be very ugly. The area thrives with wildlife and we have The Wash a beautiful bay and multiple estuary. Millions of migratory birds feed in the bay and surrounding marshes a beautiful sight to see, lots of wildlife shellfish, shrimp, cockles, mussels, oystercatchers, common tern, marsh harriers, geese, pink-footed goose, shelduck, pintail, ringed plover, lapwing, knot, sanderling, dulin, black tailed godwit, bar tailed godwit, curlew, redshank and turnstone. This is in the Norfolk Coast area of Outstanding Natural Beauty. And is covered by the Royal Society for the Protection of Birds. The birds and all the wildlife living there all depending on this area for their	<p>ES Chapter 11: Biodiversity Rev 2 (Volume 6.2) [AS-008] considers a wide range of ecological Receptors which together make up the natural environment and it identifies the extent to which significant effects may occur. International and local ecological receptors have been assessed within the biodiversity assessment and include:</p> <ul style="list-style-type: none"> Nene Wash Special Area of Conservation (SAC) Special Protection Area (SPA) and Ramsar; Ouse Wash SAC, SPA, and Ramsar; and River Nene County Wildlife Site (CWS). <p>The effect of the Proposed Development on species which are legally protected or otherwise conservation notable has been considered within the assessment and includes; breeding birds, bats, water voles, reptiles, including great crested newts and badgers. No potential negative significant effects have been identified. The effect of land take/land cover change and fragmentation of habitat on sensitive biodiversity receptors has been assessed and land take has avoided nature conservation sites and other high-</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
			<p>survival a waste incinerator would without doubt jeopardise their much-needed food source. BBC Springwatch TV program filmed there at the nature reserve this year in May. Please stop incinerator. Thank you</p>	<p>quality habitats. No potential negative significant effects have been identified.</p> <p>Figure 3.14: Outline Landscape and Ecology Management Strategy (Volume 6.3) [APP-049] includes features designed to maintain and enhance ecological connectivity in line with the Natural Habitat Network and local strategies, and provide refugia and foraging habitats targeted to species found in the locality. The Outline Landscape and Ecology Management Strategy (Volume 6.3) [APP-049] illustrates the locations of the proposed native planting that will be provided within the operational EFW CHP Facility Site. This landscape planting will include native shrub mix; native hedgerow with trees; native wet woodland, native species rich grassland, brown roof, and green walls. The full details of the final scheme will be based on the Outline Landscape and Ecology Strategy and secured by Requirement 5, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>The Proposed Development will deliver Biodiversity Net Gain (BNG) and the biodiversity and landscape planting following the completion of the construction period will be subject to a 30-year maintenance period, the first five of which will ensure establishment of the planting. The Applicant has set out the options it will consider to deliver BNG within Appendix 11M (Volume 6.4) [AS-009].</p>
RR-466	Donna Northwood	Human Health	Health consequences	<p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p><i>"...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed</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 (https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health). PHE's risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small..."</i></p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the ES (Volume 6.2), ES Chapter 16 Health (Volume 6.2) [APP-043] assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				<p>Requirement 22, Draft DCO (Volume 3.1) [APP-013];</p> <ul style="list-style-type: none"> • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and • Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.
RR-466	Donna Northwood	Traffic	traffic congestion on an already overloaded road system	<p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including</p>

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



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

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road). <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>
RR-467	Martin Norman	Traffic	<p>Due to the increase in volume of traffic on the A47 and the town roads and rural roads the roads are unable to sustain more heavy vehicles coming into the area.</p>	<p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and</p>



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



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

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106] . Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013] .
RR-467	Martin Norman		The plant itself was rejected to be built in Kings Lynn as to why was the amount of protests due to health issues the plant would cause I will continue to object this area is not suitable for this incinerator	Comment noted. However, the Applicant/MVV were not involved in the King's Lynn incinerator planning application.
RR-467	Martin Norman	Air Quality	As for the increase in pollution they say that no emission come out of the plants this is untrue as you are increasing pollution with the volume of extra lorries heavy plant equipment in the area.	<p>The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078] and Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-</p>

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>052] respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> • Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013];

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013].
RR-468	Andrew Nuttall	Comment	I will comment upon receiving details of application	Comments noted. The DCO Application documents are available on the Planning Inspectorate website.
RR-469	Jevan Oakley	Socio-economic	The proposed incinerator will make living here unbearable.	The environmental impacts of the Proposed Development including those that could affect local residents and businesses, such as noise and odour, have been assessed and reported in the ES and summarised in the Non-Technical Summary (Volume 6.1) [APP-027] . ES Chapter 15: Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042] assesses impacts relevant to the topic on local residents and businesses and concludes, there will be not be significant negative effects.
RR-469	Jevan Oakley	Traffic	The roads are already overly congested and the addition of lorries full of steaming filth will be the death of the area.	The environmental impacts of the Proposed Development including those that could affect local residents and businesses, such as noise and odour, have been assessed and reported in the ES and summarised in the Non-Technical Summary (Volume 6.1) [APP-027] . ES Chapter 15: Socio-Economics, Tourism, Recreation and Land Use

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				(Volume 6.2) [APP-042] assesses impacts relevant to the topic on local residents and businesses and concludes, there will be not be significant negative effects.
RR-469	Jevan Oakley	Noise	Noise pollution will have a negative impact on health and wildlife.	<p>With regard to human receptors, the environmental impacts due to noise and vibration associated with the Proposed Development have been assessed and reported in the ES. The ES Chapter 7: Noise and Vibration (Volume 6.2) [APP-034] considers the potential for noise and vibration effects to human receptors, at numerous sensitive receptors (Table 7.14) during the construction and operational phase of the Proposed Development.</p> <p>Where necessary, embedded mitigation is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. A full list of the embedded construction and operational environmental measures to be employed is reported in Table 7.40, ES Chapter 7: Noise and Vibration (Volume 6.2) [APP-034]. These measures include construction and operational management plans. Implementation of the management plans is secured by DCO Requirement and by the Environmental Permit:</p> <ul style="list-style-type: none"> • A Construction Environmental Management Plan (CEMP) (see Volume 7.12 [APP-103], secured by Requirement 10, Schedule 2, Draft DCO (Volume 3.1) [APP-013]; and • Operational Noise Management Plan (see ES Appendix 7D: Operational Noise Management Plan (Volume 6.4)) secured by

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>Requirement 19, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>With the environmental measures in place the assessment concludes there will be no significant effects to human receptors.</p> <p>Health impacts due to noise and vibration associated with the Proposed Development to human receptors are assessed and reported in the ES. The ES Chapter 16: Health (Volume 6.2) [APP-034] considers the potential for noise and vibration effects to adversely affect human health. The assessment concludes that, with the environmental measures in place, there will be no significant effects to human health in the wider population, including vulnerable groups.</p> <p>With regard to wildlife, the environmental impacts due to noise associated with the construction and operation of the Proposed Development to non-human receptors have been assessed and reported in the ES. The ES Chapter 11: Biodiversity (Volume 6.2) [APP-034] assesses the potential for significant noise effects to wildlife at all nearby designated sites and to legally protected and conservation-notable species (Section 11.6). The assessment concludes that noise effects to wildlife during construction and operation of the Proposed Development are not significant.</p>
RR-469	Jevan Oakley	Air Quality and air pollution will have a negative impact on health and wildlife.	The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors.

