

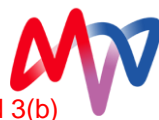
# Medworth Energy from Waste Combined Heat and Power Facility

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March 2023



## **Applicant's Comments on the Relevant Representations – Part 7 Other Interested Parties and 3(b) Statutory Parties – Relevant Representations RR-500 – RR-599**

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



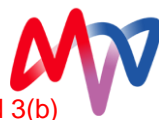
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- **Volume 9.2 Applicant's Comments on the Relevant Representations – Part 9 Appendices;** comprising of documents produced to support the Applicant's comments on the relevant representations.

1.1.5 This document **Volume 9.2 Applicant's Comments on the Relevant Representations – Part 7 Other Interested Parties and 3(b) Statutory Parties** presents the Applicant's comments in a tabular format for each relevant representation received.

1.1.6 The comments are supported by the following Appendices presented in **Volume 9.2 Applicant's Comments on the Relevant Representations – Part 9 Appendices:**

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



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

### 2.1 Introduction

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

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

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

2.1.3 The Applicant's responses to Relevant Representations **RR-500 – RR-499** are set out in **Table 2.1** below.



Table 2.1 Applicant's Comments on relevant representations RR-500 – RR-599

Relevant Representation	Representee	Topic	Point raised	Applicant's comments
RR-500	Andrew Charles Pyshorn	Traffic	Additionally the significant increase of HGV traffic on the A47 will cause substantial congestion and traffic travelling to Wisbech from the north will have to use the A1101 (Churchill Road) which will bring additional HGV traffic to within 50 metres of Wisbech town centre and to the North Cambs Hospital, the Nene School ,The Isle College ,and to private dwellings which abut Churchill Road.. It is unacceptable allow a development which will increase pollution in these areas, and it is unacceptable to permit a development which will significantly increase traffic volumes and pollution on the unimproved A47	<p><b>HIGHWAY CAPACITY:</b> The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> </ul>



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



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p>TRAFFIC – AIR QUALITY</p> <p>The environmental impacts of the Proposed Development including HGV movements during operation and construction and their impact on air quality been assessed and reported in the ES. ES Chapter 8: Air Quality (Volume 6.2) includes detailed dispersion modelling, including traffic modelling, to predict potential impacts on human and ecological receptors. The assessment was undertaken considering Air Quality objectives for a series of pollutants including metals and particulate matter, set for the protection of human health and concludes the significance of effect is negligible.</p> <p>Where necessary, embedded mitigation is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The management plans will be secured by either a DCO Requirement or by the Environmental Permit.</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> </ul>





Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-500	Andrew Charles Pyshorn	Air Quality	<p>Additionally the significant increase of HGV traffic on the A47 will cause substantial congestion and traffic travelling to Wisbech from the north will have to use the A1101 (Churchill Road) which will bring additional HGV traffic to within 50 metres of Wisbech town centre and to the North Cambs Hospital, the Nene School ,The Isle College ,and to private dwellings which about Churchill Road.. It is unacceptable allow a development which will increase pollution in these areas and it is unacceptable to permit a development which will significantly increase traffic volumes and pollution on the unimproved A47</p>	<p>The environmental impacts of the Proposed Development including HGV movements during operation and construction and their impact on air quality been assessed and reported in the ES. ES Chapter 8: Air Quality (Volume 6.2) includes detailed dispersion modelling, including traffic modelling, to predict potential impacts on human and ecological receptors. The assessment was undertaken considering Air Quality objectives for a series of pollutants including metals and particulate matter, set for the protection of human health and concludes the significance of effect is negligible.</p> <p>Where necessary, embedded mitigation is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The management plans will be secured by either a DCO Requirement or by the Environmental Permit.</p> <ul style="list-style-type: none"> <li>Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
RR-500	Andrew Charles Pyshorn	Traffic	Examination of old Ordnance survey maps show that the line of the A47 between Guyhirn and Wisbech (and this section will take the HGV traffic from Peterborough and from March ) has remained unaltered for 70 years ( and probably for much longer ) and it is unable to comfortably accommodate current traffic levels so the increase in HGV traffic will compound the congestion problem which presently exists.	<p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
RR-500	Andrew Charles Pyshorn	Environmental	The proposed development is too close to existing private residences and to retail areas located on Cromwell Road.	<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 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"> <li>• There is a need for additional residual waste treatment within the area;</li> <li>• In close proximity to existing business that have a large heat and/or power demand (including for example the local food plants in Wisbech);</li> <li>• A site of a suitable size to accommodate the EfW CHP Facility;</li> <li>• Good access to the strategic road network;</li> <li>• A brownfield site allocated for waste management; and</li> <li>• A site free of environmental designations. The environment effects arising from the Proposed Development are reported within the Environmental Statement and summarised in the <b>Non-Technical Summary (Volume 6.1) [APP-027]</b>. They consider matters such as noise and air quality and identify local schools as sensitive receptors. They do not identify significant negative effects upon schools. Chapter 15 Socio-Economic, Tourism, Recreation and Land Use also considers the potential for effects upon other uses such as local businesses and concludes that negative effects would not be significant.</li> </ul>
RR-501	Colin Quince	Environmental	Our small market town does not have the infrastructure or the support for this project-	<p>Infrastructure can take many forms and it is assumed that the comment refers 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 <b>ES Chapter 6</b></p>



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

Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<b>Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b> . Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The assessments conclude that 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.
RR-501	Colin Quince	Historic Environment	it would be a blight on what is a traditional old market town	<p>The Historic Environment Assessment is reported in <b>ES Chapter 10: Historic Environment (Volume 6.2) [APP-037]</b>. As part of this, the significance of Wisbech town centre conservation area, the nature of its setting and contribution to the same and the importance of particular views are set out in section 10.9. This includes a description of the individual character areas within the conservation area including the Brinks, with a photomontage from Elgood's Brewery on North Brink (<b>Figure 9.23b Viewpoint 7, Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.17 to 9.24 [APP-058]</b>) showing the greatest extent of visibility from within the conservation area. Taking account of the heritage significance of the conservation area as a whole and the identified key views within and out from it, and the context of the existing industrial estate including large logistics buildings, there will not be a significant effect on the conservation area.</p> <p>The Landscape and Visual Assessment is reported in ES Chapter 9: Landscape and Visual (Volume 6.2) [APP-036].</p>
RR-501	Colin Quince	Human Health	and I feel a health risk due to environmental impact on air quality	To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p><i>“...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>). PHE’s risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small...”</i></p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the <b>ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043]</b> assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> </ul>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.</li> </ul>
RR-501	Colin Quince	Comment	there is zero support for this monstrosity	Comments noted. However, the Planning Inspectorate has received representations supporting the Proposed Development.
RR-502	John Patrick Ramsay	Air Quality	A market town is not suitable place for this project. Pollution issues .... it is my belief that the developer views Wisbech a run down town which is not important.	<p>The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in <b>Annex C, Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078]</b> and <b>Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052]</b> respectively. This includes schools, medical facilities and residential properties.</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Appended to the Air Quality Assessment is a <b>Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> <li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
RR-502	John Patrick Ramsay	Traffic	A market town is not suitable place for this project. ....Traffic issues.... it is my belief that the developer views Wisbech a run down town which is not important.	<p><b>HIGHWAY CAPACITY:</b>                      The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> </ul>





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

Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"><li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li></ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p><b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), <b>Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"><li>A1101 north of A47 Elm Road roundabout;</li><li>Churchill Road (north of Elm High Road); and</li></ul>



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

Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-502	John Patrick Ramsay	Noise	A market town is not suitable place for this project. .... Noise issues it is my belief that the developer views Wisbech a run down town which is not important.	<p>The environmental impacts due to noise and vibration associated with the Proposed Development, including those that could affect residents, businesses and educational facilities, have been assessed and reported in the ES. This includes noise and vibration from HGV movements associated with the Proposed Development. The <b>ES Chapter 7: Noise and Vibration (Volume 6.2) [APP-034]</b> considers the potential for noise and vibration effects, at numerous sensitive receptors (Table 7.14) during the construction and operational phase of the Proposed Development. The sensitive receptors within the assessment include:</p> <ul style="list-style-type: none"> <li>Residential including those closest to the EfW CHP Facility on New Bridge Lane</li> <li>Educational including the Thomas Clarkson Academy and Cambian Education Foundation</li> <li>Businesses including those adjacent to the EfW CHP Facility, such as, Floorspan Fountain Frozen</li> </ul> <p>Where necessary, embedded mitigation is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. A full list of the embedded construction and operational environmental measures to be employed is reported in <b>Table 7.40, ES Chapter 7: Noise and Vibration (Volume 6.2) [APP-034]</b>. These measures include construction and operational management plans. Implementation of the management plans is secured by DCO Requirement and by the Environmental Permit:</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>A Construction Environmental Management Plan (CEMP) (see <b>Volume 7.12 [APP-103]</b>), secured by Requirement 10, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>Operational Noise Management Plan (see <b>ES Appendix 7D: Operational Noise Management Plan (Volume 6.4)</b>) secured by Requirement 19, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>With the environmental measures in place the assessment concludes there will be no significant effects.</p>
RR-503	James Rand	L Human Health	My wife and are grandchildren and myself live not too far from this, and as this is something that is going to last for a long time, We all need to know if this is not going to make are life a short one	<p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p><i>“...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>). PHE’s risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small...”</i></p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the <b>ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043]</b> assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.</li> </ul>
RR-504	jaswinder rao	Human Health	this project should not be allowed to be built in residential area as it will affect public 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:



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p><i>“...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>). PHE’s risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small...”</i></p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the <b>ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043]</b> assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> </ul>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.</li> </ul>
RR-505	Pauline Rayner	Traffic	This is the most ridiculous place ever for an incinerator. It is in the middle of a town next to houses and a school with no roads big enough to take all the lorries that will be coming. I do wonder about the sanity of people that put these proposals through.	<p>HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated</p>



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



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-506	Paul Reachill	Air Quality	I am extremely against the pollution that this monstrosity will create...	<p>The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in <b>Annex C, Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078]</b> and <b>Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052]</b></p>





Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a <b>Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> <li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> </ul>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-506	Paul Reachill	Traffic	I am extremely against the... obvious traffic congestion in Wisbech.	<p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> </ul>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-507	Carly Read	Environmental	OBJECTION Hazard to health Infrastructure unable to cope Dangerous to local schools All the reasons Kings Lynn was objected for I'm waiting to see your reports	<p>ES Chapter 15 Socio-economics, Tourism, Recreation, Land Use and Chapter 16 Health identify the level of existing health facilities (infrastructure) within the Study Area and levels of provision. They identify the demand that the Proposed Development could create in terms of the size of the construction and operational workforce and the mitigations proposed by the Applicant to reduce future demand upon services by encouraging the existing local workforce to upskill in order to be able to take advantages of the jobs which will be available. The mitigations include the <b>Outline Employment and Skills Strategy (Volume 7.8) [APP-099]</b> which has been developed in consultation with Norfolk County Council and includes the following proposals:</p> <ul style="list-style-type: none"> <li>A waste education programme and support for higher and further education establishments, including STEM support;</li> <li>Apprenticeships, Internships and work experience/placements;</li> <li>Local employment during construction and operation; and</li> <li>Support the local supply chain.</li> </ul> <p>The <b>Outline Employment and Skills Strategy (Volume 7.8) [APP-099]</b> is secured by a DCO Requirement 21.</p>
RR-508	Jayne Suzanne Reeve	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</i></p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p><i>incinerators and effects on health (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>). PHE's risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small..."</i></p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the <b>ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043]</b> assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> </ul>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
RR-508	Jayne Suzanne Reeve	Traffic	traffic	<ul style="list-style-type: none"> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.</li> </ul> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan –</li> </ul>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></p> <ul style="list-style-type: none"> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-509	Roberta Reilly	Environmental	I cannot see this scheme being a success either commercially or environmentally....I came to Fenland for fresh air, a rural environment and a less industrial community. This scheme will cause more stress on individuals - not more useful energy for the area.	<p><b>ES Chapter 16 Health (Volume 6.2)[APP-043]</b> includes for consideration of community perceptions of risk impacting upon quality of life in section 16.9. It notes that the Applicant proposes mitigation in the form of the <b>Outline Community Benefits Strategy (Volume 7.14) [APP-105]</b> which includes the following proposals:</p> <ul style="list-style-type: none"> <li>• Establishment of a local liaison committee;</li> <li>• Employment of a Community Liaison Manager;</li> <li>• Guided site tours and a visitor area within the administration building;</li> <li>• Establishment of a community fund and a sponsorship fund; and</li> <li>• Support for local initiatives that improve wellbeing and environmental improvements in the local area. It concludes that effects would not be significant.</li> </ul>
RR-509	Roberta Reilly	Air Quality	I cannot see this scheme being a success either commercially or environmentally. Bringing waste to Wisbech to burn it will cause ...air pollution. I came to Fenland for fresh air, a rural environment and a less industrial community	<p>The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant. A full list and figure of the 338 modelled sensitive receptors can be found in <b>Annex C, Appendix 8B: Air Quality Technical Report, ES</b></p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p><b>Chapter 8: Air Quality (Volume 6.4) [APP-078] and Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052]</b> respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a <b>Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> <li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and</li> </ul>



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				<p>surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</p> <ul style="list-style-type: none"> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-509	Roberta Reilly	Traffic	I cannot see this scheme being a success either commercially or environmentally. Bringing waste to Wisbech to burn it will cause traffic congestion ... I came to Fenland for fresh air, a rural environment and a less industrial community.	<p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> </ul>





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				<ul style="list-style-type: none"> <li>Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-509	Roberta Reilly	Historic Environment	I cannot see this scheme being a success either commercially or environmentally. .. I don't believe the planned infrastructure will benefit Wisbech. It also has a negative stigma and will not enhance this Georgian town.	<p>The Historic Environment Assessment is reported in <b>ES Chapter 10: Historic Environment (Volume 6.2) [APP-037]</b>. As part of this, the significance of Wisbech town centre conservation area, the nature of its setting and contribution to the same and the importance of particular views are set out in section 10.9. This includes a description of the individual character areas within the conservation area including the Brinks, with a photomontage from Elgood's Brewery on North Brink (<b>Figure 9.23b Viewpoint 7, Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.17 to 9.24 [APP-058]</b>) showing the greatest extent of visibility from within the conservation area. Taking account of the heritage significance of the conservation area as a whole and the identified key views within and out from it, and the context of the existing industrial estate including large logistics buildings, there will not be a significant effect on the conservation area.</p> <p>The Landscape and Visual Assessment is reported in <b>ES Chapter 9: Landscape and Visual (Volume 6.2) [APP-036]</b>.</p>
RR-510	Nicholas Reims	Air Quality	I work close to the proposal, and I am worried about the pollution to our area.	The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>A full list and figure of the 338 modelled sensitive receptors can be found in <b>Annex C, Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078]</b> and <b>Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052]</b> respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a <b>Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> <li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> </ul>



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RR-510	Nicholas Reims	Traffic	I work close to the proposal, and I am worried about ..... the road conditions cannot cope with the amount of traffic currently. This would bring Wisbech to a standstill.	<ul style="list-style-type: none"> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan –</li> </ul>



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				<p>secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></p> <ul style="list-style-type: none"> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p><b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), <b>Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> confirms, to minimise potential impacts on the local community, the</p>



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				<p>Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-511	Antony Richardson	Traffic	Concern over the vast amount of traffic this proposal will generate.	<p><b>HIGHWAY CAPACITY:</b></p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p>



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				<p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction  <b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), <b>Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-</b></p>



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				<p><b>030]</b> confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-512	Stella Richardson	Air Quality	I am most concerned about the inevitable air pollution from this site.	<p>The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in <b>Annex C, Appendix 8B: Air Quality Technical Report, ES</b></p>



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				<p><b>Chapter 8: Air Quality (Volume 6.4) [APP-078] and Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052]</b> respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a <b>Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> <li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and</li> </ul>





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				<p>surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</p> <ul style="list-style-type: none"> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-513	Nadine Ridgewell	Comment	I will comment more during the application once I am registered. I have concerns about many factors of the proposed incinerator	Comments noted.
RR-514	Simon Ridgewell	Traffic	I live on[] every day I see traffic backed up from Churchill road traffic lights ,the road has been repaired so many times .Everyday I see the a47 cars ,lorry's all backed at elm road round about and beyond ,there is no way these roads can handle 300 more lorry's day .	<p>VEHICLES NUMBERS TO THE EFW CHP FACILITY SITE</p> <p><b>Table 6.14 and 6.15, ES Chapter 6: Traffic and Transport (Volume 6.2) [APP-033]</b> presents information on anticipated weekday and weekend vehicle movements to and from the Efw CHP Facility Site. In Summary, once operational there would be 362 weekday traffic movements, 78 of which would be the movement of staff cars and light good vehicles and 284 heavy goods vehicles (HGV). Traffic movements at weekends are lower; 32 staff cars and light vehicles and 64 HGVs.</p> <p>The HGV vehicle moments presented in Table 6.14 and 6.15 include those associated with waste and consumable deliveries and the export of Incinerator Bottom Ash (IBA) and Air Pollution Control residues (APCr) to suitable licenced facilities.</p> <p>The vehicles movements described above have been assessed within <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> and <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>.</p> <p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport</b></p>



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				<p><b>Assessment (TA) (Volume 6.4) [APP-073].</b> Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p>



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				<p><b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), <b>Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final</p>



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				OTMP is secured by Requirement 12, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b> .
RR-514	Simon Ridgewell	Air Quality	My house backs on to the biggest school in Wisbech ,there so many out door sports going on ,growing children ,the pollution ,toxins will be breathed in by these children ,this incinerator should not even be on the table ,and the traffic will increase by so much ,which affect the whole town this causing more delays and pollution of vechiles waiting in traffic	<p>The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in <b>Annex C, Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078]</b> and <b>Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052]</b> respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a <b>Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p>



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				<p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> <li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b> ;</li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-514	Simon Ridgewell	CHP	I have wrote to the main factory's on Weasenham lane including Purina, greencore ,and more all have said they will not be using the steam or energy from this incinerator	<b>ES Chapter 2 Alternatives (Volume 6.2) [APP-030]</b> explains the reason for selecting the location of the Proposed Development. One of the Applicant's essential criteria for selecting the location for the Proposed Development was its close proximity to industrial users who have a heat/steam demand. To provide reassurance, the Applicant's <b>Combined Heat and Power Assessment (Volume 7.6) [APP-097]</b> has investigated the potential heat demands and concludes that there is sufficient potential demand to justify the supply of heat/steam in the location chosen to site the EfW CHP Facility. The Applicant's continued commitment to deliver heat to commercial users is secured by Requirement 23 (combined heat and power), Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>
RR-514	Simon Ridgewell	Traffic	The lane in which will be built is far to narrow and doesn't matter what is	During operations and to avoid using Weasenham Lane, Elm High Road and Cromwell Road (north of New Bridge Lane), the Proposed



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			done to it the traffic will be beyond anyone's reality	<p>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. <b>Section 3.4.105 to 3.4.117, ES chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030].</b></p> <p>The proposals can be seen on <b>Figure 3.19: (Volume 6.3) [APP-049].</b></p>
RR-514	Simon Ridgewell	Socio-economic	,very poor decision to even think of building an incinerator in a town right next to the biggest school and food factory's ,places will close ,people will lose jobs ,which will easily negate the few jobs the incinerator will produce ,I do hope common sense and people daily lives will prevail over money and greed	The environmental impacts of the Proposed Development including those that could affect local residents and businesses, such as noise and odour, have been assessed and reported in the ES and summarised in the <b>Non-Technical Summary (Volume 6.1) [APP-027]. ES Chapter 15: Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042]</b> assesses impacts relevant to the topic on local residents and businesses and concludes, there will be not be significant negative effects. 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.
RR-515	Trudy Ann Ridgewell	Comment	I'll comment more when I've read the report	Comments noted. The DCO Application documents are available on the Planning Inspectorate website.
RR-516	Angela Risebrow	Landscape and Visual	The building will be an eyesore and totally out of proportion in this historic town. It is being built close to schools and houses.	The Landscape and Visual Assessment and the Historic Environment Assessment are both reported in <b>ES Chapters 9: Landscape and Visual (Volume 6.2) [APP-036]</b> and <b>10: Historic Environment (Volume 6.2) [APP-037]</b> respectively. They assess the potential for significant effects upon receptors including the



