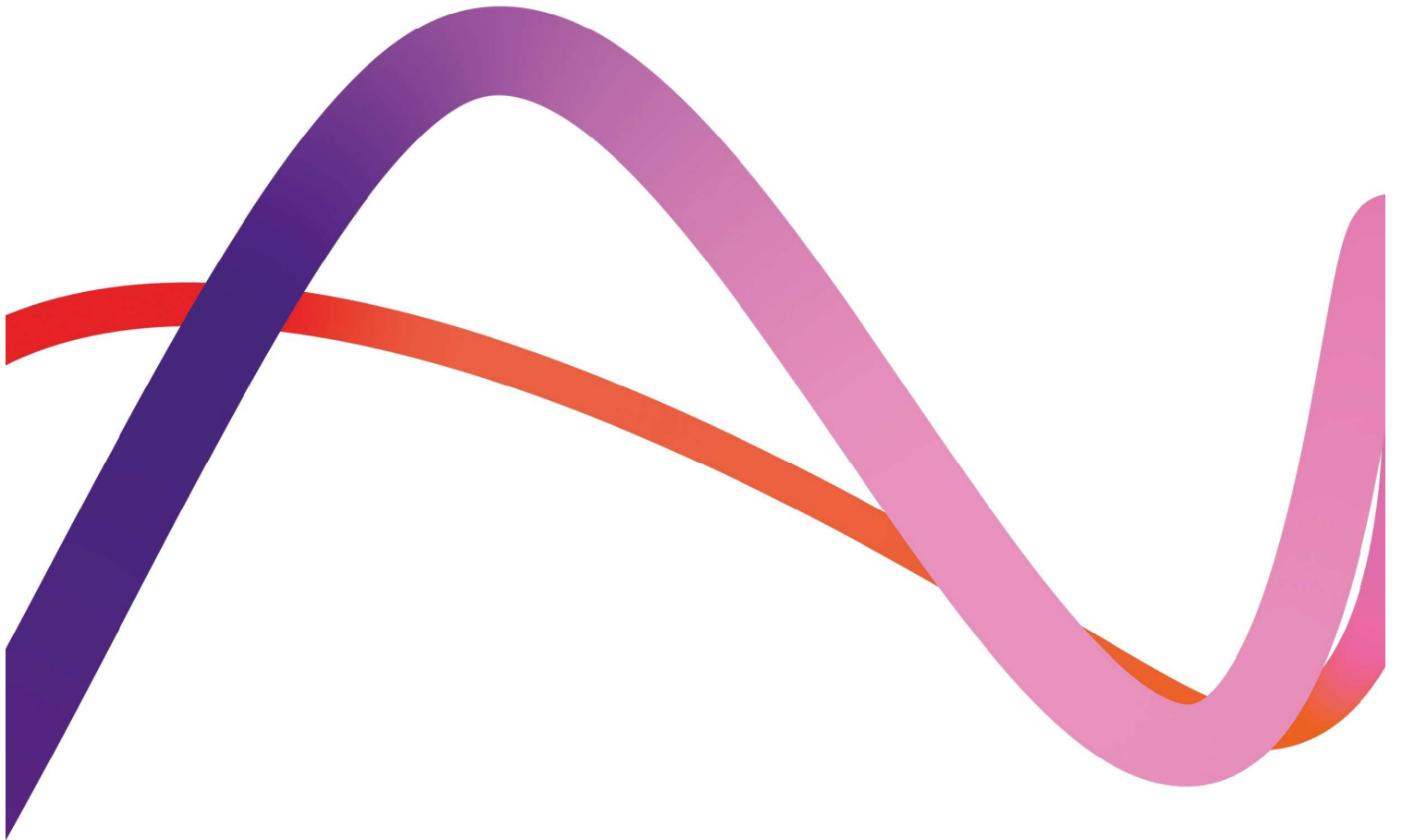


# Medworth Energy from Waste Combined Heat and Power Facility

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



## **Applicant's Comments on the Relevant Representations – Part 2 Other Interested Parties and 3(b) Statutory Parties – Relevant Representations RR-600 – RR-666 and Additional Submissions**

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



### 3 Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations RR600- RR666 and Additional Submissions

- **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 8 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-600 – RR-669** and Additional Submissions **AS-011 – AS-013** are set out in **Table 2.1** below.