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

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> • Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013].
RR-469	Jevan Oakley	Human Health	Mental health of residents will also be affected; i for one, do not want to live anywhere near an incinerator and I will have little to no chance of moving once it gets the go ahead. Many will be in the same position and I strongly believe it will lead to excess deaths as a direct result.	<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 (https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health). PHE's risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small..."</i></p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043] assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, Draft DCO (Volume 3.1) [APP-013];

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and • Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.
RR-469	Jevan Oakley	Environmental	The environmental impact will also be severe.	The environmental impacts of the Proposed Development during both its construction and operation are reported within the Environmental Statement Volumes 6.2-6.4 and summarised within the Non-Technical Summary (Volume 6.1) . Individual topics which include biodiversity, health and socio-economics are assessed with mitigation in place and conclusions drawn as to the levels of significance. The Planning Statement (Volume 7.1) [APP-091] considers the outcome of the ES and assesses conformity with national and local planning policy. The planning balance for the Proposed



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				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-470	John Colin Ogden	Comment	My comments will be forthcoming the appropriate time.	Comments noted.
RR-471	David Colin Oliver	Traffic	The proposal would involve over 300 lorry movements a day, bringing both household and commercial waste from up to a 2 hours away, which would cause irreparable damage to the transport infrastructure and environment and this is totally unacceptable to Wisbech. The incinerator is proposing to be located 500m from the largest secondary school in the town and this is again totally unacceptable and would involve a large percentage of the lorry movements going past the school daily.	<p>VEHICLES NUMBERS TO THE EFW CHP FACILITY SITE</p> <p>Table 6.14 and 6.15, ES Chapter 6: Traffic and Transport (Volume 6.2) [APP-033] presents information on anticipated weekday and weekend vehicle movements to and from the EfW CHP Facility Site. In Summary, once operational there would be 362 weekday traffic movements, 78 of which would be the movement of staff cars and light good vehicles and 284 heavy goods vehicles (HGV). Traffic movements at weekends are lower; 32 staff cars and light vehicles and 64 HGVs.</p> <p>The HGV vehicle moments presented in Table 6.14 and 6.15 include those associated with waste and consumable deliveries and the export of Incinerator Bottom Ash (IBA) and Air Pollution Control residues (APCr) to suitable licenced facilities.</p> <p>The vehicles movements described above have been assessed within ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] and Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073].</p> <p>HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with</p>

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013] • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013];

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p>

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road). <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>
RR-471	David Colin Oliver	Historic Environment	Its a structure that would present a detrimental visual impact at the entrance to our beautiful Historic Georgian Town. It is unacceptable which is why I have been oppose to this development since the beginning.	<p>The Historic Environment Assessment is reported in ES Chapter 10: Historic Environment (Volume 6.2) [APP-037]. As part of this, the significance of Wisbech town centre conservation area, the nature of its setting and contribution to the same and the importance of particular views are set out in section 10.9. This includes a description of the individual character areas within the conservation area including the Brinks, with a photomontage from Elgood's Brewery on North Brink (Figure 9.23b Viewpoint 7, Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.17 to 9.24 [APP-058]) showing the greatest extent of visibility from within the conservation area. Taking account of the heritage significance of the conservation area as a whole and the identified key</p>

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				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. The Landscape and Visual Assessment is reported in ES Chapter 9: Landscape and Visual (Volume 6.2) [APP-036] .
RR-471	David Colin Oliver	Comment	I also support Town Council, Fenland District Council, Cambridgeshire County Council and Local MP who are committed to OPPOSING this incinerator at every opportunity.	Comments noted.
RR-472	Hadleigh Osborne	Traffic	Traffic is already extremely disruptive and every day we faced delays within and around the town. It took today 27/10/22, 20mins to drive a car from the large Tesco to the traffic light just after KFC turning right towards Thomas Clarkson, that is less than a mile and is due to too much traffic, badly organised road layouts and work. The traffic and single lanes roads also leading to and from Kings Lynn are continually backed up with traffic and if anything breaks down in the single lane, no one is going anywhere for several hours. The A47 leading into Wisbech along the River Nene can not take anymore traffic in the single lanes and once the A47 reaches the Roundabout at the	HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073] . Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
			beginning of town and goes north towards the Elme Roundabout the traffic gets even worse with daily delays not only at rush hour traffic	<p>the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application.</p>

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

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				(OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].
RR-473	Elizabeth Oselton	Planning	A local planning decision is being avoided because of the size of the incinerator; which alone is a terrifying marker of the scale and magnitude of this project. This is completely unfair on local residents, who have invested time, money and energy into making the town what it is.	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-473	Elizabeth Oselton	Property Prices	This will certainly, ..., have a negative influence on property prices and saleability too. Again negatively affecting the people of Wisbech and surrounding areas.	As part of the assessment undertaken in ES Chapter 15: Socio economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042] the Applicant reviewed the local housing market. The review shows that house prices within the Study Area have been increasing. The review shows that house prices within the Study Area are lower than the county and national averages. 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

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				made under Part 1 of the Land Compensation Act 1973.
RR-473	Elizabeth Oselton	Air Quality	This incinerator is proposed to generate over 50 megawatts of power. Consequently, hundreds of thousands of tonnes of non-recyclable waste will be brought to Wisbech each year in order to fuel this. This facility will undoubtedly impact the local community in terms of pollution.... and the health of residents.	<p>The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078] and Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052] respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p>