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				townscape character within the centre of Wisbech and its conservation area and conclude that these would not be significant.
RR-516	Angela Risebrow	Human Health	There will be a massive impact on peoples health both physical and mental from the noise of the transportation, smells from the incinerator and storage areas and emissions. The fact that this is even being considered is causing people a great deal of stress and anguish.	<p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p><i>"...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>). PHE's risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small..."</i></p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the <b>ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043]</b> assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to</li> </ul>



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				<p>engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</p> <ul style="list-style-type: none"> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.</li> </ul>
RR-516	Angela Risebrow	Traffic	The intention is to transport other areas rubbish to our town for incineration. This does not bode well for increasing a green infrastructure in the Fens. The town and surrounding roads are already clogged with traffic and this will only make things worse.	<p>HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the</p>





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				<p>assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p><b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p>Operation</p>



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				<p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), <b>Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road)</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-517	Maureen Robertson	Climate Change	I strongly object to this enormous incinerator will burn 625,000 tonnes of household waste per year and will generate 25 million tonnes of carbon dioxide in its lifetime.	It is acknowledged that as a standalone entity the Proposed Development results in net carbon emissions from the EfW combustion processes. The environmental impacts of the Proposed Development including climate change impacts, have been assessed and reported in the <b>ES Chapter 14: Climate Change (Volume 6.2) [APP-041]</b> . Chapter 14 includes a greenhouse gas (GHG) assessment. The GHG assessment reports a net reduction in emissions of -2,570.80 kilotonnes carbon dioxide equivalent



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				(ktCO <sub>2</sub> e) in the 'with Proposed Development' scenario compared to a 'without Proposed Development' scenario which assumes that the residual waste will be sent to landfill. The assessment is based on assessing whether the Proposed Development would impede the UK in being carbon net zero by 2050, this being the UK position in terms of meeting international obligations to reduce carbon emissions. The assessment includes evaluation of emissions with respect to UK Government 5-year carbon budgets, indicating a minor reduction in emissions ranging from between 0.004% to 0.03% for the 4th, 5th and 6th carbon budgets. Therefore, GHG impacts of the Proposed Development will have a beneficial significant effect. The Proposed Development has net GHG emissions below zero, causing an indirect reduction in atmospheric GHG emissions which has a positive impact on the UK Government meeting its carbon budgets/targets. In 2050 when the UK net carbon budget is zero (and the Climate Change Committee states that waste sector emissions can be reduced by 75% from today's levels), the Proposed Development will have a beneficial impact equivalent to – 67ktCO <sub>2</sub> e.
RR-517	Maureen Robertson	Traffic	The waste would be delivered by road from 9 surrounding counties and result in 380 lorry movements per day, many travelling down the A1101, which passes through several Norfolk villages, resulting in severe road damage and increased pollution in these rural residencies.	<p>VEHICLES NUMBERS TO THE EFW CHP FACILITY SITE</p> <p><b>Table 6.14 and 6.15, ES Chapter 6: Traffic and Transport (Volume 6.2) [APP-033]</b> presents information on anticipated weekday and weekend vehicle movements to and from the Efw CHP Facility Site. In Summary, once operational there would be 362 weekday traffic movements, 78 of which would be the movement of staff cars and light good vehicles and 284 heavy goods vehicles (HGV). Traffic movements at weekends are lower; 32 staff cars and light vehicles and 64 HGVs.</p> <p>The HGV vehicle moments presented in Table 6.14 and 6.15 include those associated with waste and consumable deliveries and the export of Incinerator Bottom Ash (IBA) and Air Pollution Control residues (APCr) to suitable licenced facilities.</p> <p>The vehicles movements described above have been assessed within <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-</b></p>



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				<p><b>033] and Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073].</b></p> <p>TRAFFIC – AIR QUALITY The environmental impacts of the Proposed Development including HGV movements during operation and construction and their impact on air quality been assessed and reported in the ES. ES Chapter 8: Air Quality (Volume 6.2) includes detailed dispersion modelling, including traffic modelling, to predict potential impacts on human and ecological receptors. The assessment was undertaken considering Air Quality objectives for a series of pollutants including metals and particulate matter, set for the protection of human health and concludes the significance of effect is negligible.</p> <p>Where necessary, embedded mitigation is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The management plans will be secured by either a DCO Requirement or by the Environmental Permit.</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p>



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				<p><b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), <b>Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final</p>



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				OTMP is secured by Requirement 12, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b> .
RR-517	Maureen Robertson	Air Quality	Pollutants from the incinerator chimney will be washed down onto the nearby arable farmland and orchards, Several firms have declared if it is built, they would have to close and move away as they operate highly sterile food production facilities, this would mean loss of many jobs.	<p>The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in <b>Annex C, Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078]</b> and <b>Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052]</b> respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a <b>Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> <li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-517	Maureen Robertson	Environmental	I believe a facility of this size is wholly unsuitable for this area and think there are many key concerns that still haven't been fully addressed, such as the impacts on health, traffic, and the environment amongst others	<p>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 traffic and transport, health and socio-economics are assessed with mitigation in place and conclusions drawn as to the levels of significance. The <b>Planning Statement (Volume 7.1) [APP-091]</b> considers the outcome of the ES and assesses conformity with national and local planning policy. The planning balance for the Proposed Development concludes it is firmly in favour of the Proposed Development. Therefore, development consent should be granted. Ultimately a decision as to whether employment benefits outweigh potential negative benefits will be taken by the Secretary of State.</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
RR-518	Simon Robshaw	Traffic	The roundabout near Elm is always busy. The lorries that will be going to the incinerator will cause massive problems for Wisbech. The town struggle with the current traffic. New houses are being built along Elm Road and that will be a problem let alone the 1000's of lorries each wk. The town needs better roads, a bypass would help. People will avoid the town centre and that will mean shops closing etc, due to the traffic being much worse.	<p><b>HIGHWAY CAPACITY:</b> The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> </ul>





Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p><b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), <b>Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> <li>A1101 north of A47 Elm Road roundabout;</li> <li>Churchill Road (north of Elm High Road); and</li> </ul>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>Weasenham Lane (between Algores Way and Elm High Road)</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-519	Sara Rolfe	Comment	I will provide further comment once I have seen the information	Comments noted. The DCO Application documents are available on the Planning Inspectorate website.
RR-520	Christine Rothwell	Traffic	Increased traffic	<p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic,</p>



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				<p>and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-520	Christine Rothwell	Air Quality	Increased traffic, thereby increased emissions.	<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"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> </ul>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-520	Christine Rothwell	Noise	Increased noise from the traffic.	<p>The environmental impacts due to noise and vibration associated with the Proposed Development, including those that could affect residents, businesses and educational facilities, have been assessed and reported in the ES. This includes noise and vibration from HGV movements associated with the Proposed Development. The <b>ES Chapter 7: Noise and Vibration (Volume 6.2) [APP-034]</b> considers the potential for noise and vibration effects, at numerous sensitive receptors (Table 7.14) during the construction and operational phase of the Proposed Development. The sensitive receptors within the assessment include:</p> <ul style="list-style-type: none"> <li>Residential including those closest to the EfW CHP Facility on New Bridge Lane</li> <li>Educational including the Thomas Clarkson Academy and Cambian Education Foundation</li> <li>Businesses including those adjacent to the EfW CHP Facility, such as, Floorspan Fountain Frozen</li> </ul> <p>Where necessary, embedded mitigation is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. A full list of the embedded construction and operational environmental measures to be employed is reported in <b>Table 7.40, ES Chapter 7: Noise and Vibration (Volume 6.2) [APP-034]</b>. These measures include construction and operational management plans. Implementation of the management plans is secured by DCO Requirement and by the Environmental Permit:</p> <ul style="list-style-type: none"> <li>A <b>Construction Environmental Management Plan (CEMP) (see Volume 7.12 [APP-103])</b>, secured by</li> </ul>



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				<p>Requirement 10, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</p> <ul style="list-style-type: none"> <li>Operational Noise Management Plan (see ES Appendix 7D: Operational Noise Management Plan (Volume 6.4)) secured by Requirement 19, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>With the environmental measures in place the assessment concludes there will be no significant effects.</p>
RR-520	Christine Rothwell	Air Quality	Increased air pollution from the incinerator.	<p>The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078] and <b>Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052]</b> respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a <b>Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p>



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				<p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> <li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-521	Shirley Rowley	Human Health	I can't understand why an incinerator of this size and impact is even being considered when it's in such close proximity to a large town with thousands of residents including young children whose future health could be compromised by this decision.	<p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p><i>“...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health</i></p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p><i>(<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>). PHE's risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small...</i></p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the <b>ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043]</b> assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> </ul>



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				<ul style="list-style-type: none"> <li>Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.</li> </ul>
RR-521	Shirley Rowley	Traffic	Furthermore the transporting of huge quantities of non recyclable rubbish to this plant would not only increase pollution but the roads are mainly single carriageway and are already gridlocked for large parts of the day.	<p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan –</li> </ul>





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				<p>secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></p> <ul style="list-style-type: none"> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-522	Daljit Roy	Traffic	The road systems are already clogged. When the A47 is closed traffic goes through small surrounding villages, in which there has been a number of fatalities.	<p>HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p>



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				<ul style="list-style-type: none"> <li>Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>TEMPORARY ROAD CLOSURES In the event of road closures, like all road users, the Applicant would follow the Highways Authority route diversion(s).</p>
RR-522	Daljit Roy	Socio-economic	The incinerator will also cause land values to drop further in a town that is already trying to get out of deprivation.	The environmental impacts of the Proposed Development including those that could affect local residents and businesses, such as noise and odour, have been assessed and reported in the ES and summarised in the <b>Non-Technical Summary (Volume 6.1) [APP-027]</b> . <b>ES Chapter 15: Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042]</b> assesses impacts relevant to the topic on local residents and businesses and concludes, there will be not be significant negative effects. In reaching these conclusions the Chapter includes for the identification of baseline conditions within the Study Area that includes Wisbech. This baseline identifies the current social and economic performance of the town including the levels of deprivation pertaining to it, with further information reported within <b>Chapter 16 Health Appendix B Health Baseline (Volume 6.4)[APP-89]</b> .
RR-523	Megan royal	Environmental	The impact of this project is only negative and utter disgrace to propose in a populated area. The environmental impact on the population as well as wildlife. There	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



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			are numerous other areas in the country which are almost unpopulated which could be considered instead. Those in charge of this project should be utterly ashamed to perpetually imposing these projects on communities with no regard to the true impact on those living in the area.	<p>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"> <li>• There is a need for additional residual waste treatment within the area;</li> <li>• In close proximity to existing business that have a large heat and/or power demand (including for example the local food plants in Wisbech);</li> <li>• A site of a suitable size to accommodate the EfW CHP Facility;</li> <li>• Good access to the strategic road network;</li> <li>• A brownfield site allocated for waste management; and</li> <li>• A site free of environmental designations. The environment effects arising from the Proposed Development are reported within the Environmental Statement and summarised in the <b>Non-Technical Summary (Volume 6.1) [APP-027]</b>. They consider matters such as noise and air quality for example. Chapter 15 Socio-Economic, Tourism, Recreation and Land Use also considers the potential for effects upon other uses such as local businesses and concludes that negative effects would not be significant.</li> </ul>
RR-523	Megan royal		This project should not go ahead in this area. It has already been previously rejected by Kings Lynn and the same now in Wisbech.	Comment noted. However, the Applicant/MVV were not involved in the King's Lynn incinerator planning application.
RR-524	Robyn Rudland	Traffic	I am against the incinerator as it will massively increase traffic around the town leading to long delays which the town already suffers from.	<p><b>HIGHWAY CAPACITY:</b></p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided</p>



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



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				<p><b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), <b>Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final</p>



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				OTMP is secured by Requirement 12, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b> .
RR-524	Robyn Rudland	Landscape and Visual	It will be an eyesore and the first thing that greets visitors.	The landscape and visual effects are reported in <b>Volume 6.2 ES Chapter 9 Landscape and Visual [APP-036]</b> and <b>Volume 6.4 ES Chapter 9 Landscape and Visual Appendices [APP-079]</b> . The assessments are accompanied by photomontages in <b>Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.17 to 9.24 [APP-058]</b> , <b>Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.25 to 9.32 [APP-059]</b> , <b>Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.33 to 9.39 [APP-060]</b> and <b>Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.40 to 9.46 [APP-061]</b> illustrating what the Proposed Development would look like from 30 locations (agreed with the Local Authorities) at various directions and distances to the Site. The assessment concluded that whilst there would be some significant visual effects arising from the EfW CHP Facility, these would be restricted to some individual properties and localised parts of several recreational routes and highways, as reported in <b>Tables 9.14, 9.16, 9.17 and 9.18 of Volume 6.2 ES Chapter 9 Landscape and Visual [APP-036]</b> . The assessment also concluded that there would be localised significant effects within the closest part of the Wisbech Settled Fen Landscape Character Area (LCA) to the EfW CHP Facility but that this situation would not apply to the more distant majority of the LCA.
RR-525	David Russell	Human Health	[redacted] as have quite a few people in the area any pollution will have a detrimental effect on our 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 (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>). PHE’s risk assessment remains that modern, well run and regulated municipal waste</i>



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				<p><i>incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small...</i></p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the <b>ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043]</b> assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> </ul>



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

Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.</li> </ul>
RR-525	David Russell	Traffic	Also the roads system around Wisbech is running at full capacity already without the hundreds of hgv vehicles needed to supply the waste plant	<p>HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> </ul>





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				<ul style="list-style-type: none"> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-526	Lynda Russell	Human Health	The pollution from this site will affect the many people in this area with breathing problems	<p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p><i>“...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>). PHE’s risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small...”</i></p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the ES (Volume 6.2). <b>ES Chapter 16 Health (Volume 6.2) [APP-043]</b> assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.</li> </ul>
RR-526	Lynda Russell	Traffic	also the roads will not be able to cope with the traffic as they are in a terrible state already we frequently have roads sinking as we are built on reclaimed land. The A47 is abominable between Peterborough and Wisbech to add this to our landscape would be tragic.	<p><b>HIGHWAY CAPACITY:</b> The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<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"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p><b>HIGHWAY SUBSIDENCE</b> The maintenance of the local road network is the responsibility of Cambridgeshire County Council. However, <b>Appendix 6A Outline CTMP (Volume 6.4) [APP-072]</b> confirms the Applicant will appoint an independent contractor to undertake a highway condition survey of the highway before and after construction of the Proposed</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Development. Any damage caused by the construction activities can be repaired by the Applicant and the road returned to the previous condition.</p> <p>The final CTMP is secured by Requirement 11, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-527	Jonathan Rylance	Traffic	I'm against the project I have concerns about the increased amount of traffic if it's built the roads are overwhelmed already. The exhausted is a major concern...	<p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> </ul>



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				<ul style="list-style-type: none"> <li>Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-527	Jonathan Rylance	Landscape and Visual	It will also be a eyesore.	<p>The landscape and visual effects are reported in <b>Volume 6.2 ES Chapter 9 Landscape and Visual [APP-036]</b> and <b>Volume 6.4 ES Chapter 9 Landscape and Visual Appendices [APP-079]</b>. The assessments are accompanied by photomontages in <b>Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.17 to 9.24 [APP-058]</b>, <b>Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.25 to 9.32 [APP-059]</b>, <b>Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.33 to 9.39 [APP-060]</b> and <b>Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.40 to 9.46 [APP-061]</b> illustrating what the Proposed Development would look like from 30 locations (agreed with the Local Authorities) at various directions and distances to the Site. The assessment concluded that whilst there would be some significant visual effects arising from the EfW CHP Facility, these would be restricted to some individual properties and localised parts of several recreational routes and highways, as reported in <b>Tables 9.14, 9.16, 9.17 and 9.18 of Volume 6.2 ES Chapter 9 Landscape and Visual [APP-036]</b>. The assessment also concluded that there would be localised significant effects within the closest part of the Wisbech Settled Fen Landscape Character Area (LCA) to the EfW CHP Facility but that this situation would not apply to the more distant majority of the LCA.</p>
RR-528	Alan Sacre	Environmental	POLLUTION why should Wisbech be used as a dumping ground for other peoples waste and by the time it is constructed it will be out of date this has not been thought out there is plenty of space out of town and	<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>



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			<p>around the district to build this facility without it causing such a stir to the residents of our lovely town please think again how would you like it in your back yard i know we need these places for waste disposal but not in a town .</p>	<p>The assessment has considered the potential impacts from deposition on land for all relevant parameters as required by the regulator, the Environment Agency (EA). For example, impacts from nitrogen and acid deposition (Chapter 8: Air Quality (Volume 6.2)) on sensitive ecological receptors and impacts from heavy metal deposition on land, were assessed (Chapter 8: Air Quality (Volume 6.2)). The assessment concludes the potential effects are not significant.</p> <p>Appended to the Air Quality Assessment is a <b>Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA. The EA also have the power to undertake announced and unannounced site visits to verify emissions data, and in cases where there is a risk of serious pollution, to suspend the environmental permit.</p>
RR-528	Alan Sacre	Traffic	<p>the proposed site for the incinerator is on the main A 47 it will cause even more disruption to the already over crowded A 47. gridlock at busy times road surface will crack up and we have enough untreated pot holes now</p>	<p><b>HIGHWAY CAPACITY:</b> The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying</p>



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				<p>accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>HIGHWAY SUBSIDENCE</p> <p>The maintenance of the local road network is the responsibility of Cambridgeshire County Council. However, <b>Appendix 6A Outline CTMP (Volume 6.4) [APP-072]</b> confirms the Applicant will appoint an independent contractor to undertake a highway condition survey of the highway before and after construction of the Proposed Development. Any damage caused by the construction activities can</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>be repaired by the Applicant and the road returned to the previous condition.</p> <p>The final CTMP is secured by Requirement 11, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-529	Ebru Sahin	Environmental	I oppose to an incinerator being built in Wisbech or anywhere near villages , towns or cities.	<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 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"> <li>• There is a need for additional residual waste treatment within the area;</li> <li>• In close proximity to existing business that have a large heat and/or power demand (including for example the local food plants in Wisbech);</li> <li>• A site of a suitable size to accommodate the EfW CHP Facility;</li> <li>• Good access to the strategic road network;</li> <li>• A brownfield site allocated for waste management; and</li> <li>• A site free of environmental designations. The environment effects arising from the Proposed Development are reported within the Environmental Statement and summarised in the <b>Non-Technical Summary (Volume 6.1) [APP-027]</b>. They consider matters such as noise and air quality and identify local schools as sensitive receptors. They do not identify significant negative effects upon schools. Chapter 15 Socio-Economic, Tourism, Recreation and Land Use also considers the potential for effects upon other uses such as local businesses and concludes that negative effects would not be significant.</li> </ul>