## 5 Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations RR600- RR666 and Additional Submissions

**Table 2.1 Applicant's Comments on relevant representations RR-600 – RR-669**

Relevant Representation	Representee	Topic	Point raised	Applicant's comments
RR-600	Michael Eric Thornborrow	Air Quality	I believe that, as an [] sufferer, this incinerator will cause further degradation of air quality with a detrimental effect on vulnerable citizens. Also the pollution caused by lorries exhausts will have a similar effect. Why is this incinerator being planned to be built near a college with its hundreds of pupils - there must be more remote sites?	<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 Human Health Risk Assessment (HHRA), <b>ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p>



**6 Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations RR600- RR666 and Additional Submissions**

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>
<b>RR-601</b>	Emily Thorpe	Traffic	<p>This incinerator will bring so much traffic to the town which already struggles it takes me so long I. The morning to get around the Elm hall roundabout if this is built will bring so much more traffic around this area. It is a localised area.</p>	<p>HIGHWAY CAPACITY:            The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <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</p>



**7** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations  
RR600- RR666 and Additional Submissions

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





**8** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations  
RR600- RR666 and Additional Submissions

Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, <b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"><li>• A1101 north of A47 Elm Road roundabout;</li><li>• Churchill Road (north of Elm High Road); and</li><li>• Weasenham Lane (between Algores Way and Elm High Road.</li></ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <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-601	Emily Thorpe	Property Prices	Will bring down the prices of house which is concerning.	<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>



**9** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations  
RR600- RR666 and Additional Submissions

Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				House prices are driven by a range of factors, and it is considered generally that the Proposed Development would not by itself decrease house prices in the Study Areas due to the implementation of the proposed mitigation measures. For a limited number of properties that may be affected by physical factors (such as noise) during the operation of the Proposed Development, and such factors results in a diminution in value, a claim for compensation can be made under Part 1 of the Land Compensation Act 1973.
RR-601	Emily Thorpe	Landscape and Visual	. Will be an eyesore to look at.	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-602	nicholas John Thorpe	Landscape and Visual	this will make wisbech even more of an eyesore..	The landscape and visual effects are reported in Volume 6.2 ES Chapter 9 Landscape and Visual [APP-036] and Volume 6.4 ES Chapter 9 Landscape and Visual Appendices [APP-079]. The assessments are accompanied by photomontages in Volume 6.3 ES



**10** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations  
RR600- RR666 and Additional Submissions

Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>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>
<b>RR-602</b>	nicholas John Thorpe	Air Quality	...with pollution from chimney...	<p>The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, <b>ES Chapter 8: Air Quality (Volume 6.4) [APP-078]</b> and Figure 8.3, <b>ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052]</b> respectively. This includes schools, medical facilities and residential properties.</p>



## 11 Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations RR600- RR666 and Additional Submissions

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



**12** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations  
RR600- RR666 and Additional Submissions

Relevant Representation	Representee	Topic	Point raised	Applicant's comments
RR-602	Nicholas John Thorpe	Traffic	...and added traffic make Weasenham lane area even more congested, already a pain with school being directly opposite main entrance to proposed site road.	<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> <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>



**13** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations RR600- RR666 and Additional Submissions

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> .
<b>RR-603</b>	Tracey Thulborn	Traffic	It will have a detrimental effect to the traffic congestion that is already a problem in the area where the proposed project is planned for.	<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</li> </ul>



**14** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations  
RR600- RR666 and Additional Submissions

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> <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> <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>



**15** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations  
RR600- RR666 and Additional Submissions

Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b> . Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b> .
RR-603	Tracey Thulborn	Property Prices	It will also have a negative effect on the value of properties in the area	House Prices: As part of the assessment undertaken in <b>ES Chapter 15: Socio economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042]</b> the Applicant reviewed the local housing market. The review shows that house prices within the Study Area have been increasing. The review shows that house prices within the Study Area are lower than the county and national averages.
RR-604	Cllr Steven Tierney	Comment	I am the local town, district, and county councillor for the area where the plans are proposed to be sited. I am opposed to the plans.	Comments noted.
RR-604	Cllr Steven Tierney	Human Health	I am concerned about the health and wellbeing of local people	To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:  “...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health ( <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...”