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



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-473	Elizabeth Oselton	Traffic	This incinerator is proposed to generate over 50 megawatts of power. Consequently, hundreds of thousands of tonnes of non-recyclable waste will be brought to Wisbech each year in order to fuel this. This facility will undoubtedly impact the local community in terms of ...increased traffic	<p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none">• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013].
RR-474	Roisin O'Shea	Mary Environmental	I believe that the proposed incinerator to be built in Wisbech would have a huge negative impact for the town itself, as well as outlying villages, towns and cities including Kings Lynn and Peterborough. The town of Wisbech has so much potential with its Georgian architecture and history if only local planners and government focussed on this rather than lining their pockets from a development that would impact Wisbech from a visual point of view as well as the huge impact it will have on the environment and infrastructure.	The visual effects of the EfW CHP Facility have been assessed with the results presented within the ES Chapter 9: Landscape and Visual (Volume 6.2) [APP-036] . The conclusion is that whilst there will be some significant effects arising from the EfW CHP Facility as a whole these would be restricted to some individual properties, and localised parts of several recreational routes and highways. ES Chapter 10 Historic Environment (Volume 6.2) [APP-037] assesses the potential for impacts upon historic features such as Wisbech Conservation Area. It concludes that effects upon the setting of this conservation area would not be significant.
RR-474	Roisin O'Shea	Mary Historic Environment	Such a blight on the town will not only take away from its historical architecture, but will also only succeed in keeping tourists away, reducing any income from tourism, therefore resulting in the continued	The Historic Environment Assessment is reported in ES Chapter 10: Historic Environment (Volume 6.2) [APP-037] . As part of this, the significance of Wisbech town centre conservation area, the nature of its setting and contribution to the same and the importance of particular views are set out in section 10.9. This

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
			decline of a town with so much potential.	<p>includes a description of the individual character areas within the conservation area including the Brinks, with a photomontage from Elgood's Brewery on North Brink (Figure 9.23b Viewpoint 7, Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.17 to 9.24 [APP-058]) showing the greatest extent of visibility from within the conservation area. Taking account of the heritage significance of the conservation area as a whole and the identified key views within and out from it, and the context of the existing industrial estate including large logistics buildings, there will not be a significant effect on the conservation area.</p> <p>The Landscape and Visual Assessment is reported in ES Chapter 9: Landscape and Visual (Volume 6.2) [APP-036].</p>
RR-474	Roisin O'Shea	Mary Traffic	The large numbers of heavy vehicles in and out of the development will not only cause havoc with traffic flow in a town that already suffers gridlock at key points throughout the day, but the roads themselves will breakdown - Wisbech and it's surrounding villages already have some of the poorest condition roads in Cambridgeshire and nationally due to a lack of money to improve them and the agricultural traffic that results in many roads cracking and dropping away or creating potholes that are only ever 'patched up'.	<p>HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With</p>



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

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

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>HIGHWAY SUBSIDENCE The maintenance of the local road network is the responsibility of Cambridgeshire County Council. However, Appendix 6A Outline CTMP (Volume 6.4) [APP-072] confirms the Applicant will appoint an independent contractor to undertake a highway condition survey of the highway before and after construction of the Proposed Development. Any damage caused by the construction activities can be repaired by the Applicant and the road returned to the previous condition.</p> <p>The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>
RR-474	Roisin O'Shea	Mary	Human Health	<p>Needless to say the fall out of the emissions from the incinerator will also have a detrimental effect on the environment and those with existing respiratory conditions and well as the potential to increase the numbers of those that will develop respiratory conditions, particularly our children. I drive into Peterborough everyday and the quality of air is far from great near the Energy Recovery Facility on Fengate despite it being 'regularly monitored'. The development of</p> <p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p><i>"...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health (https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health). PHE's risk assessment remains that modern, well run and regulated municipal waste incinerators are not a</i></p>

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
			<p>not just an incinerator, but Europe's largest incinerator would potentially see emissions up to 25 miles away...affecting not only Wisbech and surrounding villages, but Kings Lynn, Norwich and Peterborough.</p>	<p><i>significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small...</i></p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043] assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, Draft DCO (Volume 3.1) [APP-013]; • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013];

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and • Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.
RR-474	Roisin O'Shea	Mary	Socio-economic	<p>While I understand it would bring jobs to the area, I feel that the arguments against having this development far out-weigh any positive impact it would have.</p> <p>The Planning Statement (Volume 7.1) [APP-091] considers the outcome of the ES and assesses conformity with national and local planning policy. The planning balance for the Proposed Development concludes it is firmly in favour of the Proposed Development. 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. Regardless of the balance of effects, the Applicant is committed to working with the local community to deliver local employment, an approach undertaken at MVA's other UK facilities. These benefits are set out in the Outline Employment and Skills Strategy (Volume 7.8) [APP-099] which has been developed</p>

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				<p>in consultation with Norfolk County Council and includes the following proposals:</p> <ul style="list-style-type: none"> • A waste education programme and support for higher and further education establishments, including STEM support; and • Apprenticeships, Internships and work experience/placements. • Local employment during construction and operation; and • Support the local supply chain.
RR-475	Rebecca Owen	Traffic	I am completely opposed to the mega incinerator being built in Wisbech. I am very concerned about the amount of extra traffic the incinerator will cause. Traffic is already very high in the area and blocks very quickly.	<p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p>
RR-475	Rebecca Owen	Human Health	I'm concerned about the rising pollution levels extra traffic will cause and the effects of the health	To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE)

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
			<p>of our residents. Having read the paperwork submitted by the company and researched the company's previous projects, I have reservations about the data they have offered and their projections for pollution from the incinerator. I have young children and am concerned about their health, especially with the planned incinerator being so close to a school.</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 (https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health). PHE's risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small..."</i></p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043] assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013];

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, Draft DCO (Volume 3.1) [APP-013]; Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013]; Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.
RR-475	Rebecca Owen	Odour	Their incinerator in Plymouth was not supposed to smell but the residents their feel misled and now have to deal with unpleasant smells.	The environmental impacts of the Proposed Development including those that could affect the local community, such odour, have been assessed and reported in the ES and summarised in the Non-Technical Summary (Volume 6.1) [APP-027] . Where necessary, embedded mitigation is included

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately.</p> <p>The Applicant has prepared an Outline Odour Management Plan (Volume 7.11) [APP-112] which details all sources of odour, control measures, monitoring, including a complaints procedure, and reporting. Odour awareness training will be undertaken as part of general site operational training, and daily checks for odour levels will be carried out.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP will set the emission limits, including for odour. Compliance with the EP will be regulated and monitored by the Environment Agency.</p>
RR-475	Rebecca Owen	Property Prices	I feel this would really effect house prices and other opportunities in Wisbech, as it is too close to residential areas. Most of all, I can not understand why anyone would think this was a good place to put a mega incinerator.	<p>As part of the assessment undertaken in ES Chapter 15: Socio economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042] the Applicant reviewed the local housing market. The review shows that house prices within the Study Area have been increasing. The review shows that house prices within the Study Area are lower than the county and national averages.</p> <p>House prices are driven by a range of factors and it is considered generally that the Proposed Development would not by itself decrease house prices in the Study Areas due to the implementation of the proposed mitigation measures. For a limited number of properties that may be affected by physical factors (such as noise) during the operation of the Proposed Development, and such factors results in a diminution</p>