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RR-529	Ebru Sahin	Human Health	I do not myself my children or anyone person, plant or animal breathing in the cancerous chemical being released from the incinerator.	<p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p><i>“...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>). PHE’s risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small...”</i></p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the ES (Volume 6.2). <b>ES Chapter 16 Health (Volume 6.2) [APP-043]</b> assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> </ul>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.</li> </ul>
RR-529	Ebru Sahin	Socio-economic	I live and work in []. I cannot afford to live anywhere else at the moment, i believe that this is the reason Wisbech has been chosen for the incinerator, a town with high unemployment, low educational status. The government believe this would be an easy place to build a cancer factory where no one will oppose ! WRONG!!!	<p><b>Section 2.3.1 to 2.3.3 ES Chapter 2 Alternatives and ES Chapter 3 (Volume 6.2) [APP-030]</b> explains the Applicant's reason for selecting the location of the Proposed Development, highlighting the 'essential' and 'preferable' site selection criteria that were applied and suitably meet. At the time it was identified, the site also benefited from an allocation as a waste management site within the Cambridgeshire and Peterborough Minerals and Waste Development Plan. Whilst this has now been replaced, the site is considered to be compliant with Policy 4 of the new, adopted Development Plan 2021. In summary, the Applicant's selection criteria included:</p> <ul style="list-style-type: none"> <li>• There is a need for additional residual waste treatment within the area;</li> <li>• In close proximity to existing business that have a large heat and/or power demand;</li> <li>• A site of a suitable size to accommodate the EfW CHP Facility;</li> <li>• Good access to the strategic road network;</li> </ul>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>• A brownfield site allocated for waste management; and</li> <li>• A site free of environmental designations.</li> </ul>
RR-530	David Salmon	Traffic	I consider this project to be wholly unsuitable for the locality, primarily due to the undoubted congestion to the local roads that the additional traffic to the facility will create but also due to the close proximity of the town's main comprehensive school, which currently facilitates the education of around 1400 children. I do not believe adequate consideration has been given as to ... its proposed location would create traffic chaos in an area that is already blighted by poor road layouts & management.	<p>HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and</li> </ul>



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				<p>surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</p> <ul style="list-style-type: none"> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p><b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), <b>Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> confirms, once operational, HGVs will access the Efw CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the Efw CHP Facility Site from Algores Way via Weasenham Lane.</p> <p><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> <li>A1101 north of A47 Elm Road roundabout;</li> </ul>



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				<ul style="list-style-type: none"> <li>Churchill Road (north of Elm High Road); and</li> <li>Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-530	David Salmon	Human Health	I consider this project to be wholly unsuitable for the locality,... I do not believe adequate consideration has been given as to the health & welfare impact that this incinerator would have on local residents & the wider community...	<p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p><i>"...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>). PHE's risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small..."</i></p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the ES (Volume 6.2). <b>ES Chapter 16 Health (Volume 6.2) [APP-043]</b> assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p>



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				<ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.</li> </ul>
RR-531	Brian Samson	Planning	I fail to see how planning for this project can be granted when it was refused at our neighbouring town of Kings Lynn. What has changed?	Comment noted. However, the Applicant/MVV were not involved in the King's Lynn incinerator planning application.
RR-531	Brian Samson	Traffic	This project is not viable due to inadequate road infrastructure ... as the desired site is far too close to the	HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			town and residential areas in Wisbech.	<p>assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Construction</p> <p><b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), <b>Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15)</b></p>





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				<p><b>[APP-106].</b> Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013].</b></p> <p>TEMPORARY ROAD CLOSURES In the event of road closures, like all road users, the Applicant would follow the Highways Authority route diversion(s).</p> <p>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. <b>Section 3.4.105 to 3.4.117, ES chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030].</b></p> <p>The proposals can be seen on <b>Figure 3.19: (Volume 6.3) [APP-049].</b></p>
RR-531	Brian Samson	Human Health	This project is not viable due to .... any health issues relating to it as the desired site is far too close to the town and residential areas in Wisbech.	<p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p><i>"...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health (<a href="https://www.gov.uk/government/publications/municipal-waste-">https://www.gov.uk/government/publications/municipal-waste-</a></i></p>



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



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				<p>surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</p> <ul style="list-style-type: none"> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.</li> </ul>
RR-532	Elizabeth Samson	Traffic	plus the inability of our road systems to cope with the large amount of lorries that will visit daily. Our roads are stretched to capacity now and can cope with no more traffic and as there is no way around this the whole idea is ludicrous	<p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> </ul>



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				<ul style="list-style-type: none"> <li>Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-532	Elizabeth Samson	Human Health	The main concern is the health of the people of Wisbech especially those in the close area ie the schools and housing estates	<p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p><i>“...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>). PHE’s risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small...”</i></p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the ES (Volume 6.2). <b>ES Chapter 16 Health (Volume 6.2) [APP-043]</b> assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> <li>Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a</li> </ul>



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				<p>requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</p> <ul style="list-style-type: none"> <li>• For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.</li> </ul>
RR-533	Janice Sandom	Comment	I shall comment when I have read more information.	Comments noted. The DCO Application documents are available on the Planning Inspectorate website
RR-534	Anne Sargeant	Environmental	The location of this huge monstrosity should not be in an area where there are primary and secondary schools very close by. It will be almost on top of a retail park and a Tesco superstore.	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



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>site is located within an industrial area south of the town centre. When considering a site, the Applicant identified 'essential' and 'preferable' site selection criteria that were applied and suitably meet. In summary, the selection criteria included:</p> <ul style="list-style-type: none"> <li>• There is a need for additional residual waste treatment within the area;</li> <li>• In close proximity to existing business that have a large heat and/or power demand (including for example the local food plants in Wisbech);</li> <li>• A site of a suitable size to accommodate the EfW CHP Facility;</li> <li>• Good access to the strategic road network;</li> <li>• A brownfield site allocated for waste management; and</li> <li>• A site free of environmental designations. The environment effects arising from the Proposed Development are reported within the Environmental Statement and summarised in the <b>Non-Technical Summary (Volume 6.1) [APP-027]</b>. They consider matters such as noise and air quality and identify local schools as sensitive receptors. They do not identify significant negative effects upon schools. Chapter 15 Socio-Economic, Tourism, Recreation and Land Use also considers the potential for effects upon other uses such as local businesses and concludes that negative effects would not be significant.</li> </ul>
RR-534	Anne Sargeant	Traffic	<p>The Weasenham Lane Industrial Estate is already a very busy congested area with cars and large lorries parked along both sides of the roads. Workers travelling to and from their place of employment at the moment struggle to pass parked vehicles, what on earth will it be like when we have an additional three hundred or more lorries using the same roads.</p>	<p><b>HIGHWAY CAPACITY:</b>                      The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The</p>



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				<p>Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p><b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road</p>



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				<p>or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), <b>Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road)</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-534	Anne Sargeant	Historic Environment	Wisbech is a beautiful Georgian market town, it would be total madness to grant permission for this application to go ahead .	The Historic Environment Assessment is reported in <b>ES Chapter 10: Historic Environment (Volume 6.2) [APP-037]</b> . As part of this, the significance of Wisbech town centre conservation area, the nature of its setting and contribution to the same and the importance of





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				<p>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 (<b>Figure 9.23b Viewpoint 7, Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.17 to 9.24 [APP-058]</b>) showing the greatest extent of visibility from within the conservation area. Taking account of the heritage significance of the conservation area as a whole and the identified key views within and out from it, and the context of the existing industrial estate including large logistics buildings, there will not be a significant effect on the conservation area.</p> <p>The Landscape and Visual Assessment is reported in <b>ES Chapter 9: Landscape and Visual (Volume 6.2) [APP-036]</b>.</p>
RR-535	Mervyn Sargeant	Environmental	I believe the location is too close to your Georgian Market town, as the crow flies it's within 500mt of our main shopping centre and within around 750 mt of our schools. It is a ridiculous scheme so close to our local community and must not be approved for the safety of the community.	<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 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"> <li>• There is a need for additional residual waste treatment within the area;</li> <li>• In close proximity to existing business that have a large heat and/or power demand (including for example the local food plants in Wisbech);</li> <li>• A site of a suitable size to accommodate the EfW CHP Facility;</li> <li>• Good access to the strategic road network;</li> <li>• A brownfield site allocated for waste management; and</li> <li>• A site free of environmental designations. The environment effects arising from the Proposed Development are reported</li> </ul>



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				<p>within the Environmental Statement and summarised in the <b>Non-Technical Summary (Volume 6.1) [APP-027]</b>. They consider matters such as noise and air quality and identify local schools as sensitive receptors. They do not identify significant negative effects upon schools. Chapter 15 Socio-Economic, Tourism, Recreation and Land Use also considers the potential for effects upon other uses such as local businesses and concludes that negative effects would not be significant.</p>
RR-535	Mervyn Sargeant	Air Quality	The amount of pollution alone from the number of lorry movements that would be entering and leaving the town daily is not acceptable given the road conditions and network of the A47.	<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"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
RR-536	Marie Savine	Traffic	I have grave concerns around the hundreds of thousands of tonnes of non-recyclable municipal and commercial and industrial waste being transported to this site each year. Our road infrastructure already requires vast improvements without additional heavy traffic industrial waste carriers daily. I live on a main road into Wisbech heavy traffic shakes my house. The environmental impact of the facility and vehicles in the local area is not acceptable.	<p><b>HIGHWAY CAPACITY:</b> The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> </ul>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p><b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), <b>Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> <li>A1101 north of A47 Elm Road roundabout;</li> <li>Churchill Road (north of Elm High Road); and</li> <li>Weasenham Lane (between Algores Way and Elm High Road</li> </ul>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p><b>NEW BRIDGE LANE ACCESS IMPROVEMENTS:</b> During operations and to avoid using Weasenham Lane, Elm High Road and Cromwell Road (north of New Bridge Lane), the Proposed Development includes an HGV access to the EfW CHP Facility via New Bridge Lane. To accommodate the Proposed development there will be a series of improvements to New Bridge Lane. These improvements include, carriageway widening from Salters Way to the site's entrance, a footpath, pedestrian crossing points street lighting and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic. <b>Section 3.4.105 to 3.4.117, ES chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030]</b>.</p> <p>The proposals can be seen on <b>Figure 3.19: (Volume 6.3) [APP-049]</b>.</p>
RR-536	Marie Savine	Human Health	I also worry whether the impact on the local community's health has been properly researched.	<p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p><i>"...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>). PHE's risk assessment</i></p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p><i>remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small...</i></p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the ES (Volume 6.2). <b>ES Chapter 16 Health (Volume 6.2) [APP-043]</b> assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and</li> </ul>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</p> <ul style="list-style-type: none"> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.</li> </ul>
RR-537	Antony Scott	Environmental	The incinerator would be built near a number of schools.	<p>The EfW CHP Facility Site was allocated for waste treatment facilities in the previous Cambridgeshire and Peterborough Minerals and Waste Local Plan and is safeguarded as a Waste Management Area within the Development Plan adopted in 2021. The 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"> <li>There is a need for additional residual waste treatment within the area;</li> <li>In close proximity to existing business that have a large heat and/or power demand (including for example the local food plants in Wisbech);</li> <li>A site of a suitable size to accommodate the EfW CHP Facility;</li> <li>Good access to the strategic road network;</li> <li>A brownfield site allocated for waste management; and</li> <li>A site free of environmental designations. The environment effects arising from the Proposed Development are reported within the Environmental Statement and summarised in the <b>Non-Technical Summary (Volume 6.1) [APP-027]</b>. They consider matters such as noise and air quality and identify local schools as sensitive receptors. They do not identify significant negative effects upon schools. Chapter 15 Socio-Economic, Tourism, Recreation and Land Use also considers the potential for effects upon other uses such as</li> </ul>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				local businesses and concludes that negative effects would not be significant.
RR-537	Antony Scott	Traffic	I am extremely concerned for a number of reasons. The traffic will become gridlocked with several lorries on our road coming into Wisbech. If there is an accident on the major roads traffic is diverted through the villages Also concerned about the level of pollution from the lorries and also the incinerator.	<p>HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and</li> </ul>





Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</p> <ul style="list-style-type: none"><li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li></ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p><b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), <b>Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> confirms, once operational, HGVs will access the Efw CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the Efw CHP Facility Site from Algores Way via Weasenham Lane.</p> <p><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"><li>A1101 north of A47 Elm Road roundabout;</li></ul>



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



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-537	Antony Scott	Human Health	The fallout from the burning waste will put particles into the area which could cause breathing problems and cancer.	<p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p><i>“...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>). PHE’s risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small...”</i></p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the <b>ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043]</b> assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> <li>Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> </ul>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>• For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.</li> </ul>
RR-537	Antony Scott	Socio-economic	The traffic issue will also affect business in the area.	<p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.
RR-537	Antony Scott	Landscape and Visual	The incinerator would also be massive and spoil the skyline.	The landscape and visual effects are reported in <b>Volume 6.2 ES Chapter 9 Landscape and Visual [APP-036]</b> and <b>Volume 6.4 ES Chapter 9 Landscape and Visual Appendices [APP-079]</b> . The assessments are accompanied by photomontages in <b>Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.17 to 9.24 [APP-058]</b> , <b>Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.25 to 9.32 [APP-059]</b> , <b>Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.33 to 9.39 [APP-060]</b> and <b>Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.40 to 9.46 [APP-061]</b> illustrating what the Proposed Development would look like from 30 locations (agreed with the Local Authorities) at various directions and distances to the Site. The assessment concluded that whilst there would be some significant visual effects arising from the EfW CHP Facility, these would be restricted to some individual properties and localised parts of several recreational routes and highways, as reported in <b>Tables 9.14, 9.16, 9.17 and 9.18 of Volume 6.2 ES Chapter 9 Landscape and Visual [APP-036]</b> . The assessment also concluded that there would be localised significant effects within the closest part of the Wisbech Settled Fen Landscape Character Area (LCA) to the EfW CHP Facility but that this situation would not apply to the more distant majority of the LCA.
RR-537	Antony Scott	Alternatives	Several new houses are also being built near the incinerator. There are several other sites that this could be placed on away from towns and houses.	The EfW CHP Facility Site was selected for a number of reasons which included the fact that it was allocated as a waste management site within the then Cambridgeshire and Peterborough Minerals and Waste Local Plan. Whilst the current adopted version of that plan does not retain allocations, the site remains identified as a waste management area, the purpose of which is to prevent nonconforming uses coming forward that may affect the operation of an existing waste management facility, subject to two criteria. The adopted fenland Local Plan 2014 maintains an allocation for the site for waste management activities. In the opinion of the Applicant, for the reasons set out above and the reasons set out within <b>ES Chapter 2</b>



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

Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<b>Alternatives (Volume 6.2) [APP-029]</b> which establishes the siting criteria that it used, the location is appropriate.
RR-537	Antony Scott	Comment	This incinerator should be a definite no for this area.	Comments noted.
RR-538	Helen Scott	Traffic	As I have to take my children to Wisbech college I am concerned about the increased traffic on the roads. As it is at the moment some days it can take up to 45 minutes to do an 8 mile journey.	<p>HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"><li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li></ul>



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

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



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-538	Helen Scott	Human Health	I am also concerned about the emissions from the incinerator and the impact upon the areas health.	<p><b>ES Chapter 16 Health (Volume 6.2) [APP-043]</b> considers the potential effects upon health including those from emissions to air. It is supported by the assessment undertaken within <b>ES Chapter 8 Air Quality (Volume 6.2) [APP-035]</b> and the Human Health Risk Assessment reported in Appendix B to that chapter, at <b>Annex H. (Volume 6.4) [APP-078]</b>. The assessments consider the effects arising from a range of gases upon local residents, businesses and farmers and conclude that they would not be significant. The UK Health Security Agency in its relevant representation has commented that <i>'Following our review of the submitted documentation we are satisfied that the proposed development should not result in any significant adverse impact on public health'</i>.</p>
RR-539	Susan Scott	Environmental	There are several, schools close to the proposed site which is very worrying.	<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 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</p>





Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>'preferable' site selection criteria that were applied and suitably meet. In summary, the selection criteria included:</p> <ul style="list-style-type: none"> <li>• There is a need for additional residual waste treatment within the area;</li> <li>• In close proximity to existing business that have a large heat and/or power demand (including for example the local food plants in Wisbech);</li> <li>• A site of a suitable size to accommodate the EfW CHP Facility;</li> <li>• Good access to the strategic road network;</li> <li>• A brownfield site allocated for waste management; and</li> <li>• A site free of environmental designations. The environment effects arising from the Proposed Development are reported within the Environmental Statement and summarised in the <b>Non-Technical Summary (Volume 6.1) [APP-027]</b>. They consider matters such as noise and air quality and identify local schools as sensitive receptors. They do not identify significant negative effects upon schools. Chapter 15 Socio-Economic, Tourism, Recreation and Land Use also considers the potential for effects upon other uses such as local businesses and concludes that negative effects would not be significant.</li> </ul>
RR-539	Susan Scott	Traffic	<p>This proposal should be rejected for a number of reasons. Firstly the increase of traffic and pollution that these lorries will cause. The roads will be grid locked. If an accident happens on main roads then the traffic is diverted through the villages we could have many lorries full of waste passing our doors.</p>	<p>HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian</p>



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

Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"><li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li><li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li><li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li></ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p><b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>



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

Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), <b>Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road.</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p>TEMPORARY ROAD CLOSURES</p> <p>In the event of road closures, like all road users, the Applicant would follow the Highways Authority route diversion(s).</p>
RR-539	Susan Scott	Human Health	The pollution on the area caused by the burning waste will cause many	To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security



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

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



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.</li> </ul>
RR-539	Susan Scott	Traffic	The impact on local businesses who will be held up in traffic jams.	<p>HIGHWAY CAPACITY:                      The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed</p>



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



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road.</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-539	Susan Scott	Human Health	Why can't this incinerator be sited away from towns and peoples homes. Who will want to live on a town with a sky high dangerous poisonous incinerator. The impact on mental health will be enormous as we will not even be able to sit in our gardens fir fear of deadly particles in the area	<p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p>"...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>). PHE's risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not</p>



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

Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small..."</p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the <b>ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043]</b> assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"><li>• Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li></ul>





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

Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.</li> </ul>
<b>RR-540</b>	Linda Mary Seagroatt	Environmental	Having a plant of this nature, so close to a large town is just irresponsible. Please do not proceed with this monstrosity	<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 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"> <li>There is a need for additional residual waste treatment within the area;</li> <li>In close proximity to existing business that have a large heat and/or power demand (including for example the local food plants in Wisbech);</li> <li>A site of a suitable size to accommodate the EfW CHP Facility;</li> <li>Good access to the strategic road network;</li> <li>A brownfield site allocated for waste management; and</li> <li>A site free of environmental designations. The environment effects arising from the Proposed Development are reported within the Environmental Statement and summarised in the <b>Non-Technical Summary (Volume 6.1) [APP-027]</b>. They consider matters such as noise and air quality and identify local schools as sensitive receptors. They do not identify significant negative effects upon schools. Chapter 15 Socio-Economic, Tourism, Recreation and Land Use also considers the potential for effects upon other uses such as local businesses and concludes that negative effects would not be significant.</li> </ul>



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

Relevant Representation	Representee	Topic	Point raised	Applicant's comments
RR-540	Linda Mary Seagroatt	Air Quality	Based on existing installations and the issues arising from those, the fallout on the local town, farmland and a wide area could have significant health risks, not just from the plant itself, but from the huge number of lorries into the area.	<p>The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, 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 <b>Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"><li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) –</li></ul>



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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></p> <ul style="list-style-type: none"> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-540	Linda Mary Seagroatt	Traffic	We have gridlocks daily now without the additional trucks coming into town, and the local roads will be destroyed.	<p>HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p>



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



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p><b>Description of the Proposed Development (Volume 6.2) [APP-030]</b> confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-540	Linda Mary Seagroatt	CHP	Even the local industries, that Medworth say will use the energy output don't want it.	<p><b>ES Chapter 2 Alternatives (Volume 6.2) [APP-030]</b> explains the reason for selecting the location of the Proposed Development. One of the Applicant's essential criteria for selecting the location for the Proposed Development was its close proximity to industrial users who have a heat/steam demand. To provide reassurance, the Applicant's <b>Combined Heat and Power Assessment (Volume 7.6) [APP-097]</b> has investigated the potential heat demands and concludes that there is sufficient potential demand to justify the supply of heat/steam in the location chosen to site the EfW CHP Facility. The Applicant's continued commitment to deliver heat to</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				commercial users is secured by Requirement 23 (combined heat and power), Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>
RR-540	Linda Mary Seagroatt	Air Quality	We have food plants that do not want air pollution risks. I [redacted] as any change in the air can cause exacerbations. Having a plant of this nature, so close to a large town is just irresponsible. Please do not proceed with this monstrosity	<p>The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, 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 <b>Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> <li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-541	Timothy Robert Seagroatt	Comment	I will comment further when I see the full information and can make a meaningful statement	Comments noted. The DCO Application documents are available on the Planning Inspectorate website
RR-542	Kathryn Severn	Environmental	Having neglected Fenland and Wisbech for years so that the area has become run down and poorly served, there is now this proposal to build a massive incinerator plant not far from swathes of agricultural and residential land.	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. There will be no direct effect upon agricultural land, indirect effects caused by air emissions are assessed and reported within <b>ES Chapter 8: Air Quality (Volume 6.4) [APP-078]</b> and in the context



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				of human health, within the <b>Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b> . The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.
RR-542	Kathryn Severn	Environmental	It is without question a disgrace that this proposal should be even discussed - its merit in this area, is non-existent.	The <b>Planning Statement (Volume 7.1) [APP-091]</b> considers the outcome of the ES and assesses conformity with national and local planning policy. The planning balance for the Proposed Development concludes it is firmly in favour of the Proposed Development. Therefore, development consent should be granted. Ultimately a decision as to whether employment benefits outweigh potential negative benefits will be taken by the Secretary of State.
RR-542	Kathryn Severn	Traffic	This will not only deter fresh entrants to the area - who in their right mind would want to live within any radius of this monstrosity and have to suffer the massive increase of road haulage, on roads already not fit for purpose,	<b>HIGHWAY CAPACITY:</b> The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b> . Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.