**16** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations  
RR600- RR666 and Additional Submissions

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



**17** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations  
RR600- RR666 and Additional Submissions

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-604	Cllr Steven Tierney	Traffic	as well as the physical impact of additional traffic movements	<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>



**18** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations  
RR600- RR666 and Additional Submissions

Relevant Representation	Representatee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul> <p>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>
<b>RR-604</b>	Cllr Steven Tierney	Landscape and Visual	and the visual impact of the proposals on our historic market town	<p>The Landscape and Visual Assessment and the Historic Environment Assessment are reported in <b>ES Chapters 9: Landscape and Visual (Volume 6.2) [APP-036]</b> and <b>10: Historic Environment (Volume 6.2) [APP-037]</b> respectively. They assess the potential for significant effects upon receptors including the townscape character within the centre of Wisbech and its conservation area and conclude that these would not be significant. The viewpoint assessment from 30 locations agreed with the local authorities (Appendix 9I Viewpoint Assessment) includes three locations within Wisbech (Viewpoints 7, 10 and 11) and is accompanied by photomontages to illustrate the visual changes in <b>Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.17 to 9.24 [APP-058]</b> and <b>Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.25 to 9.32 [APP-059]</b>. The viewpoint assessment concluded that there would be no views of the proposed development from Viewpoints 10 and 11 (Peckover House and Wisbech Park</p>



**19** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations RR600- RR666 and Additional Submissions

Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				respectively) although significant effects have been reported for Viewpoint 7 close to Elgood's Brewery.
RR-604	Cllr Steven Tierney	Comment	I have proposed and achieved motions against the development at all three Councils. The political landscape is united in opposition to the planned development.	Comments noted.
RR-605	Jennifer Ann Titman	Traffic	This project will impact on everyone's life in the Wisbech area. There are now incredible access problems around the town, particularly at certain times of the day. The damage to the local environment will be horrendous. Wisbech already has issues that are difficult to address and we don't need additional problems which this will definitely cause.	<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 –</li> </ul>



**20** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations  
RR600- RR666 and Additional Submissions

Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"><li>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> <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>



**21** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations RR600- RR666 and Additional Submissions

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>
<b>RR-606</b>	Louise Tombleson	Traffic	<p>I have lived in Wisbech for over 30 years and I have seen traffic continue to grow. Most of the time now the town is very, very busy with traffic and I do not think that to have an incinerator bringing so much more traffic into the vicinity of the town would be sustainable or safe. The general infrastructure is just not present or viable for the incinerator in such a small market town.</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]</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.</p>



**22** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations RR600- RR666 and Additional Submissions

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



**23** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations  
RR600- RR666 and Additional Submissions

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-606	Louise Tombleson	Human Health	I also am very concerned about the health implications of the incinerator on the townspeople and that the incinerator will be so close to a High School containing nearly 1500 students. The pollution from the extra traffic, as well as any health implications from the incinerator will be very detrimental to the health of children and families in the town.	<p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p>"...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health (<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>





**24** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations  
RR600- RR666 and Additional Submissions

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



**25** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations  
RR600- RR666 and Additional Submissions

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-606	Louise Tombleson	Socio-economic	<p>Wisbech is a thriving market town, but it is not secret that it is an area of deprivation. Professional bodies struggle to employ professionals in Wisbech due to its unfair reputation. An incinerator will prevent families from wanting to move to, or remain living in Wisbech, therefore increasing the levels of poverty and deprivation, as families move away from the area and businesses close.</p>	<p>The Applicant did not select the site because of its social and economic performance. The site was chosen for the reasons outlined within Section 2.3.1 to 2.3.3 <b>ES Chapter 2 Alternatives and ES Chapter 3 (Volume 6.2) [APP-029]</b> which explains the Applicant's reason for selecting the location of the Proposed Development, highlighting the 'essential' and 'preferable' site selection criteria that were applied and suitably meet. In summary, the selection criteria included:</p> <ul style="list-style-type: none"> <li>There is a need for additional residual waste treatment within the area;</li> <li>In close proximity to existing business that have a large heat and/or power demand;</li> <li>A site of a suitable size to accommodate the EfW CHP Facility;</li> <li>Good access to the strategic road network;</li> <li>A brownfield site allocated for waste management; and</li> <li>A site free of environmental designations. The Applicant does not see any reason why businesses should close and residents relocate as a result of the Proposed Development. The Environmental Statement reports upon a range of environmental topics including noise, traffic, visual, social and economic and concludes that in most cases and with mitigation in place that negative effects would not be significant (the exception being a limited number of visual effects to a small number of residential properties in close proximity to the EfW CHP Facility Site). The conclusions from the various environmental assessments reported within the Environmental Statement are then considered against relevant policy within the Planning Statement. The <b>Planning Statement (Volume 7.1) [APP-091]</b> concludes that the planning balance for the Proposed Development is firmly in</li> </ul>