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				in value, a claim for compensation can be made under Part 1 of the Land Compensation Act 1973.
RR-475	Rebecca Owen	Alternatives	Most of all, I can not understand why anyone would think this was a good place to put a mega incinerator.	<p>Section 2.3.1 to 2.3.3 ES Chapter 2 Alternatives [APP-029] and ES Chapter 3 (Volume 6.2) [APP-030] explains the Applicant's reason for selecting the location of the Proposed Development, highlighting the 'essential' and 'preferable' site selection criteria that were applied and suitably meet. At the time it was identified, the site also benefited from an allocation as a waste management site within the Cambridgeshire and Peterborough Minerals and Waste Development Plan. Whilst this has now been replaced, the site is considered to be compliant with Policy 4 of the new, adopted Development Plan 2021. In summary, the Applicant's selection criteria included:</p> <ul style="list-style-type: none"> • There is a need for additional residual waste treatment within the area; • In close proximity to existing business that have a large heat and/or power demand; • A site of a suitable size to accommodate the EfW CHP Facility; • Good access to the strategic road network; • A brownfield site allocated for waste management; and • A site free of environmental designations.
RR-476	Ci Bob Page	Climate Change	Incineration will destroy this Country's target of NET ZERO target as every ton incinerated exudes out another ton of co2 and no way will the UK meet it's reduction targets.	It is acknowledged that as a standalone entity the Proposed Development results in net carbon emissions from the EfW combustion processes. The environmental impacts of the Proposed Development including climate change impacts, have been assessed and reported in the ES Chapter 14: Climate Change (Volume 6.2) [APP-041] . Chapter 14 includes a greenhouse gas (GHG) assessment. The GHG assessment reports a net reduction in emissions of -2,570.80 kilo tonnes carbon dioxide

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				<p>equivalent (ktCO₂e) in the 'with Proposed Development' scenario compared to a 'without Proposed Development' scenario. The assessment is based on assessing whether the Proposed Development would impede the UK in being carbon net zero by 2050, this being the UK position in terms of meeting international obligations to reduce carbon emissions. The assessment includes evaluation of emissions with respect to UK Government 5-year carbon budgets, indicating a minor reduction in emissions ranging from between 0.004% to 0.03% for the 4th, 5th and 6th carbon budgets.</p> <p>Therefore, GHG impacts of the Proposed Development will have a beneficial significant effect. The Proposed Development has net GHG emissions below zero, causing an indirect reduction in atmospheric GHG emissions which has a positive impact on the UK Government meeting its carbon budgets/targets. In 2050 when the UK net carbon budget is zero (and the Climate Change Committee states that waste sector emissions can be reduced by 75% from today's levels), the Proposed Development will have a beneficial impact equivalent to – 67ktCO₂e.</p>
RR-476	Ci Bob Page	Air Quality	The exhausted residue will contaminate some of the best agricultural land in the Country. The prevailing winds will bring all contamination towards my area and as I have been diagnosed as having asthma I am totally against the proposal.	The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078] and Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052] respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> • Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013];

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013] • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013].
RR-477	Darrin Parish	Historic Environment	Wisbech is a historic market town with many Georgian buildings, any increase in pollution could have a detrimental effect on these buildings.	The final version of the Employment and Skills Strategy is secured by Requirement 21, Schedule 2, Draft DCO (Volume 3.1) [APP-013] .
RR-477	Darrin Parish	Waste Hierarchy	We should not be burning waste we should be promoting recycling and encouraging manufacturers to use products which can be recycled.	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

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				<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 Planning Statement (Volume 7.1) [APP-091].</p> <p>The Applicant is committed to providing community benefits, including waste awareness and education; these are set out in the following documents. Outline Employment and Skills Strategy (Volume 7.8) [APP-099] which has been developed in consultation with Norfolk County Council and includes the following proposals:</p> <ul style="list-style-type: none"> • A waste education programme and support for higher and further education establishments, including STEM support; and • Apprenticeships, Internships and work experience/placements. <p>The Outline Employment and Skills Strategy (Volume 7.8) [APP-098] is secured by a DCO Requirement 21.</p>

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				<p>Outline Community Benefits Strategy (Volume 7.14) [APP-105] and includes the following proposals:</p> <ul style="list-style-type: none"> • Establishment of a local liaison committee; • Employment of a Community Liaison Manager; • Guided site tours and a visitor area within the administration building; • Establishment of a community fund and a sponsorship fund; and • Support for local initiatives that improve wellbeing and environmental improvements in the local area. <p>The final Community Benefits Plan will be published by the Applicant prior to commencement of the construction of the Proposed Development.</p>
RR-477	Darrin Parish	Traffic	The A47 in the area is only single carriageway as such frequently experiences delays especially in the summer months.	<p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no</p>

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013] • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013].
RR-477	Darrin Parish	Environmental	The issues I have with the project are the location in reference to schools, the increased road traffic and subsequent increase in pollution.	The environment effects arising from the Proposed Development are reported within the Environmental Statement and summarised in the Non-Technical Summary (Volume 6.1) [APP-027] . They consider matters such as noise and air quality and identify local schools as sensitive receptors. They do not identify significant negative effects upon schools. Chapter 15 Socio-Economic, Tourism, Recreation and Land Use also considers the potential for effects upon other

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				uses such as local businesses and concludes that negative effects would not be significant. Pollution during construction would be controlled via construction management plans, and in particular the Construction Environmental Management Plan (Volume 7.12) [APP-103] . This includes a number of additional plans as appendices and is secured as a requirement of the DCO. Operationally the Proposed Development will require an Environmental Permit and the Applicant has prepared and submitted its application which is accompanied by a number of operational management plans. 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 includes particulate matter (total dust including PM2.5).
RR-478	Mark parker	Andrew Traffic	This is the worst thing for the people of Wisbech not enough roads to couple with the extra volume of traffic	HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073] . Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With



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				<p>these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none">• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013];• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and• Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</p>



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



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>NEW BRIDGE LANE ACCESS IMPROVEMENTS: 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, ES chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030].</p> <p>The proposals can be seen on Figure 3.19: (Volume 6.3) [APP-049].</p>
RR-478	Mark parker	Andrew	Air Quality	<p>This is the worst thing for the people of Wisbech ...the air quality being in a food production area</p> <p>The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken</p>

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Relevant representation	Representatee	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, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052] respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p>

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013].
RR-479	Linda Parsley	Comment	I totally disagree with the incinerator planned for Wisbech	Comments noted.
RR-480	Neil Linda Parsley on behalf of Neil Parsley (Neil Parsley) (Neil Parsley)	Human Health	Health	<p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p><i>“...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators</i></p>



Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				<p><i>and effects on health (https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health). PHE's risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small..."</i></p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043] assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, Draft DCO (Volume 3.1) [APP-013];

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and • Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.
RR-480	Linda Parsley on behalf of Neil Parsley (Neil Parsley)	Traffic	& traffic issues	The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073] . Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases

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Relevant representation	Representatee	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"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013] • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013].