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				<p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p><b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), <b>Section 3.4.105, ES Chapter 3</b></p>



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				<p><b>Description of the Proposed Development (Volume 6.2) [APP-030]</b> confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-542	Kathryn Severn	Noise	<p>This will not only deter fresh entrants to the area - who in their right mind would want to live within any radius of this monstrosity and have to suffer... but also the knock on effect on environmental quality from both noise ... pollution from the additional hundreds of lorries which will be required to transport the waste to the plant.</p>	<p>The environmental impacts due to noise and vibration associated with the Proposed Development, including those that could affect residents, businesses and educational facilities, have been assessed and reported in the ES. This includes noise and vibration from HGV movements associated with the Proposed Development. The <b>ES Chapter 7: Noise and Vibration (Volume 6.2) [APP-034]</b> considers the potential for noise and vibration effects, at numerous sensitive receptors (Table 7.14) during the construction and operational phase of the Proposed Development. The sensitive receptors within the assessment include:</p>



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				<ul style="list-style-type: none"> <li>• Residential including those closest to the EfW CHP Facility on New Bridge Lane</li> <li>• Educational including the Thomas Clarkson Academy and Cambian Education Foundation</li> <li>• Businesses including those adjacent to the EfW CHP Facility, such as, Floorspan Fountain Frozen</li> </ul> <p>Where necessary, embedded mitigation is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. A full list of the embedded construction and operational environmental measures to be employed is reported in <b>Table 7.40, ES Chapter 7: Noise and Vibration (Volume 6.2) [APP-034]</b>. These measures include construction and operational management plans. Implementation of the management plans is secured by DCO Requirement and by the Environmental Permit:</p> <ul style="list-style-type: none"> <li>• A <b>Construction Environmental Management Plan (CEMP) (see Volume 7.12 [APP-103]</b>, secured by Requirement 10, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Noise Management Plan (see ES Appendix 7D: Operational Noise Management Plan (Volume 6.4)) secured by Requirement 19, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</li> </ul> <p>With the environmental measures in place the assessment concludes there will be no significant effects.</p>
RR-542	Kathryn Severn	Air Quality	This will not only deter fresh entrants to the area - who in their right mind would want to live within any radius of this monstrosity and have to suffer... but also the knock on effect on environmental quality from both ... and air pollution from the additional hundreds of lorries which	The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and



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



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				<ul style="list-style-type: none"> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-542	Kathryn Severn	Air Quality	This is without even considering what many feel as questionable statistics about pollution produced by the plant itself.	<p>The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, 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 <b>Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p>



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				<p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> <li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-543	Nicola Sewell	Traffic	I live in the village of [] when there is an accident or breakdown on the a47 in an out of Wisbech our village gets used as a bypass, it can't cope with heavy lorry's and it would be a danger for the local school and residents our roads cannot cope with extra volume of lorry's in	<p>HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction</p>



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			summer time it will be total grid lock for everyone	<p>assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p><b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the</p>



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				<p>movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), <b>Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p>TEMPORARY ROAD CLOSURES</p>





Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				In the event of road closures, like all road users, the Applicant would follow the Highways Authority route diversion(s).
RR-544	Glenn Shales	David Comment	This is a non starter for anyone with a modicum of sense and decency.... There is only greed and ignorance behind this project	Comment noted.
RR-544	Glenn Shales	David Traffic	The local road network, A47 and the routes leading up to the proposed site are unsuitable for the current level of traffic let alone the increased volume expected if MVV bulldoze their way pass the wishes of local residents and councils.	<p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> </ul>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-544	Glenn David Shales	Socio-economic	There is no benefit to the local area in any way whatsoever and anything produced by this monstrosity has to be weighed against the carbon emissions produced by transporting the waste to the site, particulates emitted, road congestion, loss of jobs, let alone the aesthetics.	<p>The carbon emissions associated with the construction and operation of the Proposed development, including the traffic generated are calculated and reported within <b>ES Chapter 14 Climate Change (Volume 6.2) [APP-041]</b>. Chapter 14 includes a greenhouse gas (GHG) assessment. The GHG assessment reports a net reduction in emissions of -2,570.80 kilotonnes carbon dioxide equivalent (ktCO<sub>2</sub>e) in the 'with Proposed Development' scenario compared to a 'without Proposed Development' scenario which assumes that the residual waste will be sent to landfill. The assessment is based on assessing whether the Proposed Development would impede the UK in being carbon net zero by 2050, this being the UK position in terms of meeting international obligations to reduce carbon emissions. The assessment includes evaluation of emissions with respect to UK Government 5-year carbon budgets, indicating a minor reduction in emissions ranging from between 0.004% to 0.03% for the 4th, 5th and 6th carbon budgets. Therefore, GHG impacts of the Proposed Development will have a beneficial significant effect. The Proposed Development has net GHG emissions below zero, causing an indirect reduction in atmospheric GHG emissions which has a positive impact on the UK Government meeting its carbon budgets/targets. In 2050 when the UK net carbon budget is zero (and the Climate Change Committee states that waste sector emissions can be reduced by 75% from today's levels), the Proposed Development will have a beneficial impact equivalent to – 67ktCO<sub>2</sub>e.</p> <p>The ES also considers the potential for effects arising from road congestion, employment and visual in the <b>Chapters 6 Traffic and</b></p>



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				<p><b>Transport (Volume 6.2) [APP-033], in Chapter 15 Socio-Economic, Tourism, Recreation and Land Use (Volume 6.2)[APP-042] and Chapter 9 Landscape and Visual (Volume 6.2) [APP-036].</b> These chapters conclude that there would be no significant, negative effects upon highway capacity or local businesses. With regard to visual effects, those considered significant would be limited to receptors in proximity to the EfW CHP Facility Site. The <b>Planning Statement (Volume 7.1) [APP-091]</b> considers the outcome of the ES and assesses conformity with national and local planning policy. The planning balance for the Proposed Development concludes it is firmly in favour of the Proposed Development. Therefore, development consent should be granted. Ultimately a decision as to whether employment benefits outweigh potential negative benefits will be taken by the Secretary of State.</p>
RR-545	Jacqueline Shanks	Traffic	The traffic is already way too much for such a small town.	<p><b>HIGHWAY CAPACITY:</b>                      The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073].</b> Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed</p>



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				<p>Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"><li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li><li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li><li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li></ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p><b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), <b>Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> confirms, once operational, HGVs will access the EfW CHP</p>



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				<p>Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road)</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-545	Jacqueline Shanks	Odour	The smell will affect the air.	<p>The environmental impacts of the Proposed Development including those that could affect the local community, such odour, have been assessed and reported in the ES and summarised in the <b>Non-Technical Summary (Volume 6.1) [APP-027]</b>. Where necessary, embedded mitigation is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately.</p> <p>The Applicant has prepared an <b>Outline Odour Management Plan (Volume 7.11) [APP-112]</b> which details all sources of odour, control measures, monitoring, including a complaints procedure, and reporting. Odour awareness training will be undertaken as part of</p>



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				<p>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-545	Jacqueline Shanks	Property Prices	House prices will fall and the town will become known as a tipping ground more than it already is.	<p>As part of the assessment undertaken in <b>ES Chapter 15: Socio economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042]</b> the Applicant reviewed the local housing market. The review shows that house prices within the Study Area have been increasing. The review shows that house prices within the Study Area are lower than the county and national averages.</p> <p>House prices are driven by a range of factors and it is considered generally that the Proposed Development would not by itself decrease house prices in the Study Areas due to the implementation of the proposed mitigation measures. For a limited number of properties that may be affected by physical factors (such as noise) during the operation of the Proposed Development, and such factors results in a diminution in value, a claim for compensation can be made under Part 1 of the Land Compensation Act 1973.</p>
RR-545	Jacqueline Shanks		By agreeing to this monstrosity being built only goes to prove that the powers that be don't care about the town but about the money and the back handers. It's a health hazard.	<p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p><i>"...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>). PHE's risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not</i></p>



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				<p><i>possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small...</i></p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the <b>ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043]</b> assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> </ul>



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				<ul style="list-style-type: none"> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.</li> </ul>
RR-545	Jacqueline Shanks	Human Health	It's a health hazard.	<p><b>ES Chapter 16 Health (Volume 6.2) [APP-043]</b> considers the potential effects upon health including those from emissions to air. It is supported by the assessment undertaken within <b>ES Chapter 8 Air Quality (Volume 6.2) [APP-035]</b> and the Human Health Risk Assessment reported in Appendix B to that chapter, at Annex H. <b>(Volume 6.4) [APP-078]</b>. The assessments consider the effects arising from a range of gases upon local residents, businesses and farmers and conclude that they would not be significant. The UK Health Security Agency in its relevant representation has commented that <i>'Following our review of the submitted documentation we are satisfied that the proposed development should not result in any significant adverse impact on public health'</i>.</p>
RR-546	David Sharpe	Environmental	I strongly oppose proposals for a mega incinerator to be built in Fenland. These proposals would involve over 300 lorry movements a day, bringing both household and commercial waste from up to a 2 hours' drive away to a mega incinerator located 500m from the largest secondary school.	<p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p>





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				<p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-546	David Sharpe	Environmental	Those living around the proposed site, who will be bothered by the congestion, extra fumes and mess from those heavy goods vehicles. The HGVs are supposed to be strapped and covered, but every day stuff flies off the lorries that go to the other waste recycling plants in my constituency.	<p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p>



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				<p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-546	David Sharpe	Human Health	I am extremely worried about the health benefits, carcinogenic diseases and birth defects.	<p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p><i>“...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>). 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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				<p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the <b>ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043]</b> assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> </ul>



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				<ul style="list-style-type: none"> <li>Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.</li> </ul>
RR-546	David Sharpe	Waste Need	I notice this proposal hasn't been suggested in the lovely Cotswolds, or Beautiful Sussex. Instead, it has been proposed to be built in a low wage community. No doubt the proposers aren't local to this area.	<p>The <b>Waste Fuel Availability Assessment (WFAA) (Volume 7.3) [APP-094]</b> In line with the existing National Policy Statement for Renewable Energy Infrastructure (EN-3) and the emerging updated version of this, considers the availability of waste in the context of local and national need. In terms of 'local' need, the extent of the study area has been informed by the 2-hour travel time and is defined as being the former East of England planning region and selected close Waste Planning Authorities in the East Midlands (i.e., Leicester and Leicestershire; Northamptonshire, Lincolnshire and Rutland). The assessment includes sensitivity analysis to understand how residual waste arisings may change over time with increased recycling. The conclusion of the assessment demonstrates the need for the Proposed Development to treat residual waste within the region.</p> <p><b>ES Chapter 2: Alternatives (Volume 6.2) [APP-030]</b> explains the Applicant's reason for selecting the location of the Proposed Development, highlighting the 'essential' and 'preferable' site selection criteria that were applied to the Proposed Development and suitably meet. In summary these are:</p> <ul style="list-style-type: none"> <li>There is a need for additional residual waste treatment within the area;</li> <li>In close proximity to existing business that have a large heat and/or power demand;</li> <li>A site of a suitable size to accommodate the EfW CHP Facility;</li> <li>Good access to the strategic road network;</li> <li>A brownfield site allocated for waste management; and</li> <li>A site free of environmental designations.</li> </ul>
RR-547	Maria Sheppard	Traffic	It will affect the number of extra lorries on our roads causing even further delays and damage	<p><b>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]</b> presents information on anticipated</p>



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				<p>weekday and weekend vehicle movements to and from the EfW CHP Facility Site. In Summary, once operational there would be 362 weekday traffic movements, 78 of which would be the movement of staff cars and light good vehicles and 284 heavy goods vehicles (HGV). Traffic movements at weekends are lower; 32 staff cars and light vehicles and 64 HGVs.</p> <p>The HGV vehicle moments presented in Table 6.14 and 6.15 include those associated with waste and consumable deliveries and the export of Incinerator Bottom Ash (IBA) and Air Pollution Control residues (APCr) to suitable licenced facilities.</p> <p>The vehicles movements described above have been assessed within <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> and <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>.</p> <p><b>HIGHWAY CAPACITY:</b>                      The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p>



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				<p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-547	Maria Sheppard	Human Health	Pollution Partials of the waste will affect health	<p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p><i>“...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>). PHE’s risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small...”</i></p>



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				<p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the <b>ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043]</b> assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.</li> </ul>



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RR-548	K. G. Sherry	Traffic	The road system in this area will be unable to cope with number of lorries needed to supply the incinerator.	<p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>





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RR-549	Jennifer Alison Shippey	Human Health	<p>I object to the building of this mega incinerator in my home town as documented by the World Health Organisation- there is no safe level of particulates. The emissions from this incinerator will severely affect the health of the local population. My children, family and friends will be affected by this. I work as [redacted] and am horrified at the prospect of this being built next to my practice population. The location is within 500m of the largest senior school in the town. The town is already an area of deprivation and know to have poor health outcomes this will only increase the gap. ... [redacted] and the grade one agricultural land will be poisoned by the emissions. The produce is likely to be affected too. MVV say it is safe. But they cannot say this as there are no long term studies into the affects of incinerator emissions on surrounding land.</p>	<p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p><i>“...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>). PHE’s risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small...”</i></p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the <b>ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043]</b> assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> </ul>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.</li> </ul>
RR-549	Jennifer Alison Shippey	Traffic	We do not have the road infrastructure to support the 300 extra lorry movements a day to keep the incinerator running. We have single carriageway roads in the surrounding area which are frequently blocked due to volume of traffic and accidents.	<p>VEHICLES NUMBERS TO THE EFW CHP FACILITY SITE</p> <p><b>Table 6.14 and 6.15, ES Chapter 6: Traffic and Transport (Volume 6.2) [APP-033]</b> presents information on anticipated weekday and weekend vehicle movements to and from the EfW CHP Facility Site. In Summary, once operational there would be 362 weekday traffic movements, 78 of which would be the movement of staff cars and light good vehicles and 284 heavy goods vehicles (HGV). Traffic movements at weekends are lower; 32 staff cars and light vehicles and 64 HGVs.</p> <p>The HGV vehicle moments presented in Table 6.14 and 6.15 include those associated with waste and consumable deliveries and the export of Incinerator Bottom Ash (IBA) and Air Pollution Control residues (APCr) to suitable licenced facilities.</p> <p>The vehicles movements described above have been assessed within <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] and Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>.</p>



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				<p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> </ul>



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				<ul style="list-style-type: none"> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>TEMPORARY ROAD CLOSURES In the event of road closures, like all road users, the Applicant would follow the Highways Authority route diversion(s).</p>
RR-550	Carole Anne Simmonds	Comment	This facility is totally inappropriate for an agricultural area, with schools and housing nearby. Will register my objections when I have the full report.	Comments noted. The DCO Application documents are available on the Planning Inspectorate website.
RR-551	Paul simpson	Human Health	It will affect my health and work	<p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p><i>“...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>). PHE’s risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small...”</i></p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the <b>ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043]</b> assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental</p>



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				<p>Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.</li> </ul>
RR-551	Paul simpson	Human Health	It will affect my health and work	To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:



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				<p><i>“...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>). PHE’s risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small...”</i></p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the <b>ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043]</b> assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> </ul>



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				<ul style="list-style-type: none"> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.</li> </ul>
RR-552	Jayne Sinnott	Human Health	I work directly opposite where this proposed site will be. I am very concerned about the health implications	<p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p><i>“...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>). PHE’s risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small...”</i></p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the <b>ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043]</b> assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be</p>



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				<p>secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.</li> </ul>
RR-552	Jayne Sinnott	Traffic	I work directly opposite where this proposed site will be. I am very concerned about ...as well as the traffic infrastructure.	<p>HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by Appendix 6B</p>





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				<p><b>Transport Assessment (TA) (Volume 6.4) [APP-073].</b> Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p><b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p>Operation Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), <b>Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
RR-553	Peter Slater	Traffic	My main concerns are the amount of extra lorises on the A47 which is already over loaded	<p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
RR-553	Peter Slater	Air Quality	My main concerns are ... and fumes from the burning of the waist.	<p>The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, 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 <b>Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> <li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) –</li> </ul>



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				<p>secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></p> <ul style="list-style-type: none"> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-554	Martin Slough	Air Quality	I have serious concerns regarding the environmental impact of this project. Potential risk of toxic fumes from the incinerator,	<p>The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078] and Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052] respectively. This includes schools, medical facilities and residential properties. Appended to the Air Quality Assessment is a <b>Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the</p>



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				<p>local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> <li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-554	Martin Slough	Traffic	I have serious concerns regarding the environmental impact of this project. ... but guaranteed impact on	<p>HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport</b></p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			air quality and highways by the proposed truck movements.	<p><b>(Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073].</b> Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013];</b></li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013];</b> and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013].</b></li> </ul> <p>TRAFFIC – AIR QUALITY</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<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"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-555	Kenneth John Smart	Human Health	and will adversely affect people's health with noise and traffic pollution as well as emissions from the plant	<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</p>





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				<p>(<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>). PHE's risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small..."</p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the <b>ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043]</b> assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> </ul>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.</li> </ul>
RR-555	Kenneth John Smart	Environmental	This project takes no account of the already inadequate infrastructure in the area	<p>Infrastructure can take many forms and it is assumed that the comment refers 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 <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The assessments conclude that 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>
RR-556	Sandra Smedley	Comment	I wrote to Liz Truss when she was Secretary of State and received a reply that she would do all she could to oppose this incinerator. I hope this isn't passed as I will completely lose faith in our government.	Comments noted.