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-481	Reema Pate-Lynn	Comment	No to the incinerator in Wisbech, Cambridgeshire.	Comments noted.
RR-482	K Payne	Comment	I shall comment after seeing examination information	Comments noted. The DCO Application documents are available on the Planning Inspectorate website .
RR-483	Ronald Payne	Traffic	Very close to the town centre. Roads, including the A47, will struggle to cope with the extra very heavy traffic involved. The area gets extremely busy with traffic in summer and at bank holidays as there are only 2 roads for traffic from the North and the West to get to the Norfolk coast, both which converge only a few miles away at King's Lynn. Plant is being built very close to a large school. Where is the waste ash produced to be disposed? Will the ash be removed by even more lorries than the proposed 300 a day bringing waste into the site?	<p>VEHICLES NUMBERS TO THE EFW CHP FACILITY SITE</p> <p>Table 6.14 and 6.15, ES Chapter 6: Traffic and Transport (Volume 6.2) [APP-033] presents information on anticipated weekday and weekend vehicle movements to and from the EFW CHP Facility Site. In Summary, once operational there would be 362 weekday traffic movements, 78 of which would be the movement of staff cars and light good vehicles and 284 heavy goods vehicles (HGV). Traffic movements at weekends are lower; 32 staff cars and light vehicles and 64 HGVs.</p> <p>The HGV vehicle moments presented in Table 6.14 and 6.15 include those associated with waste and consumable deliveries and the export of Incinerator Bottom Ash (IBA) and Air Pollution Control residues (APCr) to suitable licenced facilities.</p> <p>The vehicles movements described above have been assessed within ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] and Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073].</p> <p>HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-</p>



Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				<p>073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013] • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and</p> <ul style="list-style-type: none"> Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>IBA and APCr: Section 3.5.38 to 3.5.41, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] describes the quantities and handling arrangements for Incinerator Bottom Ash (IBA).</p> <p>Section 3.5.42 to 3.5.46, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] describes the quantities and handling arrangements for Air Pollution Control residues (ACPr).</p> <p>Both IBA and APCr will be exported off-site for processing at suitably licenced facilities.</p>
RR-483	Ronald Payne	Planning	The proposal was rejected by Norfolk so why is it a good idea to move it a few miles into Cambridgeshire?	Comment noted. However, the Applicant were not involved in the Norfolk incinerator planning application.
RR-483	Ronald Payne	Landscape Visual	and In an area as flat as Fenland this plant and particularly the chimney will be an eyesore for many miles around.	The landscape and visual effects are reported in Volume 6.2 ES Chapter 9 Landscape and Visual [APP-036] and Volume 6.4 ES Chapter 9 Landscape and Visual Appendices [APP-079] . The assessments are accompanied by photomontages in Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.17 to 9.24 [APP-058] , Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.25 to 9.32 [APP-059] , Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.33 to 9.39 [APP-060] and Volume 6.3 ES Chapter 9

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>Landscape and Visual Figures 9.40 to 9.46 [APP-061] illustrating what the Proposed Development would look like from 30 locations (agreed with the Local Authorities) at various directions and distances to the Site. The assessment concluded that whilst there would be some significant visual effects arising from the EfW CHP Facility, these would be restricted to some individual properties and localised parts of several recreational routes and highways, as reported in Tables 9.14, 9.16, 9.17 and 9.18 of Volume 6.2 ES Chapter 9 Landscape and Visual [APP-036]. The assessment also concluded that there would be localised significant effects within the closest part of the Wisbech Settled Fen Landscape Character Area (LCA) to the EfW CHP Facility but that this situation would not apply to the more distant majority of the LCA.</p>
RR-484	Brian Pawley	Waste Need	There is an oversupply of incinerators in the East of England. So this incinerator is NOT needed.	<p>The Waste Fuel Availability Assessment (WFAA) (Volume 7.3) [APP-094] In line with the existing National Policy Statement for Renewable Energy Infrastructure (EN-3) and the emerging updated version of this, considers the availability of waste in the context of local and national need. In terms of 'local' need, the extent of the study area has been informed by the 2-hour travel time and is defined as being the former East of England planning region and selected close Waste Planning Authorities in the East Midlands (i.e., Leicester and Leicestershire; Northamptonshire, Lincolnshire and Rutland). The assessment includes sensitivity analysis to understand how residual waste arisings may change over time with increased recycling. The conclusion of the assessment demonstrates the need for the Proposed Development to treat residual waste within the region.</p>

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				To respond to matters raised by interested parties, the Applicant shall provide further information on the WFAA during the Examination.
RR-484	Brian Pawley	Air Quality	Particulate from the incinerator chimney stacks are free to atmosphere, and this would allow them to be carried vast distances, with possible/probable harm to not only living and breathing population but also flora and fauna.	<p>The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078] and Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052] respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The</p>

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> • Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013].



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-485	Gloria Peacock	Traffic	Do not agree with the plans to build this incinerator far to near to town . Will cause traffic problems to an already congested town.	<p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none">• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>Requirement 10, Draft DCO (Volume 3.1) [APP-013];</p> <ul style="list-style-type: none"> • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms,</p>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none">• A1101 north of A47 Elm Road roundabout;• Churchill Road (north of Elm High Road); and• Weasenham Lane (between Algores Way and Elm High Road. <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>
RR-486	Thomas Pearson	Waste Hierarchy	Waste should be recycled, not burnt. This does not discourage unnecessary wastage.	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
				<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 Planning Statement (Volume 7.1) [APP-091].</p> <p>The Applicant is committed to providing community benefits, including waste awareness and education; these are set out in the following documents.</p> <p>Outline Employment and Skills Strategy (Volume 7.8) [APP-099] which has been developed in consultation with Norfolk County Council and includes the following proposals:</p> <ul style="list-style-type: none"> • A waste education programme and support for higher and further education establishments, including STEM support; and • Apprenticeships, Internships and work experience/placements. <p>The Outline Employment and Skills Strategy (Volume 7.8) [APP-098] is secured by a DCO Requirement 21.</p>

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				<p>Outline Community Benefits Strategy (Volume 7.14) [APP-105] and includes the following proposals:</p> <ul style="list-style-type: none"> • Establishment of a local liaison committee; • Employment of a Community Liaison Manager; • Guided site tours and a visitor area within the administration building; • Establishment of a community fund and a sponsorship fund; and • Support for local initiatives that improve wellbeing and environmental improvements in the local area. <p>The final Community Benefits Plan will be published by the Applicant prior to commencement of the construction of the Proposed Development.</p>
RR-486	Thomas Pearson	Air Quality	The prevailing Southwesterlies will bring pollutants over my area of Norfolk.	<p>The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078] and Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-</p>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>052] respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none">• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]• Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]• Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013].
RR-487	Stephen David John Penny	Comment	I will comment at a later date as things progress	Comments noted.
RR-488	Helen Pentelow	Comment	As a business owner my business is within metres of the proposed site. However, I will make further detailed comments at a later date, which is my right.	Comments noted.
RR-489	William Pentelow	Environmental	I work at a company on Algores Way which will seriously be affected if it goes ahead	ES Chapter 15: Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042] assesses impacts on local businesses and residents and concludes, there will be not significant effects. Where necessary, embedded mitigation is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The management plans will be secured by either a DCO Requirement or by the Environmental Permit and include:

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> • Outline Construction Environmental Management Plan (Volume 7.12) [APP-103] (includes a range of mitigation measures to control e.g., noise, dust, and travel management) • Outline Operational Odour Management Plan (Volume 7.11) [APP-102] which details all sources of odour, control measures, monitoring, and reporting. Odour awareness training will be undertaken as part of general site operational training, and daily checks for odour levels will be carried out. • Outline Operational Noise Management Plan (Volume 6.4) [APP-077] • Outline Operational Fire Prevention Plan (Volume 7.10) [APP-101] • Outline Operational Flood Emergency Management Plan (Volume 7.9) [APP-100] • Outline Operational Workers Travel Plan (Volume 6.4) [APP-074] • Outline Landscape and Ecology Management Plan (Volume 7.7) [APP-098].
RR-490	Sarah Perks	Human Health	<p>Local people cannot be placed in such close proximity to such a development, the people who live here have the right to a healthy environment to live and raise the future generations. I oppose this development for health reasons</p>	<p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p><i>“...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health (https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health). PHE's risk assessment remains that modern, well run and regulated municipal waste incinerators are not a</i></p>

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p><i>significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small...</i></p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043] assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, Draft DCO (Volume 3.1) [APP-013]; • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013];

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and • Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.
RR-490	Sarah Perks	Traffic	Local people cannot be placed in such close proximity to such a development, the people who live here have the right to a healthy environment to live and raise the future generations. I oppose this development for local transportation issues,	The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073] . Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				<p>improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013] • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013].
RR-490	Sarah Perks	Environmental	Local people cannot be placed in such close proximity to such a development, the people who live here have the right to a healthy	The Proposed Development should not affect the health of the environment or people within it. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
			<p>environment to live and raise the future generations. I oppose this development for, environmental reasons,</p>	<p>metals and particulate matter (PM), set for the protection of human health and concludes the significance of effect is negligible.</p> <p>The assessment has also 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. With regard to infrastructure it is assumed that this relates to the highways that serve Wisbech and the surrounding area. The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The assessments conclude that the surrounding highway network is capable of serving the Proposed Development. The Applicant is proposing infrastructure improvements to enable access to the EfW CHP Facility Site and these include 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.</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), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA. The EA also have the power to undertake announced and unannounced site visits to verify emissions data, and in cases where there is a risk of serious pollution, to suspend the environmental permit.</p>
RR-490	Sarah Perks	Environmental	Local people cannot be placed in such close proximity to such a development, the people who live here have the right to a healthy environment to live and raise the future generations. I oppose this development for, local 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 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 potential for the Proposed development to have effects upon people and infrastructure has been considered within the relevant chapters of the Environmental Statement

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				(Volumes 6.1-6.4). With regard to health, the assessment includes 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. With regard to infrastructure, 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-490	Sarah Perks	Environmental	Local people cannot be placed in such close proximity to such a development, the people who live here have the right to a healthy environment to live and raise the future generations. I oppose this development for, being so close to residential, work and educational buildings.	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 emerging Fenland Local Plan 2022 identifies the site as a waste management area and established employment area with part of the frontage to New Bridge Lane for Employment/Non-residential development. The site is located within an industrial area south of the town centre.
RR-491	Jenny Perryman	Comment	I object to this proposal. There are [this is the current representation from the PINS database	Comments noted.

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-492	Philip Pilbeam	Socio-economic	This incinerator will have a negative impact on our whole community.	ES Chapter 15: Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042] assesses impacts on local businesses. It considers both the potential benefits arising from local supply chain opportunities through to the potentially negative effects arising from disruption during construction for example. In all cases the conclusion reached is that negative effects would not be significant.
RR-492	Philip Pilbeam	Air Quality	Health concerns about particulates, bottom Ash & for me the traffic congestion with the 200 plus lorry movements a day!!!!	<p>The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078] and Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052] respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers</p>



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

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013]. <p>Incinerator bottom ash is an inert, non-hazardous, by-product of the combustion process. It will be removed and sent to a licenced facility for recycling, where the ferrous and non-ferrous metals will be removed and the remainder processed by size for use as secondary aggregates, thereby negating the requirement to quarry for virgin aggregate.</p> <p>The Air Pollution Control Residues (APCr) are stored in sealed silos and collected in sealed containers, then transported to a fully licenced facility for treatment and disposal. Typically APCr represents 2%- 3% of the input weight of waste delivered to the facility for thermal treatment. The Applicant, together with other companies in the industry, are actively investigating the potential to recycle the APCr for use in construction and civil engineering projects.</p> <p>Section 3.5.38 to 3.5.41, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] describes the quantities and handling arrangements for Incinerator Bottom Ash (IBA).</p> <p>Section 3.5.42 to 3.5.46, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] describes the quantities and handling arrangements for Air Pollution Control residues (ACPr).</p> <p>Both IBA and APCr will be exported off-site for processing at suitably licenced facilities.</p>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-492	Philip Pilbeam	Traffic	The traffic on the A47 is already at maximum capacity, especially in the summer months, and cannot cope with this sort of addition.	<p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none">• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013].
RR-492	Philip Pilbeam	Environmental	Our town has historic buildings that maybe affected, schools nearby and residential accommodation too close to this proposed project.	The Historic Environment Assessment is reported in ES Chapter 10: Historic Environment (Volume 6.2) [APP-037] . As part of this, the significance of Wisbech town centre conservation area and the individual historic buildings which sit within it, the nature of its setting and contribution to the same and the importance of particular views are set out in section 10.9. This includes a description of the individual character areas within the conservation area including the Brinks, with a photomontage from Elgood's Brewery on North Brink (Figure 9.23b Viewpoint 7, Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.17 to 9.24 [APP-058]) show 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. The Environmental Statement also considers the potential for effects upon the local population, those living locally or using the local schools. ES Chapters for example Chapter 6 Traffic and Transport (Volume 6.2)[APP-033] , Chapter 7 Noise and Vibration (Volume 6.2)[APP-034] , Chapter 8 Air Quality