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RR-556	Sandra Smedley	Socio-economic	We may be considered a deprived area according to some but we are a farming area of low income. Over centuries these areas and their workers have always been low paid but that doesn't mean we should have less consideration than other more affluent areas who have money to fight these proposals. We do not want this incinerator!	<p>The reason for selecting the site for the EfW CHP Facility is explained within <b>Section 2.3.1 to 2.3.3 ES Chapter 2 Alternatives and ES Chapter 3 (Volume 6.2) [APP-029]</b>. It describes the Applicant's reason for selecting the location of the Proposed Development, highlighting the 'essential' and 'preferable' site selection criteria that were applied and suitably meet. At the time it was identified, the site also benefited from an allocation as a waste management site within the Cambridgeshire and Peterborough Minerals and Waste Development Plan. Whilst this has now been replaced, the site is considered to be compliant with Policy 4 of the new, adopted Development Plan 2021. In summary, the Applicant's selection criteria included:</p> <ul style="list-style-type: none"> <li>• There is a need for additional residual waste treatment within the area;</li> <li>• In close proximity to existing business that have a large heat and/or power demand;</li> <li>• A site of a suitable size to accommodate the EfW CHP Facility;</li> <li>• Good access to the strategic road network;</li> <li>• A brownfield site allocated for waste management; and</li> <li>• A site free of environmental designations.</li> </ul>
RR-556	Sandra Smedley	Environmental	Most of my objections have already been stated by many others. I am [redacted] and not thinking of myself but our future generations. This is abominable! Their health, the climate change etc. all have been stated.	<p><b>ES Chapter 8: Air Quality, Volume 6.2) [APP-035]</b> sets out the embedded measures to prevent pollution during the operational phase i.e., that the site will operate under an Environmental Permit which will require emissions to air to be limited and emissions to ground (soil or groundwater) will not be permitted. Air emissions will need to comply with mandatory emission limit values (ELV). The operator of the EfW CHP Facility will need to demonstrate to the Environment Agency in the permit application for the EfW CHP that they are using best available techniques for pollution prevention – including use of filters to prevent particulates and particle-bound pollutants such as heavy metals, being released to air. Other embedded measures include the likely requirement for regular soil and groundwater monitoring at the EfW CHP Facility as a permit condition. The environmental impacts of the Proposed Development including climate change impacts, have been assessed and reported</p>



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				<p>in the <b>ES Chapter 14 Climate Change (Volume 6.2) [APP-041]</b>. Chapter 14 includes a greenhouse gas (GHG) assessment. The GHG assessment reports a net reduction in emissions of -2,570.80 kilotonnes carbon dioxide equivalent (ktCO<sub>2</sub>e) in the 'with Proposed Development' scenario compared to a 'without Proposed Development' scenario which assumes that the residual waste will be sent to landfill. The assessment is based on assessing whether the Proposed Development would impede the UK in being carbon net zero by 2050, this being the UK position in terms of meeting international obligations to reduce carbon emissions. The assessment includes evaluation of emissions with respect to UK Government 5-year carbon budgets, indicating a minor reduction in emissions ranging from between 0.004% to 0.03% for the 4th, 5th and 6th carbon budgets.</p> <p>Therefore, GHG impacts of the Proposed Development will have a beneficial significant effect. The Proposed Development has net GHG emissions below zero, causing an indirect reduction in atmospheric GHG emissions which has a positive impact on the UK Government meeting its carbon budgets/targets. In 2050 when the UK net carbon budget is zero (and the Climate Change Committee states that waste sector emissions can be reduced by 75% from today's levels), the Proposed Development will have a beneficial impact equivalent to – 67tkCO<sub>2</sub>e.</p>
RR-557	Jane Smith	Air Quality	I do not live far from the proposed incinerator. I am frankly very worried about the impact of the incinerator on human and animal/wildlife health. Here is a recent quote: The All Party Parliamentary Group on Air Pollution says construction of new incinerators should be halted due to concerns over public health and environmental impacts. The Labour MP Geraint Davies MP sits on the group. "Well, the incineration has	<p>The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, ES</p>



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			caused much, much more carbon than other forms of energy production. Incineration causes air pollution in particulates, ultra-fine particulates to do the most damage our report showed and these incinerators being placed in the poorest urban communities where potentially they could do the most harm."	<p>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 <b>Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"><li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li><li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li><li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li><li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li></ul>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-557	Jane Smith	Traffic	Wisbech will not be able to cope with the huge increase in traffic. The incinerator is not far from the centre of Wisbech and traffic is bad enough here at the best of times.	<p>HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> </ul>



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



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RR-558	Katherine Smith	Traffic	The increase in traffic will cause more congestion at peak time with schools and factories close by also a bigger hazard for children getting too and from school.	<p>is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p><b>HIGHWAY CAPACITY:</b> The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic,</p>





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				<p>and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p><b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, <b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-559	Paul Smith	Comment	I believe that the applicant has shown a very high level of due diligence to explain the benefits and disadvantages of the application for which I wholly believe that the incinerator will be a very strong asset to Wisbech and the surrounding areas providing power for the local community, much needed waste disposal and of course employment opportunities for what is an area with high unemployment.	Comments noted.
RR-560	Paul Smith	Traffic	The proposed incinerators sighting will cause major traffic issues ...	The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport</b>



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				<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"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-560	Paul Smith	Air Quality	The proposed incinerators sighting will cause major traffic issues with	The environmental impacts of the Proposed Development including HGV movements during operation and construction and their impact



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			<p>the added benefits of pollution and health problems for the residents in the area it could also cause some of the food producers to relocate out of the area.</p>	<p>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"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-561	Robert Smith	Environmental	<p>Better scientists than me can decide on how dangerous the emissions will be but given the amount of brown field sites available away from population areas, surely it makes more sense for such a project to be built away from populous areas. There seems to be disagreement amongst scientists as to how damaging to the environment the incinerator will be and this,</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 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>



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			coupled with the lack of road infrastructure to support, means that planning permission should be refused.	<ul style="list-style-type: none"> <li>• There is a need for additional residual waste treatment within the area;</li> <li>• In close proximity to existing business that have a large heat and/or power demand (including for example the local food plants in Wisbech);</li> <li>• A site of a suitable size to accommodate the EfW CHP Facility;</li> <li>• Good access to the strategic road network;</li> <li>• A brownfield site allocated for waste management; and</li> <li>• A site free of environmental designations. The environment effects arising from the Proposed Development are reported within the Environmental Statement and summarised in the <b>Non-Technical Summary (Volume 6.1) [APP-027]</b>. They consider matters such as noise and air quality. Chapter 15 Socio-Economic, Tourism, Recreation and Land Use also considers the potential for effects upon other uses such as local businesses and concludes that negative effects would not be significant.</li> </ul>
RR-561	Robert Smith	Adequacy of Consultation	The company failed to consult properly ...	<p>The Applicant provided the necessary information in accordance with the requirements of the Planning Act 2008 and associated regulations (including the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 and the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. Having reviewed the matter of the adequacy of consultation, PINS accepted the DCO Application for the Proposed Development for Examination, see <b>Notification of Decision to Accept Application [PD-001]</b>.</p> <p>Full details of the Applications statutory and non-statutory pre-application consultation are reported in the Consultation Report (Volume 5.1) [APP-018] and the accompanying appendices.</p>
RR-561	Robert Smith	Traffic	... and has not begun to explain how the road infrastructure will cope with the huge increase in HGV traffic coming from all directions. The roads in and around Wisbech and	<p><b>HIGHWAY CAPACITY:</b></p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B</b></p>



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			<p>the surrounding parishes are in a parlous state and simply not built to cope with such traffic, particularly in and around the proposed site which already suffers from serious sink hole events.</p>	<p><b>Transport Assessment (TA) (Volume 6.4) [APP-073].</b> Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE Construction</p>



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				<p><b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), <b>Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>



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				<p>HIGHWAY SUBSIDENCE</p> <p>The maintenance of the local road network is the responsibility of Cambridgeshire County Council. However, <b>Appendix 6A Outline CTMP (Volume 6.4) [APP-072]</b> confirms the Applicant will appoint an independent contractor to undertake a highway condition survey of the highway before and after construction of the Proposed Development. Any damage caused by the construction activities can be repaired by the Applicant and the road returned to the previous condition.</p> <p>The final CTMP is secured by Requirement 11, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-561	Robert Smith	Landscape and Visual	The proposal to build such a massive structure near a school seems madness and the proposed chimney will ruin the landscape.	<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 would not apply to the more distant majority of the LCA.</p>





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RR-562	Steven Smith	Environmental	<p>1. The town of Wisbech has been denied proper opportunity to prosper and develop touristically in a manner that one would expect from "The Capital of the Fens" with such a rich history, historical connections, and a wealth of beautiful 18th century architecture due to its very poor road and rail connectivity. This development will further compound these factors that have hampered the development of Wisbech. My objection is not founded in Nimbyism but is one of bewilderment as to how it could be envisaged or even considered that so many lorry movements will be accommodated into and out of a small rural market town with such well recognized and well-documented inadequate infrastructure and connectivity with the rest of East Anglia at all points of the compass.</p>	<p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>



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RR-562	Steven Smith	Environmental	Sites such as this should be first and foremost sited: a. as close to the source of its raw materials as practically possible. b. In low density residential areas and certainly well distanced from schools, hospitals and primary food production and food processing facilities. c. In a location well serviced with regards to road infrastructure and ideally transported primarily by rail. d. Not within the immediate environs of a market town and residential areas.	<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 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"> <li>• There is a need for additional residual waste treatment within the area;</li> <li>• In close proximity to existing business that have a large heat and/or power demand (including for example the local food plants in Wisbech);</li> <li>• A site of a suitable size to accommodate the EfW CHP Facility;</li> <li>• Good access to the strategic road network;</li> <li>• A brownfield site allocated for waste management; and</li> <li>• A site free of environmental designations. The environment effects arising from the Proposed Development are reported within the Environmental Statement and summarised in the <b>Non-Technical Summary (Volume 6.1) [APP-027]</b>. They consider matters such as noise and air quality. Chapter 15 Socio-Economic, Tourism, Recreation and Land Use also considers the potential for effects upon other uses such as local businesses and concludes that negative effects would not be significant.</li> </ul>
RR-562	Steven Smith	Environmental	It would appear Wisbech is a victim of the low cost of its non -agricultural land and its small voice within the County and Country coupled with the attitude of its own County towards it. It has been damaged so much by the lack of investment in	The <b>Planning Statement (Volume 7.1) [APP-091]</b> considers the outcome of the ES and assesses conformity with national and local planning policy. The planning balance for the Proposed Development concludes it is firmly in favour of the Proposed Development. Therefore, development consent should be granted. Ultimately a decision as to whether employment benefits outweigh potential negative benefits will be taken by the Secretary of State.



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			accessibility with no rail link despite a population of 30,000 and despite a huge deficit in accommodation in the more affluent areas of the County such as Cambridge and a clear lack of investment in the highways in Fenland and West Norfolk. I urge decision makers to avoid placing yet another nail in the coffin of an already battered and weary Wisbech.	
RR-562	Steven Smith	Traffic	2. The roads into and out of Wisbech are very poor single carriageway roads, the A47 taking all the traffic from the A1 and Peterborough from the South and West is single carriageway only between Wisbech and Thorney Toll to the East of Peterborough.	<p><b>HIGHWAY CAPACITY:</b> The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic,</p>



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				<p>and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p><b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), <b>Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> confirms, once operational, HGVs will access the Efw CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will</p>



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				<p>access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-562	Steven Smith	Traffic	<p>3. All roads around, into and out of the edges of the town are already congested with huge number of large, slow moving commercial vehicles accessing primary food producer and food processor hubs additionally, huge numbers of very slow-moving farm traffic throughout the farming year which is further compounded by huge number of holiday traffic especially during peak holiday times.</p>	<p><b>HIGHWAY CAPACITY:</b></p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed</p>



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				<p>limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p><b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>



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				<p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), <b>Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road.</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-562	Steven Smith	Traffic	4. The A47 to the north of Wisbech brings huge numbers of farm and food distribution traffic from more Northerly (Norfolk) and Easterly (Norwich and West Norfolk). All this southerly traffic converges to single carriageway at the Wisbech Elm	<p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided</p>



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			<p>Hall roundabout. This roundabout is continually congested with traffic piling in from the North and the South A47 and from the Eastern aspects of the town and the West from the Downham Market direction. The tailbacks to the South frequently bring the entire section of the A47 road between the Elm Hall roundabout to the East of the town and the roundabout at the Southern access to the town; this is a particular problem through the summer months and major holiday periods.</p>	<p>including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
				<p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p>
				<p>Construction</p>





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				<p><b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), <b>Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				OTMP is secured by Requirement 12, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b> .
RR-562	Steven Smith	Traffic	5. There is a very high concentration of large food processors and storage and distribution businesses within the town all creating huge numbers of vehicle movements in and out of the town daily, furthermore, the creation of ill placed "out-of-town retail and leisure sites all create daily issues with congestion around the Churchill Road and South Brink areas of the town. Frequently at present it can take 20 minutes to travel by car from Old Lynn Road to the Tesco site at the Southern edge of the town.	<p>HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and</li> </ul>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</p> <ul style="list-style-type: none"> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p><b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), <b>Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> confirms, once operational, HGVs will access the Efw CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the Efw CHP Facility Site from Algores Way via Weasenham Lane.</p> <p><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> <li>A1101 north of A47 Elm Road roundabout;</li> </ul>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road)</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-562	Steven Smith	Traffic	<p>6. The town of Wisbech is regularly log jammed centrally at the Nene River crossing due to lorry traffic accessing the Southern and Eastern aspects of the town from the A17 bringing traffic from Lincolnshire and the North and Nottinghamshire Newark and Grantham via A1. To the South of the Guyhirn roundabout the A141 is another single carriageway road that continues to Huntingdon, the A1 South, A14 East and West and M11 carrying a further influx of heavy commercial and holiday traffic from Cambridgeshire and beyond into and around Wisbech. Apart from clear access issues and the concomitant logistical effects of these addition Heavy Goods Vehicle movements on top of those already cited above there is the impact that all this has on the quality of life of residents and local businesses and the ease of their own vehicular movements within, around, in and out of the town</p>	<p>HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			<p>of Wisbech. The proposed site and therefore the potentially toxic plume from the disposal process and diesel contaminants and noise from so many additional HGV movements is not only close to the Centre of this historic Fenland town, densely populated residential areas but is also in extreme proximity to several schools, nursery providers and food processors.</p>	<ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p><b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), <b>Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p>



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				<p><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p><b>TRAFFIC – AIR QUALITY</b></p> <p>The environmental impacts of the Proposed Development including HGV movements during operation and construction and their impact on air quality been assessed and reported in the ES. ES Chapter 8: Air Quality (Volume 6.2) includes detailed dispersion modelling, including traffic modelling, to predict potential impacts on human and ecological receptors. The assessment was undertaken considering Air Quality objectives for a series of pollutants including metals and particulate matter, set for the protection of human health and concludes the significance of effect is negligible.</p> <p>Where necessary, embedded mitigation is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The management plans will be secured by either a DCO Requirement or by the Environmental Permit.</p>



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				<ul style="list-style-type: none"> <li>Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-563	Stephen Snell	Environmental	I am absolutely astounded that this company have almost gone through the back door straight to government without listening to anyone local and responding to our local MP. I cannot express enough how worried and concerned I am about this. I was of the understanding that the government wants to cut incinerators by 2040 by half so this is not needed.	The Applicant undertook non-statutory consultation and statutory consultation prior to the finalisation and then submission of the application. Details of the consultation undertaken and how the design of the Proposed Development evolved in response to comments received are set out within the <b>Consultation Report (Volume 5.1)[APP-018]</b> . The Application will be determined by the Secretary of State because it is categorised as a National Infrastructure Project.
RR-563	Stephen Snell	Planning	My main issues This company have tried twice already to bring an incinerator in this region, rejected by Norwich, rejected by Kings Lynn (Liz Truss). Our local council have raised objections but to avoid local council and locals rejection on a planning application they have now gone even further and submitted an application for a mega incinerator to totally bypass this key stage.	Comment noted. However, the Applicant/MVV were not involved in the King's Lynn or Waterbeach incinerator proposals that were refused planning permission [we understand these likely to be the 2 referenced projects].



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

Relevant Representation	Representee	Topic	Point raised	Applicant's comments
RR-563	Stephen Snell	Adequacy of Consultation	Our local MP [] has conducted an independent expert to look into their application and has found many flaws which he has submitted to government and had little communication back from the company which quite frankly is extremely poor communications from them.	The Applicant has responded to the MP's comments which were submitted at statutory consultation. The response is reported within the <b>Consultation Report (Volume 5.1) [APP-018]</b> which accompanies this application. The MP's comments and the Applicant's response are referenced through the document and in Appendix JJ.
RR-563	Stephen Snell	Traffic	I am extremely concerned about emissions onto agricultural land and the immense amount of waste brought in by diesel lorries over 350 lorries day and night. This site is too close to town, schools and small villages. The A47 is in many parts single lane traffic and continually needs repairing and resurfacing to the already over stretched volume of traffic. One accident/breakdown which there are too many already on this road lead to dramatic hold ups and movement of traffic directed through small villages not meant for lorries and volume of traffic. The roads already shake when heavy lorries are redirected and cuss road surface damage more cost to our council and inevitably ourselves.	<p><b>VEHICLES NUMBERS TO THE EFW CHP FACILITY SITE</b>  <b>Table 6.14 and 6.15, ES Chapter 6: Traffic and Transport (Volume 6.2) [APP-033]</b> presents information on anticipated weekday and weekend vehicle movements to and from the Efw CHP Facility Site. In Summary, once operational there would be 362 weekday traffic movements, 78 of which would be the movement of staff cars and light good vehicles and 284 heavy goods vehicles (HGV). Traffic movements at weekends are lower; 32 staff cars and light vehicles and 64 HGVs.</p> <p>The HGV vehicle moments presented in Table 6.14 and 6.15 include those associated with waste and consumable deliveries and the export of Incinerator Bottom Ash (IBA) and Air Pollution Control residues (APCr) to suitable licenced facilities.</p> <p>The vehicles movements described above have been assessed within ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] and Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073].</p> <p><b>HIGHWAY CAPACITY:</b>  The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided</p>





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



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				<p><b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), <b>Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final</p>



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				<p>OTMP is secured by Requirement 12, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p>HIGHWAY SUBSIDENCE The maintenance of the local road network is the responsibility of Cambridgeshire County Council. However, <b>Appendix 6A Outline CTMP (Volume 6.4) [APP-072]</b> confirms the Applicant will appoint an independent contractor to undertake a highway condition survey of the highway before and after construction of the Proposed Development. Any damage caused by the construction activities can be repaired by the Applicant and the road returned to the previous condition.</p> <p>The final CTMP is secured by Requirement 11, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-563	Stephen Snell	Socio-economic	Already for the small amount of jobs this will create the risk is high of food factories already confirmed they would have to relocate due to this incinerator.	<p><b>ES Chapter 15: Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042]</b> assesses impacts on local businesses. It considers both the potential benefits arising from local supply chain opportunities through to the potentially negative effects arising from disruption during construction for example. In all cases the conclusion reached is that negative effects would not be significant. Appended to the Air Quality Assessment is a <b>Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA. The EA also have the power to undertake announced and unannounced</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				site visits to verify emissions data, and in cases where there is a risk of serious pollution, to suspend the environmental permit.
RR-563	Stephen Snell	Air Quality	This will be a blight to local agricultural as we do not fully know what this amount of burning fallout will be, local economy as many of my neighbours are concerned about ... and more importantly on their health.	<p>The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, 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 <b>Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> <li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-563	Stephen Snell	Property Prices	This will be a blight to local agricultural as we do not fully know what this amount of burning fallout will be, local economy as many of my neighbours are concerned about house depreciation ...	<p>As part of the assessment undertaken in <b>ES Chapter 15: Socio economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042]</b> the Applicant reviewed the local housing market. The review shows that house prices within the Study Area have been increasing. The review shows that house prices within the Study Area are lower than the county and national averages.</p> <p>House prices are driven by a range of factors and it is considered generally that the Proposed Development would not by itself decrease house prices in the Study Areas due to the implementation of the proposed mitigation measures. For a limited number of properties that may be affected by physical factors (such as noise) during the operation of the Proposed Development, and such factors results in a diminution in value, a claim for compensation can be made under Part 1 of the Land Compensation Act 1973.</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
RR-563	Stephen Snell	Socio-economic	The sheer volume of extra vehicles per day, Wisbech needs reinvestment but this will make the heart of the fens unattractive for many future businesses and developers I'm absolutely positive of that.	The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b> . Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.
RR-563	Stephen Snell	Planning	This company has been unsuccessful twice already and the reasons are the exactly the same as this new application it is only 20 miles away from the previously rejected one. Same roads but with more waste and more lorries and more incinerated waste coming into the heart of our growing land our waterways and environment.	Comment noted. However, the Applicant/MVV were not involved in the King's Lynn or Waterbeach incinerator proposals that were refused planning permission [we understand these likely to be the 2 referenced projects]
RR-563	Stephen Snell	Human Health	Please do not under estimate the stress and worry this is causing locals.	To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:  "...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste



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				<p>incinerators and effects on health (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>). PHE's risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small..."</p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the <b>ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043]</b> assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> </ul>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.</li> </ul>
RR-563	Stephen Snell	Comment	Our council reject this, please look carefully at their arguments against this along with our MP as they are also ours. Thank you.	Comments noted.
RR-564	Mark Southwell	Socio-economic	I work near the site where this waste plant is planned, this will finish our business off as the roads will not be able to cope with the traffic , it will destroy our customer base	The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b> . Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic. Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The





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				<p>operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-564	Mark Southwell	Traffic	.there is a school very close the extra traffic is not safe for the children .	<p>HIGHWAY CAPACITY:                      The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed</p>



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				<p>Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p><b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), <b>Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> confirms, once operational, HGVs will access the EfW CHP</p>



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				<p>Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-564	Mark Southwell	Landscape and Visual	the chimney will destroy the look of the land	<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</p>



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				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-564	Mark Southwell	Air Quality	and the extra 300 lorry's fumes can not be good for the environment ,	<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"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>



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RR-564	Mark Southwell	Environmental	, how can this government say they are committed to green technology then burn waste . it must not go ahead .	<p>National policy relevant to the determination of the DCO for the Proposed Development is stated in the following documents:</p> <ul style="list-style-type: none"> <li>• Overarching National Policy Statement for Energy (EN-1);</li> <li>• National Policy Statement for Renewable Energy Infrastructure (EN- 3); and</li> <li>• National Policy Statement for Electricity Networks Infrastructure (EN- 5).</li> </ul> <p>The Applicant is aware that these National Policy Statements are under review and consequently, as part of the planning policy assessment that accompanies the DCO application, the Applicant has reviewed these emerging policy documents to check compliance. The Applicant's planning assessment concludes, the proposed Development is supported by adopted and emerging national policy. For example, <b>Section 4.2.5 of the Planning Statement (Volume 7.1) [APP-091]</b> states: "EfW [Energy from Waste] is a form of renewable energy recognised by NPS EN-1 (paragraph 3.4.3) [National Policy Statement for Energy]." NPS EN-1 highlights (at paragraph 3.4.4) that EfW can provide peak load and base load electricity on demand which is of increasing importance as the UK's electricity energy generation contains an increasing proportion of intermittent wind and solar generation. The NPS concludes that the ability of EfW (and biomass) to deliver predictable, controllable electricity is increasingly important in ensuring the security of energy supplies. Further details of the policy assessment are reported in the Planning Statement (Volume 7.1).</p>
RR-564	Mark Southwell	Comment	it must not go ahead .	Comments noted.
RR-565	David Spinks	Traffic	I have concerns about the traffic,	<p><b>HIGHWAY CAPACITY:</b></p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided</p>



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



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				<p><b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), <b>Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final</p>



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				OTMP is secured by Requirement 12, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b> .
RR-565	David Spinks	Air Quality	I have concerns about the ... what the impact it will have on the food production operations in Wisbech	<p>The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, 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 <b>Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p>





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				<ul style="list-style-type: none"> <li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-565	David Spinks	Environmental	I have concerns about ...the impact on the environment...	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 <b>Non-Technical Summary (Volume 6.1)</b> . Individual topics which include traffic and transport, health and socio-economics are assessed with mitigation in place and conclusions drawn as to the levels of significance. The <b>Planning Statement (Volume 7.1) [APP-091]</b> considers the outcome of the ES and assesses conformity with national and local planning policy. The planning balance for the Proposed Development concludes it is firmly in favour of the Proposed Development. Therefore, development consent should be granted. Ultimately a decision as to whether employment benefits outweigh potential negative benefits will be taken by the Secretary of State.
RR-566	Debora Spiteri	Environmental	I do not agree with the incinerator. Wisbech is too small for such a large project.	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



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				<p>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. When considering a site, the Applicant identified 'essential' and 'preferable' site selection criteria that were applied and suitably meet. In summary, the selection criteria included:</p> <ul style="list-style-type: none"> <li>• There is a need for additional residual waste treatment within the area;</li> <li>• In close proximity to existing business that have a large heat and/or power demand (including for example the local food plants in Wisbech);</li> <li>• A site of a suitable size to accommodate the EfW CHP Facility;</li> <li>• Good access to the strategic road network;</li> <li>• A brownfield site allocated for waste management; and</li> <li>• A site free of environmental designations. The environment effects arising from the Proposed Development are reported within the Environmental Statement and summarised in the <b>Non-Technical Summary (Volume 6.1) [APP-027]</b>. They consider matters such as noise and air quality. Chapter 15 Socio-Economic, Tourism, Recreation and Land Use also considers the potential for effects upon other uses such as local businesses and concludes that negative effects would not be significant.</li> </ul>
RR-566	Debora Spiteri	Traffic	. The roads won't cope with the increased traffic, it's placement is too close to the school and food is grown in the area.	<p><b>HIGHWAY CAPACITY:</b> The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying</p>



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				<p>accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p><b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During</p>



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				<p>construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), <b>Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-566	Debora Spiteri	Air Quality	it's placement is too close to the school and food is grown in the area.	The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume</b>



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				<p><b>6.2) [APP-035]</b> includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant. 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 <b>Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> <li>Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> </ul>



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				<ul style="list-style-type: none"> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-567	Grace Stanford	Traffic	The Incinerator if built will bring the roads of Wisbech to a standstill with the amount of lorries that are planned to bring waste to the site.	<p>HIGHWAY CAPACITY:                      The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will</p>



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				<p>ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p><b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), <b>Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham</p>



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				<p>Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-568	Nigel Staff	Traffic	increase in heavy articulated lorries usage on already very busy roads already damaged at huge cost to local people,	<p><b>HIGHWAY CAPACITY:</b></p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed</p>





Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p><b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>



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				<p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), <b>Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p>HIGHWAY SUBSIDENCE</p> <p>The maintenance of the local road network is the responsibility of Cambridgeshire County Council. However, <b>Appendix 6A Outline CTMP (Volume 6.4) [APP-072]</b> confirms the Applicant will appoint an independent contractor to undertake a highway condition survey of the highway before and after construction of the Proposed Development. Any damage caused by the construction activities can</p>



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				<p>be repaired by the Applicant and the road returned to the previous condition.</p> <p>The final CTMP is secured by Requirement 11, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-568	Nigel Staff	Socio-economic	no benefit to local taxpayers whatsoever, contrary to the false propaganda issued by MVV and an absolute disgrace that a company set up and partly owned by a German local authority in conjunction with an investment company, wish to exploit our town to this degree. Is this their revenge for our high turnout in the EU referendum, whereby we told them we don't want any more of their involvement.	Comment noted.
RR-568	Nigel Staff	Environmental	Pollution,	<p>The Environmental Statement considers a wide range of topics which cover matters such as the economy, health as well as the potential for effects upon the historic environment, upon air quality, traffic and water for example. It identifies under the relevant topics, the potential for pollution and the measures the Applicant will apply to prevent/control pollution incidents. The Statement is accompanied by a number of construction and operation management documents that include the <b>Construction Environmental Management Plan (Volume 7.12)[APP-103]</b> and for the operational phase documents which include the <b>Outline Operational Odour Management Plan (Volume 7.11) [APP-102]</b> which details all sources of odour, control measures, monitoring, and reporting and the <b>Outline Operational Noise Management Plan (Volume 6.4) [APP-077]</b>. All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP will require the Applicant to adopt an accredited Integrated Management Systems (IMS)</p>



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RR-569	Patricia Stammers	Traffic	I am very concerned about this proposed development. The traffic through Wisbech is already very bad and the thought of hundreds of more lorries using our roads is unconscionable. The fact that this is proposed to be developed in a heavily built up area, near schools etc is ridiculous.	<p><b>HIGHWAY CAPACITY:</b> The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> </ul>



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				<ul style="list-style-type: none"> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p><b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), <b>Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> <li>A1101 north of A47 Elm Road roundabout;</li> <li>Churchill Road (north of Elm High Road); and</li> </ul>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>Weasenham Lane (between Algores Way and Elm High Road)</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-570	Duncan Stevenson	Comment	When information is provided, I will comment.	Comments noted. The DCO Application documents are available on the Planning Inspectorate website.
RR-571	Craig Stewart	Air Quality	This would be devastating for Wisbech. The air quality would be severely reduced to a point where it would be dangerous to health. ..This is against the cleaner air act	<p>The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, 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 <b>Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and</p>



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				<p>dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> <li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-571	Craig Stewart	Traffic	This would be devastating for Wisbech.... The additional traffic would cause chaos.	<p>HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between</p>



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





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				<p><b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), <b>Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final</p>



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				OTMP is secured by Requirement 12, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b> .
RR-572	Maureen Ann Stewart	Traffic	I am strongly opposed to the proposed incinerator in Wisbech, which is totally unsuitable for this area. It is cause for serious concern that the proposals would involve over 300 lorry movements per day, which would be very close to my home, and the mega incinerator would be located very close to a large secondary school...	<p>VEHICLES NUMBERS TO THE EFW CHP FACILITY SITE</p> <p><b>Table 6.14 and 6.15, ES Chapter 6: Traffic and Transport (Volume 6.2) [APP-033]</b> presents information on anticipated weekday and weekend vehicle movements to and from the Efw CHP Facility Site. In Summary, once operational there would be 362 weekday traffic movements, 78 of which would be the movement of staff cars and light good vehicles and 284 heavy goods vehicles (HGV). Traffic movements at weekends are lower; 32 staff cars and light vehicles and 64 HGVs.</p> <p>The HGV vehicle moments presented in Table 6.14 and 6.15 include those associated with waste and consumable deliveries and the export of Incinerator Bottom Ash (IBA) and Air Pollution Control residues (APCr) to suitable licenced facilities.</p> <p>The vehicles movements described above have been assessed within 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 <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New</p>



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				<p>Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p><b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road</p>



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				<p>or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), <b>Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-572	Maureen Ann Stewart	Adequacy of Consultation	.... Multiple flaws and misleading information have been presented by the developer, and adverse effects have not been accurately identified	The Applicant provided the necessary information in accordance with the requirements of the Planning Act 2008 and associated regulations (including the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 and the



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			in the developer's consultation document.	<p>Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. Having reviewed the matter of the adequacy of consultation, PINS accepted the DCO Application for the Proposed Development for Examination, see <b>Notification of Decision to Accept Application [PD-001]</b>.</p> <p>Full details of the Applications statutory and non-statutory pre-application consultation are reported in the <b>Consultation Report (Volume 5.1) [APP-018]</b>.</p> <p>The Applicant has prepared and submitted an Environmental Statement (ES) that reports on the Environmental Impact Assessment (EIA) for the Proposed Development. <b>ES Chapter 1: Introduction (Volume 6.2) [APP-028]</b> highlights the relevant EIA Regulations and requirements to be met and that competent expertise have been used to prepare the assessment.</p>
RR-573	Maureen Ann Stewart	Traffic	I strongly object to this proposed project, which is very close to a built-up area which is against government guidelines for these incinerators. The local roads are already heavily congested and would be lock jammed if expected to deal with in excess of another 300 lorries per day,	<p><b>HIGHWAY CAPACITY:</b></p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p>



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				<p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p><b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, <b>ES Chapter 3 Description</b></p>



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				<p>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><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-573	Maureen Ann Stewart	Historic Environment	plus the scale of the building would detract from what is a historic Fenland town.	<p>The Historic Environment Assessment is reported in <b>ES Chapter 10: Historic Environment (Volume 6.2) [APP-037]</b>. As part of this, the significance of Wisbech town centre conservation area, the nature of its setting and contribution to the same and the importance of particular views are set out in section 10.9. This includes a description of the individual character areas within the conservation area including the Brinks, with a photomontage from Elgood's Brewery on North Brink (<b>Figure 9.23b Viewpoint 7, Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.17 to 9.24 [APP-058]</b>) showing the greatest extent of visibility from within the conservation area. Taking account of the heritage significance of the conservation area as a whole and the identified key views within and out from it, and the context of the existing industrial estate including large</p>



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				<p>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-574	Adrian Graham Stokes	Comment	I will make comments after I have examined the information	Comments noted. The DCO Application documents are available on the Planning Inspectorate website
RR-575	helen strickle	Traffic	I am against this project. The infrastructure of our small town cannot cope with the volume of traffic the lorries will create bringing in the material from outside our area .	<p><b>HIGHWAY CAPACITY:</b></p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p>





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				<ul style="list-style-type: none"> <li>Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
				<p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p>
				<p>Construction</p> <p><b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
				<p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), <b>Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p>



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				<p><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, Draft DCO (Volume 3.1) [APP-013].</p>
RR-575	helen strickle	Air Quality	I am against this project...many hundreds of lorries a day to keep the incinerator working will also create the extra pollution into the environment.	<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"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan –</li> </ul>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></p> <ul style="list-style-type: none"> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-576	Sara Strickle	Landscape and Visual	Please see below a number of points to support my objection to this project. - Location. We are one of the flattest, lowest areas in the country. We do not have any high rise buildings to 'hide' such an eyesore. We are a small town and this monstrosity will be seen from miles away, I cannot express how far you can see across the fens.	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-576	Sara Strickle	Drainage/Flooding	It is also proposed to be built on land at high risk from flooding which poses a threat to watercourses, groundwater and the environment.	<p><b>DRAINAGE/FLOODING:</b></p> <p>The environmental impacts of the Proposed Development including those associated with flooding and climate change, have been assessed and reported in the <b>ES Chapter 12 Hydrology (Volume</b></p>



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				<p><b>6.2) [APP-039].</b> The Applicant's Flood Risk Assessment (FRA) is presented in <b>Appendix 12A (Volume 6.4) [APP-084]</b>. 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 <b>Section 12.9.32 to 12.9.35, ES Chapter 12: Hydrology (Volume 6.2) [APP-039]</b>.</p> <p>Due to their low laying nature, many areas within the Fens are at risk from flooding, but benefit from defences managed by the Environment Agency. However, the Applicant has assessed extreme events, including changes due to climate change, where these defences fail. The Proposed Development has been designed to respond to the results of the hydraulic modelling. The assessment concludes that with embedded mitigation, there are no significant impacts related to the risk of flooding. The embedded mitigation that will be secured by either a DCO Requirement and/or by the Environmental Permit and includes:</p> <ul style="list-style-type: none"> <li>• 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, <b>Draft DCO, (Volume 3.1) [APP-013]</b>;</li> <li>• <b>Outline Construction Environmental Management Plan (Volume 7.12) [APP-103]</b> (includes a ranges of mitigation measures to control e.g., flooding) – secured by Requirement 10, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Outline Operational Flood Emergency Management Plan (Volume 7.9) [APP-100] – secured by Requirement 13, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Outline Drainage Strategy (Volume 6.4) [APP-086] - secured by Requirement 8, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p><b>PROTECTION OF WATERCOURSES:</b> The environmental impacts of the Proposed Development including those associated with protection of watercourses during</p>



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				<p>construction, have been assessed and reported in the <b>ES Chapter 12: Hydrology (Volume 6.2) [APP-039]</b> which concludes that effects would not be significant. A Water Management Plan accompanies the <b>Outline Construction Environmental Management Plan (CEMP) (Volume 7.12, Appendix B) [APP-103]</b> containing standard and bespoke pollution control measures (Section 3) which will ensure the protection of water courses and groundwater during construction. Water quality monitoring procedures are also included.</p> <p>The Outline CEMP also provides a framework for detailed management plans to be prepared at detailed design stage, in order to minimise and mitigate impacts and/or disruption that may arise from the construction phase. Waste management, pollution prevention and protocols are considered within the Outline CEMP.</p> <p>For the operational phase of the Proposed Development, the <b>Outline Drainage Strategy (Appendix 12F) (Volume 6.4) [APP-086]</b> 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 <b>ES Chapter 13: Geology, Hydrogeology and Contaminated Land (Volume 6.2) [APP-040]</b>.</p>
RR-576	Sara Strickle	Landscape and Visual	The RAF use this area because of how flat we are and the low rise buildings are ideal to practice dog fighting etc. Now you want to build a great big toxic chimney in the middle of it.	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



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				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-576	Sara Strickle	Socio-economic	Please see below a number of points to support my objection to this project. - Tourism. Our Georgian market town with hundred of listed buildings is often used for filming shows such as David Copperfield. We have a very famous Rosefair each year that people flock to from around the East of England. Who will want to come to our town to visit, film or see the filming locations with the incinerator.	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 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 <b>ES Chapter 15: Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042]</b> 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-576	Sara Strickle	Air Quality	Please see below a number of points to support my objection to this project. -Toxins- The incinerator will emit toxins and particulate poisons into the air, water and soil. We are a farming community, produce from	The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering



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			<p>this area is send around the entire country. Not only will you contaminate out food but you risk affecting the farmers livelyhood.</p>	<p>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 <b>Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> <li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> </ul>



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RR-576	Sara Strickle	Biodiversity	Please see below a number of points to support my objection to this project. -Wildlife- The Fens is a known area for migratory Wildfowl on the Wash and Wetlands which would be endangered.	<ul style="list-style-type: none"> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p><b>ES Chapter 11: Biodiversity Rev 2 (Volume 6.2) [AS-008]</b> considers a wide range of ecological Receptors which together make up the natural environment and it identifies the extent to which significant effects may occur. International and local ecological receptors have been assessed within the biodiversity assessment and include:</p> <ul style="list-style-type: none"> <li>• Nene Wash Special Area of Conservation (SAC) Special Protection Area (SPA) and Ramsar;</li> <li>• Ouse Wash SAC, SPA, and Ramsar; and</li> <li>• River Nene County Wildlife Site (CWS).</li> </ul> <p>The effect of the Proposed Development on species which are legally protected or otherwise conservation notable has been considered within the assessment and includes; breeding birds, bats, water voles, reptiles, including great crested newts and badgers. No potential negative significant effects have been identified. The effect of land take/land cover change and fragmentation of habitat on sensitive biodiversity receptors has been assessed and land take has avoided nature conservation sites and other high quality habitats. No potential negative significant effects have been identified.</p> <p><b>Figure 3.14: Outline Landscape and Ecology Management Strategy (Volume 6.3) [APP-049]</b> includes features designed to maintain and enhance ecological connectivity in line with the Natural Habitat Network and local strategies, and provide refugia and</p>





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				<p>foraging habitats targeted to species found in the locality. The <b>Outline Landscape and Ecology Management Strategy (Volume 6.3) [APP-049]</b> illustrates the locations of the proposed native planting that will be provided within the operational EfW CHP Facility Site. This landscape planting will include native shrub mix; native hedgerow with trees; native wet woodland, native species rich grassland, brown roof, and green walls. The full details of the final scheme will be based on the Outline Landscape and Ecology Strategy and secured by Requirement 5, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p>The Proposed Development will deliver Biodiversity Net Gain (BNG) and the biodiversity and landscape planting following the completion of the construction period will be subject to a 30-year maintenance period, the first five of which will ensure establishment of the planting. The Applicant has set out the options it will consider to deliver BNG within <b>Appendix 11M (Volume 6.4) [AS-009]</b>.</p>
RR-576	Sara Strickle	Climate Change	Please see below a number of points to support my objection to this project. Emissions - It will release Over 650,000 tonnes of Carbon Dioxide into the atmosphere, therefore will affect our ability to reduce Carbon Emissions. This should not be allowed when we have committed to reduce our emissions to prevent Global Warming.	It is acknowledged that as a standalone entity the Proposed Development results in net carbon emissions from the EfW combustion processes. The environmental impacts of the Proposed Development including climate change impacts, have been assessed and reported in the <b>ES Chapter 14: Climate Change (Volume 6.2) [APP-041]</b> . Chapter 14 includes a greenhouse gas (GHG) assessment. The GHG assessment reports a net reduction in emissions of -2,570.80 kilotonnes carbon dioxide equivalent (ktCO <sub>2</sub> e) in the 'with Proposed Development' scenario compared to a 'without Proposed Development' scenario which assumes that the residual waste will be sent to landfill. The assessment is based on assessing whether the Proposed Development would impede the UK in being carbon net zero by 2050, this being the UK position in terms of meeting international obligations to reduce carbon emissions. The assessment includes evaluation of emissions with respect to UK Government 5-year carbon budgets, indicating a minor reduction in emissions ranging from between 0.004% to 0.03% for the 4th, 5th and 6th carbon budgets.