Relevant representation	Representtee	Topic	Point raised	Applicant's comments
				<p>(Volume 6.2)[APP-035] and Chapter 15 Socio-Economic, Tourism, Recreation and Land use (Volume 6.2)[APPP-042] identify local residential properties, users of local services and facilities and assess the potential for significant effects upon them. Mitigations in the form of construction and operational management plans are prepared and form part of the application documentation. With the findings of the Environmental Statement understood the Planning Statement considers the 'planning balance' and concludes that the application should be consented. With regard to fire, the Applicant has prepared a Outline Operational Fire Prevention Plan (Volume 7.10) [APP-101]. This document has also been submitted to the Environment Agency as part of the Applicant's application for an Environmental Permit.</p>
RR-493	Christopher John pirie	Environmental	<p>If this is allowed to go ahead it will be purely be driven by finances and not a decision based on what's right for the health and wellbeing of local residents. This is expected to be the biggest plant of its kind in Europe proposed in a tiny historic market town within fall out distance of locally schools and nurseries and if there where to be a catastrophic failure of filtration or a fire on site the impact would devastate our local area .</p>	<p>ES Chapter 8: Air Quality, Volume 6.2) [APP-035] reports on the air quality assessment that was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health. It concludes the significance of effect is negligible. Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p>

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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 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-493	Christopher John Pirie	Environmental	Our local mp steve barclay had raised and submitted some solid points on refusing planning for this monstrosity but it seems to be getting pushed through anyway? You cannot allow this to be built based on the environmental and local health risks that are all widely publicised against other operational sites .	The environment effects arising from the Proposed Development are reported within the Environmental Statement and summarised in the Non-Technical Summary (Volume 6.1) [APP-027] . They consider matters such as noise and air quality. Chapter 15 Socio-Economic, Tourism, Recreation and Land Use also considers the potential for effects upon land use and local businesses and concludes that negative effects would not be significant. Pollution during construction would be controlled via construction management plans, and in particular the Construction Environmental Management Plan (Volume 7.12)[APP-103] . This includes a number of additional plans as appendices and is secured as a requirement of the DCO. Operationally the Proposed Development will require an Environmental Permit and the Applicant has prepared and submitted its application which is accompanied by a number of operational management plans. 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 includes particulate matter (total dust including PM2.5). The Applicant has also Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78] . The HHRA considers the

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.
RR-493	Christopher John pirie	Traffic	I am strongly opposed to this waste burning facility, being a local resident and will be directly affected by the impact on the already poor local road network that is often at gridlock at peak times.	<p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing</p>

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Relevant representation	Representatee	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"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by</p>



Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				<p>Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road). <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-493	Christopher John pirie	Odour	The odour generated locally by the import of masses of filthy industrial and toxic waste that will need to be stored prior to incineration	<p>The environmental impacts of the Proposed Development including those that could affect the local community, such odour, have been assessed and reported in the ES and summarised in the Non-Technical Summary (Volume 6.1) [APP-027]. Where necessary, embedded mitigation is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately.</p> <p>The Applicant has prepared an Outline Odour Management Plan (Volume 7.11) [APP-112] which details all sources of odour, control measures, monitoring, including a complaints procedure, and reporting. Odour awareness training will be undertaken as part of general site operational training, and daily checks for odour levels will 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-493	Christopher John pirie	Air Quality	. Also I will be in the direct outfall of the proposed chimney stacks and the evidence that the filtering process does not remove toxins that will build up locally in the land and waterways has been proved at other sites that operate in the same way .	<p>The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and</p>



Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078] and Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052] respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> • Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013] • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013] • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013].
RR-493	Christopher John Pirie	Property Prices	This will directly affect house prices locally	<p>As part of the assessment undertaken in ES Chapter 15: Socio economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042] the Applicant reviewed the local housing market. The review shows that house prices within the Study Area have been increasing. The review shows that house prices within the Study Area are lower than the county and national averages.</p> <p>House prices are driven by a range of factors, and it is considered generally that the Proposed Development would not by itself decrease house prices in the Study Areas due to the implementation of the proposed mitigation measures. For a limited number of properties that may be affected by physical factors (such as noise) during the operation of the</p>

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				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-493	Christopher John pirie	Socio-economic	This will directly affect house prices locally and make a town already struggling to better itself due to poor council funding, highways neglecting to maintain the road surfaces and local crime rates being left to soar unchecked and virtually unpoliced.	As part of the assessment undertaken in ES Chapter 15: Socio economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042] the Applicant reviewed the local housing market. 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. 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-493	Christopher John pirie	Climate Change	Burning waste is proven to release an un justifiable volume of co2 into the atmosphere against Mwttts produced as usable energy locally so this whole idea is a step backwards for renewable energy into the dark age.	National policy relevant to the determination of the DCO for the Proposed Development is stated in the following documents: <ul style="list-style-type: none"> • Overarching National Policy Statement for Energy (EN-1); • National Policy Statement for Renewable Energy Infrastructure (EN- 3); and • National Policy Statement for Electricity Networks Infrastructure (EN- 5). <p>The Applicant is aware that these National Policy Statements are under review and consequently, as</p>



Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				<p>part of the planning policy assessment that accompanies the DCO application, the Applicant has reviewed these emerging policy documents to check compliance. The Applicant's planning assessment concludes, the proposed Development is supported by adopted and emerging national policy. For example, Section 4.2.5 of the Planning Statement (Volume 7.1) [APP-091] states: "EfW [Energy from Waste] is a form of renewable energy recognised by NPS EN-1 (paragraph 3.4.3) [National Policy Statement for Energy]. NPS EN-1 highlights (at paragraph 3.4.4) that EfW can provide peak load and base load electricity on demand which is of increasing importance as the UK's electricity energy generation contains an increasing proportion of intermittent wind and solar generation. The NPS concludes that the ability of EfW (and biomass) to deliver predictable, controllable electricity is increasingly important in ensuring the security of energy supplies. Further details of the policy assessment are reported in the Planning Statement (Volume 7.1)."</p> <p>CLIMATE CHANGE: It is acknowledged that as a standalone entity the Proposed Development results in net carbon emissions from the EfW combustion processes. The environmental impacts of the Proposed Development including climate change impacts, have been assessed and reported in the ES Chapter 14: Climate Change (Volume 6.2) [APP-041]. Chapter 14 includes a greenhouse gas (GHG) assessment. The GHG assessment reports a net reduction in emissions of -2,570.80 kilotonnes carbon dioxide equivalent (ktCO₂e) in the 'with Proposed Development' scenario compared to a 'without Proposed Development' scenario which assumes that the residual waste will be sent to landfill. The</p>

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>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 – 67tkCO₂e.</p>
RR-493	Christopher John pirie	Waste Hierarchy	This is a backward thinking way to deal with waste and environmental processing of waste . Best regards. Christopher John pirie	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.

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
RR-494	Mark Plumb	Traffic	As a daily road user, the increase in transport will lead to congestion on the roads in addition to an increase in emissions from the vehicles.	<p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations and including the potential for congestion, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. With regard to emissions from vehicles, The environmental impacts of the Proposed Development including HGV movements during operation and construction and their impact on air quality been assessed and reported in the ES. ES Chapter 8: Air Quality (Volume 6.2) includes detailed dispersion modelling, including traffic modelling, to predict potential impacts on human and ecological receptors. The assessment was undertaken considering Air Quality objectives for a series of pollutants including metals and particulate matter, set for the protection of human health and concludes the significance of effect is negligible. <p>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>
RR-494	Mark Plumb	Air Quality	A facility such as this will lead to serious environmental and health	The environmental impacts of the Proposed Development including air quality have been

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
			implications for local people and wildlife.	<p>assessed. ES Chapter 8: Air Quality (Volume 6.2) [APP-035] includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078] and Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052] respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to</p>

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				<p>continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> • Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013] • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013] • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013] • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013].
RR-495	Linda Pollard	Environmental	This is far too close to housing, schooling and there is far more suitable sites than this. It's within walking distance of town hospital eye clinic etc,	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"> • There is a need for additional residual waste treatment within the area; • In close proximity to existing business that have a large heat and/or power demand (including for example the local food plants in Wisbech); • A site of a suitable size to accommodate the EfW CHP Facility; • Good access to the strategic road network; • A brownfield site allocated for waste management; and • A site free of environmental designations. The environment effects arising from the Proposed Development are reported within the Environmental Statement and summarised in the Non-Technical Summary (Volume 6.1) [APP-027]. They consider matters such as noise and air quality and identify local schools as sensitive receptors. They do not identify significant negative effects upon schools. Chapter 15 Socio-Economic, Tourism, Recreation and Land Use also considers the potential for effects upon other uses such as local businesses and concludes that negative effects would not be significant.
RR-496	Rebecca Prest	Kate	Human Health	<p>This is going to be placed in very close proximity to 3 schools. The small, dangerous particulates cannot be filtered and can cause cancer, birth deformities and miscarriages. ... It must not be built in Wisbech</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</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 (https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health). PHE's risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small..."</i></p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the ES (Volume 6.2), ES Chapter 16 Health (Volume 6.2) [APP-043] assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>Requirement 22, Draft DCO (Volume 3.1) [APP-013];</p> <ul style="list-style-type: none"> • Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013]; • Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; • Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and • Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.
RR-496	Rebecca Prest	Kate Traffic	This is going to be placed in very close proximity to 3 schools.... Our town can't cope with the traffic we have without the movement of 300 lorries. It must not be built in Wisbech	<p>VEHICLES NUMBERS TO THE EFW CHP FACILITY SITE</p> <p>Table 6.14 and 6.15, ES Chapter 6: Traffic and Transport (Volume 6.2) [APP-033] presents information on anticipated weekday and weekend vehicle movements to and from the EfW CHP Facility Site. In Summary, once operational there would be 362 weekday traffic movements, 78 of which would be the movement of staff cars and light good vehicles and 284 heavy goods vehicles (HGV). Traffic movements</p>

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<p>at weekends are lower; 32 staff cars and light vehicles and 64 HGVs.</p> <p>The HGV vehicle moments presented in Table 6.14 and 6.15 include those associated with waste and consumable deliveries and the export of Incinerator Bottom Ash (IBA) and Air Pollution Control residues (APCr) to suitable licenced facilities.</p> <p>The vehicles movements described above have been assessed within ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] and Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073].</p> <p>HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction 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"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013] • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the</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, Draft DCO (Volume 3.1) [APP-013]. Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033] confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> • A1101 north of A47 Elm Road roundabout; • Churchill Road (north of Elm High Road); and • Weasenham Lane (between Algores Way and Elm High Road). <p>Accompanying the DCO Application is the Applicant's Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]. Figure 2.1 of the Outline OTMP displays the proposed operational</p>



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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013] .
RR-497	John Prior	Comment	Comments regarding planned infrastructure	Comments noted.
RR-498	Paul Proberts	Edward Traffic	The incinerator is a good idea in principle but placing it in the middle of a busy A47 will cause untold chaos for all surrounding roads as the additional traffic load will enhance the current high traffic conditions we face daily.	<p>HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans</p>

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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"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013] • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; • Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and • Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>
RR-498	Paul Edward Proberts	Human Health	There is no such thing as a completely safe and 100% efficient	To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE)

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
			<p>system that incinerates waste and the opportunity for noxious gases to escape into the local communities is relatively high. If the supplier is saying they are 100% safe then they are lying. Current filtration systems all have a chance to fail. Therefore the site should be placed in a position where prevailing winds can disperse any leakage away from the land. Perhaps a site that overlooks the various military live fire grounds would be more suitable as opposed to a highly populated and low social economical population who may have existing health conditions that could be triggered by reduced air quality.</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 (https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health). PHE’s risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small...”</i></p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043] assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013];

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, Draft DCO (Volume 3.1) [APP-013]; Odour Management Plan – secured by Requirement 16, Draft DCO (Volume 3.1) [APP-013]; Fire Prevention Plan – secured by Requirement 17, Draft DCO (Volume 3.1) [APP-013]; Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013]; Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]; and Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.
RR-499	Katie Punter	Traffic	Far too close to the town and school! Children will be walking to and from school every day and with more traffic comes more accidents. Also, the road is being	<p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and</p>

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Relevant representation	Representee	Topic	Point raised	Applicant's comments
			<p>dug up must weeks due to pipes bursting from lorries being too heavy, this is just going to create chaos to the town!</p>	<p>reported in ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> • Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, Draft DCO (Volume 3.1) [APP-013]; • Construction Traffic Management Plan (CTMP) – secured by Requirement 11, Draft DCO (Volume 3.1) [APP-013];

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Relevant representation	Representatee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, Draft DCO (Volume 3.1) [APP-013]; and Operational Travel Plan – secured by Requirement 15, Draft DCO (Volume 3.1) [APP-013]. <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072] has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030] confirms, once operational, HGVs will access the Efw CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the Efw CHP Facility Site from Algores Way via Weasenham Lane.</p>



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



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3. Conclusion

3.1.1 The Applicant's comments on the other interested parties and 3(b) statutory parties relevant representations **RR-400 – RR-499** have been provided in this document and were submitted to the ExA for Deadline 1 (10 March 2023).