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				Therefore, GHG impacts of the Proposed Development will have a beneficial significant effect. The Proposed Development has net GHG emissions below zero, causing an indirect reduction in atmospheric GHG emissions which has a positive impact on the UK Government meeting its carbon budgets/targets. In 2050 when the UK net carbon budget is zero (and the Climate Change Committee states that waste sector emissions can be reduced by 75% from today's levels), the Proposed Development will have a beneficial impact equivalent to – 67tkCO <sub>2</sub> e.
RR-576	Sara Strickle	Traffic	Please see below a number of points to support my objection to this project. Traffic - We are not a town equipped to deal with the additional 300+ lorries per day. The A47 is a single carriageway which gets blocked regularly. (Coastal traffic, weekly accidents and of course as a farming area constant tractors and combine harvesters) Even just regular 5.30 home time creates gridlock some days. The town itself already struggles with running silt and flooding resulting in many roads here developing sink holes where the ground disappears from under the road forming large holes and causing road closures. How can we cope with so many lorries! Plus the pollution from the vehicles, it would choke our town	<p>VEHICLES NUMBERS TO THE EFW CHP FACILITY SITE  <b>Table 6.14 and 6.15, ES Chapter 6: Traffic and Transport (Volume 6.2) [APP-033]</b> presents information on anticipated weekday and weekend vehicle movements to and from the Efw CHP Facility Site. In Summary, once operational there would be 362 weekday traffic movements, 78 of which would be the movement of staff cars and light good vehicles and 284 heavy goods vehicles (HGV). Traffic movements at weekends are lower; 32 staff cars and light vehicles and 64 HGVs.</p> <p>The HGV vehicle moments presented in Table 6.14 and 6.15 include those associated with waste and consumable deliveries and the export of Incinerator Bottom Ash (IBA) and Air Pollution Control residues (APCr) to suitable licenced facilities.</p> <p>The vehicles movements described above have been assessed within 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 <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided</p>



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



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p><b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), <b>Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>



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RR-576	Sara Strickle	Noise	Please see below a number of points to support my objection to this project. Noise .... - The site will operate 24 hours per day. Constant noise from trucks, lorries ....	<p>The environmental impacts due to noise and vibration associated with the Proposed Development, including those that could affect residents, businesses and educational facilities, have been assessed and reported in the ES. This includes noise and vibration from HGV movements associated with the Proposed Development. The <b>ES Chapter 7: Noise and Vibration (Volume 6.2) [APP-034]</b> considers the potential for noise and vibration effects, at numerous sensitive receptors (Table 7.14) during the construction and operational phase of the Proposed Development. The sensitive receptors within the assessment include:</p> <ul style="list-style-type: none"> <li>• Residential including those closest to the EfW CHP Facility on New Bridge Lane</li> <li>• Educational including the Thomas Clarkson Academy and Cambian Education Foundation</li> <li>• Businesses including those adjacent to the EfW CHP Facility, such as, Floorspan Fountain Frozen.</li> </ul> <p>Where necessary, embedded mitigation is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. A full list of the embedded construction and operational environmental measures to be employed is reported in <b>Table 7.40, ES Chapter 7: Noise and Vibration (Volume 6.2) [APP-034]</b>. These measures include construction and operational management plans. Implementation of the management plans is secured by DCO Requirement and by the Environmental Permit:</p> <ul style="list-style-type: none"> <li>• A <b>Construction Environmental Management Plan (CEMP) (see Volume 7.12 [APP-103])</b>, secured by Requirement 10, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Noise Management Plan (see ES Appendix 7D: Operational Noise Management Plan (Volume 6.4)) secured by Requirement 19, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>



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				With the environmental measures in place the assessment concludes there will be no significant effects.
RR-576	Sara Strickle	Lighting	Please see below a number of points to support my objection to this project. ... and Light Pollution. - The site will operate 24 hours per day. Constant... lighting up the area with artificial light.	<p>Section 3.4.76, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]; states:</p> <p>“The Outline Operational Lighting Strategy (Appendix 3B Outline Lighting Strategy (Volume 6.4)) [APP-071] establishes the design objectives and parameters for the lighting of the EfW CHP Facility. Outside of the operational hours for the acceptance of waste, external lighting requirements would be limited to security and safety only. The lighting strategy aims to minimise lighting on the site; for example, through the use of lighting standards along main access route and the car park that have luminaires with full horizontal cut-off in order to minimise light spill and sky glow. Minimising light levels and spillage also mitigates effects upon wildlife”.</p> <p>Full details of the operational lighting strategy are secured by Requirement 18 (lighting strategy) <b>Draft DCO (Volume3.1) [APP-013]</b>.</p>
RR-576	Sara Strickle	Human Health	Please see below a number of points to support my objection to this project. Health - This toxic sight will be close to my house, we will be able to see it from our garden and windows. To be honest it will probably tower over us. I cannot express the stress and anxiety just the thought of this is having. Bellowing toxic smoke and fumes from the chimney. As a woman of child bearing age, I know how dangerous living here could be if I want to have a child. You are ruining our lives. I bet no-one in this group	<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 (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>). PHE’s risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small...”</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			including the owner would want to live under one of these incinerators!	<p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the <b>ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043]</b> assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> </ul>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.</li> </ul>
RR-576	Sara Strickle	Property Prices	Please see below a number of points to support my objection to this project. Devaluation of homes. - As I have stated above no one wants to live under the fumes or shadows of a mega incinerator, therefore, it is inevitable that our homes will decrease in value.	As part of the assessment undertaken in <b>ES Chapter 15: Socio economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042]</b> the Applicant reviewed the local housing market. The review shows that house prices within the Study Area have been increasing. The review shows that house prices within the Study Area are lower than the county and national averages.
RR-577	David Sturgess	Comment	Waiting to review further information when available.	Comments noted. The DCO Application documents are available on the Planning Inspectorate website.
RR-578	Deirdre Sturgess	Comment	I am waiting to see further information on the proposed development.	Comments noted. The DCO Application documents are available on the Planning Inspectorate website.
RR-579	Phyl Sugden	Comment	Comments to follow later	Comments noted.
RR-580	Phyl Sugden on behalf of Robert Edwin Sugden (Robert Edwin)	Comment	Comments to follow	Comments noted.
RR-581	Nicola Ann Sutheran	Environmental	Infrastructure close to public amenities, schools and housing.	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.





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				<p>When considering a site, the Applicant identified 'essential' and 'preferable' site selection criteria that were applied and suitably meet. In summary, the selection criteria included:</p> <ul style="list-style-type: none"> <li>• There is a need for additional residual waste treatment within the area;</li> <li>• In close proximity to existing business that have a large heat and/or power demand (including for example the local food plants in Wisbech);</li> <li>• A site of a suitable size to accommodate the EfW CHP Facility;</li> <li>• Good access to the strategic road network;</li> <li>• A brownfield site allocated for waste management; and</li> <li>• A site free of environmental designations. The environment effects arising from the Proposed Development are reported within the Environmental Statement and summarised in the <b>Non-Technical Summary (Volume 6.1) [APP-027]</b>. They consider matters such as noise and air quality and identify local schools as sensitive receptors. They do not identify significant negative effects upon schools. Chapter 15 Socio-Economic, Tourism, Recreation and Land Use also considers the potential for effects upon other uses such as local businesses and concludes that negative effects would not be significant.</li> </ul>
RR-581	Nicola Ann Sutheran	Human Health	Impact on Environment and Health - Toxic Particulate Emissions from The Infrastructure and Emissions from Vehicles Movements.	<p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p>“...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>). PHE's risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small...”</p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the <b>ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043]</b> assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> </ul>



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RR-581	Nicola Ann Sutherland	Biodiversity	Loss of natural habitat to wildlife,	<ul style="list-style-type: none"> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.</li> </ul> <p><b>ES Chapter 11: Biodiversity Rev 2 (Volume 6.2) [AS-008]</b> considers a wide range of ecological Receptors which together make up the natural environment and it identifies the extent to which significant effects may occur. International and local ecological receptors have been assessed within the biodiversity assessment and include:</p> <ul style="list-style-type: none"> <li>• Nene Wash Special Area of Conservation (SAC) Special Protection Area (SPA) and Ramsar;</li> <li>• Ouse Wash SAC, SPA, and Ramsar; and</li> <li>• River Nene County Wildlife Site (CWS).</li> </ul> <p>The effect of the Proposed Development on species which are legally protected or otherwise conservation notable has been considered within the assessment and includes; breeding birds, bats, water voles, reptiles, including great crested newts and badgers. No potential negative significant effects have been identified. The effect of land take/land cover change and fragmentation of habitat on sensitive biodiversity receptors has been assessed and land take has avoided nature conservation sites and other high quality habitats. No potential negative significant effects have been identified.</p> <p><b>Figure 3.14: Outline Landscape and Ecology Management Strategy (Volume 6.3) [APP-049]</b> includes features designed to maintain and enhance ecological connectivity in line with the Natural Habitat Network and local strategies, and provide refugia and foraging habitats targeted to species found in the locality. The <b>Outline Landscape and Ecology Management Strategy (Volume 6.3) [APP-049]</b> illustrates the locations of the proposed native planting that will be provided within the operational EfW CHP Facility Site. This landscape planting will include native shrub mix; native</p>



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				<p>hedgerow with trees; native wet woodland, native species rich grassland, brown roof, and green walls. The full details of the final scheme will be based on the Outline Landscape and Ecology Strategy and secured by Requirement 5, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p>The Proposed Development will deliver Biodiversity Net Gain (BNG) and the biodiversity and landscape planting following the completion of the construction period will be subject to a 30-year maintenance period, the first five of which will ensure establishment of the planting. The Applicant has set out the options it will consider to deliver BNG within <b>Appendix 11M (Volume 6.4) [AS-009]</b>.</p>
RR-581	Nicola Ann Sutheran	Air Quality	effect of particulate fallout to farming land and the River Nene.	<p>The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, 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 <b>Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> <li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-581	Nicola Ann Sutheran	Property Prices	Infrastructure will have an impact on private property value and low level skyline of the area will be affected (no building above 2 storey in the area). The infrastructure will be seen above all housing, affecting its	As part of the assessment undertaken in <b>ES Chapter 15: Socio economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042]</b> the Applicant reviewed the local housing market. The review shows that house prices within the Study Area have been increasing. The review shows that house prices within the Study Area are lower than the county and national averages.



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			outward views. Meaning that it will be harder to sell private invested in.	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-581	Nicola Ann Sutheran	Landscape and Visual	Infrastructure will have an impact on ..... low level skyline of the area will be affected (no building above 2 storey in the area). The infrastructure will be seen above all housing, affecting its outward views.	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-582	Jude Sutton	Comment	I will be examining the application and submitting my comments on all material matters plus pollution and public health. I will be opposing this application I will be considering the information submitted by the	Comments noted. The DCO Application documents are available on the Planning Inspectorate website.



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			applicant and then make a considered statement of thoughts but from what I have read about the application thus far (from developer flyers), I oppose it because it will cause unacceptable increases in noise, traffic and pollution. Cambridgeshire has sufficient waste infrastructure and does not require this new out of date tech facility	
RR-583	Mark Antony Swann	Comment	I will comment when I have read report	Comments noted. The DCO Application documents are available on the Planning Inspectorate website
RR-584	Barbara Symonds	Air Quality	I feel the positioning of this incinerator is totally unacceptable. There are schools, and a thriving town centre within a mile of the proposed site. We generally get south easterly wind here, so anything that comes out of the chimney will be deposited over the schools and town.	<p>The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, 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 <b>Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> <li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-584	Barbara Symonds	Air Quality	I feel the positioning of this incinerator is totally unacceptable. There are schools, and a thriving town centre within a mile of the proposed site. We generally get south easterly wind here, so	The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering





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



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				<ul style="list-style-type: none"> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-585	John Symonds	Environmental	The proposal is only a few hundred meters from my home. Over 300 heavy vehicle movements on totally unsuitable roads [with their noise, exhaust pollution and jamming up of an already busy industrial area] will have a detrimental effect on the lives of all local residents. There is a school, a hospital, numerous food production factories and a town and villages in the firing line of all the fallout associated with such a monstrosity.	<p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p>



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				<ul style="list-style-type: none"> <li>Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-585	John Symonds	Socio-economic	The tiny number of jobs created will be outweighed by wholesale losses from the other industries. Wisbech Townsfolk are totally against this absurd construction.	<p><b>Section 3.5.53, ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030]</b> confirms there will be 40 full time equivalent (FTE) jobs in a range of disciplines for the operational phase of the Proposed Development. Furthermore, <b>ES Chapter 15 Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042]</b> predicts that an additional 32 indirect jobs would be created at the County level. Indirect employment opportunities include (as a minimum), cleaning services, electrical engineering services, mechanical engineering services and other maintenance-related roles such as scaffolding teams. <b>Section 3.8.57, ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030]</b> highlights, there are likely to be around 700 construction personnel from a range of disciplines. During the peak periods of construction for all elements of the Proposed Development, there would likely be up to 500 construction personnel present on-site at any one time.</p>
RR-586	Lorrain Symons	Environmental	It will be devastating to the residents of Wisbech and surrounding area, the environmental impact will be disastrous the air and soil will be contaminated	<p>The environmental impacts of the Proposed Development during both its construction and operation are reported within the Environmental Statement Volumes 6.2-6.4 and summarised within the <b>Non-Technical Summary (Volume 6.1)</b>. Individual topics which include soils within Chapter 13 and socio-economics (Chapter 15) are assessed with mitigation in place and conclusions drawn as to the levels of significance. The <b>Planning Statement (Volume 7.1)</b></p>



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				[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-587	Marcus Symons	Environmental	The site chosen is totally ridiculous, within a few yards of a large school and food factories. Which will most likely close down because of pollution.	<b>Section 3.8.57, ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030]</b> highlights, there are likely to be around 700 construction personnel from a range of disciplines. During the peak periods of construction for all elements of the Proposed Development, there would likely be up to 500 construction personnel present on-site at any one time.
RR-587	Marcus Symons	Traffic	The road system is pitifully unsuitable for the proposed lorry movements that MVV say they will need.	<p><b>HIGHWAY CAPACITY:</b> The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will</p>



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				<p>ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p><b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), <b>Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham</p>



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				<p>Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-587	Marcus Symons	Socio-economic	More importantly is the total disregard for the local community. As a so called deprived area are we a dispensable side issue here in the way of big business?	<p>The Applicant did not select the site because of its social and economic performance. The site was chosen for the reasons outlined within <b>Section 2.3.1 to 2.3.3 ES Chapter 2 Alternatives and ES Chapter 3 (Volume 6.2) [APP-030]</b> which explains the Applicant's reason for selecting the location of the Proposed Development, highlighting the 'essential' and 'preferable' site selection criteria that were applied and suitably meet. In summary, the selection criteria included:</p> <ul style="list-style-type: none"> <li>• There is a need for additional residual waste treatment within the area;</li> <li>• In close proximity to existing business that have a large heat and/or power demand;</li> <li>• A site of a suitable size to accommodate the EfW CHP Facility;</li> <li>• Good access to the strategic road network;</li> </ul>



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

Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>• A brownfield site allocated for waste management; and</li> <li>• A site free of environmental designations</li> </ul>
RR-587	Marcus Symons		It's an absolutely disgusting con from the start as we as tax payers are helping to fund an eyesore and health hazard in our own back yard	The Proposed development is corporate funded, therefore does not require public money, see <b>Funding Statement (Volume 4.2) [APP-016]</b> .
RR-588	Tamar Limited (Tamar Limited)	IT IT	Environmental Planning permission has been rejected in the local area for minor projects that would not have significant impact on the locals this huge project cannot be acceptable.	<b>The Planning Statement (Volume 7.1) [APP-091]</b> considers the outcome of the ES and assesses conformity with national and local planning policy. The planning balance for the Proposed Development concludes it is firmly in favour of the Proposed Development. Therefore, development consent should be granted. Ultimately a decision as to whether employment benefits outweigh potential negative benefits will be taken by the Secretary of State.
RR-588	Tamar Limited (Tamar Limited)	IT IT	Traffic This project is being built close to our premises. Traffic is gridlocked frequently at the best of times. Having large amounts of additional traffic will cause further congestion for locals and businesses. Businesses like ourselves who visit domestic and business customers will see a significant impact with the amount of time employees are being paid to sit in traffic jams. This will have a knock on effect of prices increasing during a time where the cost of living is already causing a huge impact to business and families. Road conditions are poor also additional traffic will deteriorate the roads further leading to increase maintenance and repair bills for all road users.	<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 <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will</p>



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				<p>ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-588	Tamar Limited (Tamar Limited)	IT IT	Landscape and Visual	<p>I don't know anyone that would want to see a huge chimney in the skyline polluting the environment at a time when the environment should be put first.</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 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</p>





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				CHP Facility but that this situation would not apply to the more distant majority of the LCA.
RR-588	Tamar Limited (Tamar Limited)	IT IT	Air Quality You will not be able to police the rubbish that is being burnt meaning you could be burning and putting anything into the atmosphere.	<p>The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, 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 <b>Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p>



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				<p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> <li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-588	Tamar Limited (Tamar Limited)	IT IT	Human Health	<p>How can you be sure there are no health issues. What long term studies have been undertaken to ensure the health of all residents over the next 50 years and beyond.</p> <p><b>ES Chapter 16 Health (Volume 6.2) [APP-043]</b> considers the potential effects upon health including those from emissions to air. It is supported by the assessment undertaken within <b>ES Chapter 8 Air Quality (Volume 6.2) [APP-035]</b> and the Human Health Risk Assessment reported in Appendix B to that chapter, at Annex H. <b>(Volume 6.4) [APP-078]</b>. The assessments consider the effects arising from a range of gases upon local residents, businesses and farmers over the lifetime of the project (40 years) and conclude that they would not be significant. The UK Health Security Agency in its relevant representation has commented that <i>'Following our review of the submitted documentation we are satisfied that the proposed development should not result in any significant adverse impact on public health'</i>.</p>



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RR-589	Margaret Tanner	Adequacy of Consultation	I want to raise my concerns about the seemingly poor consultation and misinformation about this project and about the irreversible environmental impact this project will have if it goes ahead	<p>The Applicant provided the necessary information in accordance with the requirements of the Planning Act 2008 and associated regulations (including the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 and the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. Having reviewed the matter of the adequacy of consultation, PINS accepted the DCO Application for the Proposed Development for Examination, see <b>Notification of Decision to Accept Application [PD-001]</b>.</p> <p>Full details of the Applications statutory and non-statutory pre-application consultation are reported in the <b>Consultation Report (Volume 5.1) [APP-018]</b>.</p>
RR-590	Andrew Taylor	Comment	All the statutory consultees have objected - indeed Norfolk County Council passed a unanimous motion against the incinerator.	Comments noted. However, not all the Statutory Consultees have objected to the Proposed Development
RR-590	Andrew Taylor	Waste Need	The Wisbech incinerator will add to an existing over supply of incinerators in the East of England and is more than twice as large as a previously proposed incinerator, which was rejected.	The <b>WFAA (Volume 7.3) [APP-094]</b> has assessed both the local/regional requirement for the Proposed Development as well as the national need. This has concluded that there is insufficient residual waste management capacity available to ensure that non-recyclable waste can be managed as far up the waste hierarchy as possible (i.e., diverted from landfill) and in a manner which complies with the proximity principle (i.e., treating waste as close as possible to its point of arising). Whilst this latter point is especially relevant for the significant quantities of residual waste that are presently exported from England for management via EfW in mainland Europe, it is also relevant in terms of the waste that is presently exported from the East of England region for final disposal.
RR-590	Andrew Taylor	Waste Hierarchy	More waste should be reused and recycled, thereby not adding to the Net Zero problem - incinerators are, of course, against net Zero and will	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



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



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>• Employment of a Community Liaison Manager;</li> <li>• Guided site tours and a visitor area within the administration building;</li> <li>• Establishment of a community fund and a sponsorship fund; and</li> <li>• Support for local initiatives that improve wellbeing and environmental improvements in the local area.</li> </ul> <p>The final Community Benefits Plan will be published by the Applicant prior to commencement of the construction of the Proposed Development.</p>
RR-590	Andrew Taylor	Waste Need	The All-Parliamentary Group on Air Pollution called for a moratorium on all new incinerators on health and environmental grounds in December 2021. What makes anyone think they should go against this?	Government Policy in the form of NPS EN-1 and EN-3 together with the draft NPS issued in 2021 confirm that Government considers EfW to be a suitable form of waste treatment and important in securing energy security. For example, NPS EN-1 paragraph 3.4.4 states: <i>Biomass and EfW can be used to generate 'dispatchable' power, providing peak load and base load electricity on demand. As more intermittent renewable electricity comes onto the UK grid, the ability of biomass and EfW to deliver predictable, controllable electricity is increasingly important in ensuring the security of UK supplies.</i> NPS EN-3 paragraph 2.5.2 states: <i>The recovery of energy from the combustion of waste, where in accordance with the waste hierarchy, will play an increasingly important role in meeting the UK's energy needs. Where the waste burned is deemed renewable, this can also contribute to meeting the UK's renewable energy targets. Further, the recovery of energy from the combustion of waste forms an important element of waste management strategies in both England and Wales.</i> Government policy remains supportive, with relevant caveats.
RR-590	Andrew Taylor	Adequacy of Consultation	The initial consultation fell within a narrow radius of only 5 km and the impact will be on a far wider area - therefore this consultation was unfair to all those likely to be affected.	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



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>consultation, PINS accepted the DCO Application for the Proposed Development for Examination, see <b>Notification of Decision to Accept Application [PD-001]</b>.</p> <p>Full details of the Applications statutory and non-statutory pre-application consultation are reported in the <b>Consultation Report (Volume 5.1) [APP-018]</b>.</p>
RR-591	Emma Taylor	Human Health	Pollution to health.	<p><b>ES Chapter 16 Health (Volume 6.2) [APP-043]</b> considers the potential effects upon health including those from emissions to air. It is supported by the assessment undertaken within <b>ES Chapter 8 Air Quality (Volume 6.2) [APP-035]</b> and the Human Health Risk Assessment reported in Appendix B to that chapter, at Annex H. <b>(Volume 6.4) [APP-078]</b>. The assessments consider the effects arising from a range of gases upon local residents, businesses and farmers and conclude that they would not be significant. The UK Health Security Agency in its relevant representation has commented that 'Following our review of the submitted documentation we are satisfied that the proposed development should not result in any significant adverse impact on public health'.</p>
RR-591	Emma Taylor	Socio-economic	Loss of job's due to incinerator fumes to other close businesses.	<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 (<b>Chapter 8: Air Quality (Volume 6.2)[APP-035]</b>) on sensitive ecological receptors and Impacts from heavy metal deposition on land, were assessed (<b>Chapter 8: Air Quality (Volume 6.2)[APP035]</b>). The assessment concludes the potential effects are not significant. Appended to the Air Quality Assessment is a <b>Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat</p>



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				<p>food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant. All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP 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. <b>ES Chapter 8: Air Quality, Volume 6.2) [APP-035]</b> sets out the embedded measures to prevent pollution during the operational phase i.e., that the site will operate under an Environmental Permit which will require emissions to air to be limited and emissions to ground (soil or groundwater) will not be permitted. Air emissions will need to comply with mandatory emission limit values (ELV). The operator of the EfW CHP Facility will need to demonstrate to the Environment Agency in the permit application for the EfW CHP that they are using best available techniques for pollution prevention – including use of filters to prevent particulates and particle-bound pollutants such as heavy metals, being released to air. Other embedded measures include the likely requirement for regular soil and groundwater monitoring at the EfW CHP Facility as a permit condition. On the basis of the assessments undertaken, the Applicant does not see any reason for local businesses to close as a result of emissions to air.</p>
RR-591	Emma Taylor	Traffic	Traffic congestion due to volume of vehicles and roads are unsuitable.	<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 <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-591	Emma Taylor	Property Prices	Affect on the housing market prices in an already deprived area in general.	<p>As part of the assessment undertaken in <b>ES Chapter 15: Socio economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042]</b> the Applicant reviewed the local housing market. The review shows that house prices within the Study Area have been increasing. The review shows that house prices within the Study Area are lower than the county and national averages.</p> <p>House prices are driven by a range of factors and it is considered generally that the Proposed Development would not by itself</p>





Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				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-592	John Taylor	Environmental	Surely it makes sense to be near a city to put the energy back into the grid?	Appended to the Air Quality Assessment is a <b>Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b> . The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.
RR-592	John Taylor	Traffic	The main road A47 cannot cope with the extra 300? lorries per day bringing in waste. If there is an accident or traffic lights on the A47 vehicles are diverted along the historic North Brink past Wisbech Grammar School and into the already congested Centre of town. There is a weight restriction on the old bridge so the traffic will gridlock on the Town bridge merging with vehicles coming from the B1101 and the A17. Why is the incinerator being proposed 25 miles away from the nearest major road being the A1 at Peterborough?	The Applicant has assessed the potential effects arising from construction and operational traffic including HGVs and this is reported within ES <b>Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> and within <b>Appendix 6B Transport Assessment (Volume 6.4) [APP-073]</b> . The methodology and assumptions used were agreed with the relevant highway authorities. No significant effects are predicted including upon the strategic road network. The Applicant will enforce routing restrictions during the construction and operational phases to prevent HGVs routing through the town centre. These restrictions are set out in the <b>Outline CTMP (Volume 6.4) [APP-072]</b> and <b>Outline OTMP (Volume 7.15) [APP-106]</b> which have been updated at Deadline 1.
RR-593	Michael Charles Taylor	Environmental	I am aware that the proposed area will have running silt under its foundations as this is normal in this	<b>ES Chapter 8: Air Quality, Volume 6.2) [APP-035]</b> sets out the embedded measures to prevent pollution during the operational phase i.e., that the site will operate under an Environmental Permit



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			area and the thought of the highly dangerous ash and other deposits seeping into the underground system does not bear contemplation.	which will require emissions to air to be limited and emissions to ground (soil or groundwater) will not be permitted. Air emissions will need to comply with mandatory emission limit values (ELV). The operator of the EfW CHP Facility will need to demonstrate to the Environment Agency in the permit application for the EfW CHP that they are using best available techniques for pollution prevention – including use of filters to prevent particulates and particle-bound pollutants such as heavy metals, being released to air. Other embedded measures include the likely requirement for regular soil and groundwater monitoring at the EfW CHP Facility as a permit condition.
RR-593	Michael Charles Taylor	Environmental	We don't need them here in Wisbech or anywhere else in our lovely country, they are dangerous and deadly and we don't deserve to be blighted by them at all. Thank You.	Comment noted. EfW Facilities are not considered to be dangerous to health. This statement is substantiated by Public Health England's comment on the Proposed Development which was received during Statutory Consultation. In its response dated 17 August 2021 it stated that: "...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health ( <a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a> ). PHE's risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small..."
RR-593	Michael Charles Taylor	Air Quality	Also I have grave concerns with the impact it will have on the health of both the local residents and also the wildlife in the area. This country aims to remove polluting vehicles from our roads by 2030 but we are considering the construction of this monstrosity which will pump out huge quantities of pollution into our	The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			skies 24/7 which I find totally insane and unacceptable.	<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 <b>Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> <li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and</li> </ul>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</p> <ul style="list-style-type: none"> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-593	Michael Charles Taylor	Air Quality	<p>The polluting affect of this filthy plant is something we should consider very carefully in this instance and not look back in hind sight and say "Maybe we didn't think this through properly" The thought of those fumes containing who knows what chemicals and pollutants spewing into the sky and being carried by the wind for miles is beyond horrific. No matter what you are told about scrubbers and chimneys there will be huge amounts of filth blowing over three counties, not just Wisbech. I worked at a factory for many years which had a chimney a mere 100 feet tall and cannot remember many fumes falling on the town, but it could be smelled 7 miles away in the right conditions. With the height proposed for this chimney the smell and fumes could travel as far as the lovely East Coast or even to Sandringham which should please the King on his holidays. I trust you have asked him what he thinks about this idea, especially as he is well known for his views on pollution etc.</p>	<p>The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078] and Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052] respectively. This includes schools, medical facilities and residential properties. Appended to the Air Quality Assessment is a <b>Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p>



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				<p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> <li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-593	Michael Charles Taylor	Traffic	I have so far not mentioned the state of the roads in this area and how they will cope with the huge numbers of lorries using them if this plan goes ahead. One small incident now brings the A47 to a stand still for hours. Even though the developers promised the local villages would be avoided due to the narrow roads we all know these lorries will take the easiest route possible especially if there's been an accident. These have been just a few things that will	<p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			affect me and my area if this silly idea should be allowed.	<p>crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p><b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, <b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p><b>TEMPORARY ROAD CLOSURES</b></p> <p>In the event of road closures, like all road users, the Applicant would follow the Highways Authority route diversion(s).</p>
RR-593	Michael Charles Taylor	Environmental	I consider the main issues to be with the impact on the environment and pollution of the land, water and air.	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,



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>traffic and water for example. It identifies under the relevant topics, the potential for pollution and the measures the Applicant will apply to prevent/control pollution incidents. The Statement is accompanied by a number of construction and operation management documents that include the <b>Construction Environmental Management Plan (Volume 7.12)[APP-103]</b> and for the operational phase documents which include the <b>Outline Operational Odour Management Plan (Volume 7.11) [APP-102]</b> which details all sources of odour, control measures, monitoring, and reporting and the <b>Outline Operational Noise Management Plan (Volume 6.4) [APP-077]</b>. All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP will require the Applicant to adopt an accredited Integrated Management Systems (IMS)</p>
RR-594	Rachel Taylor	Traffic	<p>The traffic on the A47 is already a problem so traffic cuts through the back roads and along to the historic North Brink where Wisbech Grammar School is located creating gridlocks and endangerment to school children and others. It is made even more impossible when there is an accident or roadways as the traffic including larges lorries and buses are diverted pass the school and into the town Centre. There is another School on Barton rd under construction aswell as a large retirement home which will add to the congestion. Furthermore the proposed construction traffic will pass another large senior school where tragically a pupil died recently being knocked off his cycle by a lorry. The development is in an inappropriate area of the country for transport being miles away from a</p>	<p>HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated</p>





Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			major road and city bringing waste from over 2 hours away	<p>appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p><b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), <b>Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> confirms, once operational, HGVs will access the Efw CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will</p>



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-595	Shawn Taylor	Traffic	I'm against this proposed project for a number of reasons. - The roads in the area become gridlocked at the best of times without the additional HGVs this will bring	<p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the</p>



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				assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.
RR-595	Shawn Taylor	Traffic	- Road conditions are poor in this area adding additional traffic will only worsen the conditions.	The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b> . Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.
RR-595	Shawn Taylor	Air Quality	- New projects should be built with the Environment in mind. Putting huge chimneys that let by-products of the process into the atmosphere cannot be helping the environment.	<p>The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078] and Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052] respectively. This includes schools, medical facilities and residential properties.</p>



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



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				<p>an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> <li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-595	Shawn Taylor	Socio-economic	- Property prices with inevitably drop as locals move away. Leaving residents in negative equity and struggling during a time when many people are already struggling.	<p><b>ES Chapter 15: Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042]</b> assesses impacts relevant to the housing market in paragraphs 15.9.30 to 15.9.37 for construction. It notes the measures to be taken by the Applicant to reduce demand for accommodation by encouraging the local workforce to seek construction employment at the Proposed development and references the <b>Outline Employment and Skills Strategy (Volume 7.8) [APP-103]</b>. It concludes that effects would not be significant. Table 15.1 confirms the Secretary of States agreement to scope out the potential for significant effects upon the housing market during the operation of the Proposed Development.</p>



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RR-595	Shawn Taylor	Landscape and Visual	- With the structure being as large as Ely cathedral this will not blend into the surrounding skyline. With areas of Wisbech under development regulations which will not even allow a fence to be erected how can this be acceptable.	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-596	Sean Terrington Logan	Traffic	Traffic in and approaching Wisbech these days is becoming overloaded.... Also our roads are badly damaged from tractors and other heavy vehicles, adding more will cost the country more in repairs.	<b>HIGHWAY CAPACITY:</b> The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b> . Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p><b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>



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				<p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), <b>Section 3.4.105, ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p>HIGHWAY SUBSIDENCE</p> <p>The maintenance of the local road network is the responsibility of Cambridgeshire County Council. However, <b>Appendix 6A Outline CTMP (Volume 6.4) [APP-072]</b> confirms the Applicant will appoint an independent contractor to undertake a highway condition survey of the highway before and after construction of the Proposed Development. Any damage caused by the construction activities can</p>





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				<p>be repaired by the Applicant and the road returned to the previous condition.</p> <p>The final CTMP is secured by Requirement 11, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-596	Sean Terrington Logan	Air Quality	Traffic in and approaching Wisbech these days is becoming overloaded. Adding many more lorries taking rubbish to the incinerator will not do our health any good in pollution from exhaust fumes and smoke from the incinerator.	<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 <b>ES. ES Chapter 8: Air Quality (Volume 6.2)</b> includes detailed dispersion modelling, including traffic modelling, to predict potential impacts on human and ecological receptors. The assessment was undertaken considering Air Quality objectives for a series of pollutants including metals and particulate matter, set for the protection of human health and concludes the significance of effect is negligible.</p> <p>Where necessary, embedded mitigation is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The management plans will be secured by either a DCO Requirement or by the Environmental Permit.</p> <ul style="list-style-type: none"> <li>• Construction Environ 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 <b>ES. ES Chapter 8: Air Quality (Volume 6.2)</b> includes detailed dispersion modelling, including traffic modelling, to predict potential impacts on human and ecological receptors. The assessment was undertaken considering Air Quality objectives for a series of pollutants including metals and particulate matter, set for the protection of human health and concludes the significance of effect is negligible.</li> </ul> <p>Where necessary, embedded mitigation is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The management plans will be secured by either a DCO Requirement or by the Environmental Permit.</p>



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				<ul style="list-style-type: none"> <li>Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-597	Deborah Thomas	Human Health	The proposed site is within an historic market town. I am concerned about the impact on health to the local community and buildings that both the inevitable increase in heavy traffic and the plant itself will bring.	<p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p>“...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>). PHE’s risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small...”</p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the <b>ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043]</b> assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental</p>



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				<p>Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP). Includes a range of mitigation measures including a requirement for community liaison and to register the Proposed Development with the Considerate Contractors Scheme – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.</li> </ul>
RR-597	Deborah Thomas	Historic Environment	The proposed site is within an historic market town. I am concerned about the impact on health to the local community and buildings that both the inevitable	The Historic Environment Assessment is reported in <b>ES Chapter 10: Historic Environment (Volume 6.2) [APP-037]</b> . As part of this, the significance of Wisbech town centre conservation area, the nature of its setting and contribution to the same and the importance of particular views are set out in section 10.9. This includes a description of the individual character areas within the conservation



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			increase in heavy traffic and the plant itself will bring.	<p>area including the Brinks, with a photomontage from Elgood's Brewery on North Brink (<b>Figure 9.23b Viewpoint 7, Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.17 to 9.24 [APP-058]</b>) showing the greatest extent of visibility from within the conservation area. Taking account of the heritage significance of the conservation area as a whole and the identified key views within and out from it, and the context of the existing industrial estate including large logistics buildings, there will not be a significant effect on the conservation area.</p> <p>The Landscape and Visual Assessment is reported in ES Chapter 9: Landscape and Visual (Volume 6.2) [APP-036].</p>
RR-598	Janet Susan Thompson	Environmental	use of concrete, size of structure,	<p>The Proposed Development will require the use of concrete and in order to produce the concrete, carbon will be emitted. The environmental impact arising from the carbon emitted has been assessed and reported in the <b>ES Chapter 14 Climate Change (Volume 6.2) [APP-041]</b>. Chapter 14 includes a greenhouse gas (GHG) assessment. The GHG assessment reports a net reduction in emissions of -2,570.80 kilotonnes carbon dioxide equivalent (ktCO<sub>2</sub>e) in the 'with Proposed Development' scenario compared to a 'without Proposed Development' scenario which assumes that the residual waste will be sent to landfill. The assessment is based on assessing whether the Proposed Development would impede the UK in being carbon net zero by 2050, this being the UK position in terms of meeting international obligations to reduce carbon emissions. The assessment includes evaluation of emissions with respect to UK Government 5-year carbon budgets, indicating a minor reduction in emissions ranging from between 0.004% to 0.03% for the 4th, 5th and 6th carbon budgets.</p> <p>Therefore, GHG impacts of the Proposed Development will have a beneficial significant effect. The Proposed Development has net GHG emissions below zero, causing an indirect reduction in atmospheric GHG emissions which has a positive impact on the UK Government meeting its carbon budgets/targets. In 2050 when the UK net carbon budget is zero (and the Climate Change Committee</p>



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RR-598	Janet Susan Thompson	Environmental	close distance to local schools & town centre,	<p>states that waste sector emissions can be reduced by 75% from today's levels), the Proposed Development will have a beneficial impact equivalent to – 67tkCO<sub>2</sub>e.</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 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"> <li>• There is a need for additional residual waste treatment within the area;</li> <li>• In close proximity to existing business that have a large heat and/or power demand (including for example the local food plants in Wisbech);</li> <li>• A site of a suitable size to accommodate the EfW CHP Facility;</li> <li>• Good access to the strategic road network;</li> <li>• A brownfield site allocated for waste management; and</li> <li>• A site free of environmental designations. The environment effects arising from the Proposed Development are reported within the Environmental Statement and summarised in the <b>Non-Technical Summary (Volume 6.1) [APP-027]</b>. They consider matters such as noise and air quality and identify local schools as sensitive receptors. They do not identify significant negative effects upon schools. Chapter 15 Socio-Economic, Tourism, Recreation and Land Use also considers the potential for effects upon other uses such as local businesses and concludes that negative effects would not be significant.</li> </ul>



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RR-598	Janet Susan Thompson	Air Quality	Pollution from both incinerator & increased traffic,	<p>The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, 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 <b>Human Health Risk Assessment (HHRA), ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> <li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) –</li> </ul>



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				<p>secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></p> <ul style="list-style-type: none"> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-598	Janet Susan Thompson	Traffic	increased traffic,	<p>HIGHWAY CAPACITY:                      The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p>



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				<p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-598	Janet Susan Thompson	Comment	& will advise of other comments when applicable.	Comments noted.
RR-599	Simon Thompson	Traffic	I live very local and currently work down [ ]in Wisbech which will only be a few feet away from where this incinerator will be built. Currently it is absolute mayhem with the current level of traffic and parking. When the children are in the local school [ ]it can take 30 minutes to make a 20 second trip. With the increased volume of traffic this site will create it will cause unprecedented disruption to working life and soon will make the whole of Wisbech gridlocked. We also have a large	<p>HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] accompanied by Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian</p>





Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			<p>refrigeration unit down the end of [] which already causes a large number of lorries to following the incorrect route and get stuck down smaller side streets, having the incinerator will just only exacerbate things 10 fold. This needs to be moved out of such a busy industrial estate that is already crammed full and built in the middle of Wisbech St Mary or a surrounding village.</p>	<p>crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p>Construction</p> <p><b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>



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

## 3. Conclusion

- 3.1.1 The Applicant's comments on the other interested parties and 3(b) statutory parties relevant representations **RR-500 – RR-599** have been provided in this document and were submitted to the ExA for Deadline 1 (10 March 2023).