**26** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations RR600- RR666 and Additional Submissions

Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				favour of the Proposed Development. Therefore, development consent should be granted.
RR-606	Louise Tombleson	Alternatives	. With an area of expansive countryside I do not understand why this huge incinerator cannot be away from any town and therefore not a bother to anyone.	<p>The Scoping opinion provided by the Planning Inspectorate states that the ES should include for the consideration of alternative sites where these have been considered. The Reasonable alternatives studied by the Applicant are outlined in Section 2.3 to 2.8, <b>ES Chapter 2: Alternatives (Volume 6.2) [APP-029]</b>. The Applicant did not consider alternative sites, however, Section 2.3.1 to 2.3.3 <b>ES Chapter 2 Alternatives and ES Chapter 3 (Volume 6.2) [APP-029]</b> explains the Applicant's reason for selecting the location of the Proposed Development, highlighting the 'essential' and 'preferable' site selection criteria that were applied and suitably meet. In summary, the selection criteria included:</p> <ul style="list-style-type: none"> <li>• There is a need for additional residual waste treatment within the area;</li> <li>• In close proximity to existing business that have a large heat and/or power demand;</li> <li>• A site of a suitable size to accommodate the EfW CHP Facility;</li> <li>• Good access to the strategic road network;</li> <li>• A brownfield site allocated for waste management; and</li> <li>• A site free of environmental designations.</li> </ul>
RR-607	John Louis Tonks	Traffic	I am very concerned about the impact of the amount of additional traffic on already very busy roads	<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</p>



**27** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations RR600- RR666 and Additional Submissions

Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
<b>RR-608</b>	Barry Toovey	Comment	I will be commenting once I have examined the information.	Comments noted. The DCO Application documents are available on the Planning Inspectorate website.
<b>RR-609</b>	Carol Toovey	Comment	I will be commenting once I have examined the information.	Comments noted. The DCO Application documents are available on the Planning Inspectorate website.
<b>RR-610</b>	Lisa Toovey	Comment	I will be commenting once I have examined the information	Comments noted. The DCO Application documents are available on the Planning Inspectorate website.



**28** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations  
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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
RR-611	Mrs Jeanette Townsend	Environmental	The incinerator will be too close to domestic and commercial properties It will be too close to a large local school	<p>The EfW CHP Facility Site was allocated for waste treatment facilities in the previous Cambridgeshire and Peterborough Minerals and Waste Local Plan and is safeguarded as a Waste Management Area within the Development Plan adopted in 2021. The 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-611	Mrs Jeanette Townsend	Traffic	The infrastructure cannot support the extra road traffic it would generate	<p><b>HIGHWAY CAPACITY:</b> The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport</b></p>



**29** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations  
RR600- RR666 and Additional Submissions

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



**30** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations  
RR600- RR666 and Additional Submissions

Relevant Representation	Representee	Topic	Point raised	Applicant's comments
RR-611	Mrs Jeanette Townsend	Noise	The noise and disruption the extra road traffic would have a negative effect upon local residents	<p>The environmental impacts due to noise and vibration associated with the Proposed Development, including those that could affect residents, businesses and educational facilities, have been assessed and reported in the ES. This includes noise and vibration from HGV movements associated with the Proposed Development. The <b>ES Chapter 7: Noise and Vibration (Volume 6.2) [APP-034]</b> considers the potential for noise and vibration effects, at numerous sensitive receptors (Table 7.14) during the construction and operational phase of the Proposed Development. The sensitive receptors within the assessment include:</p> <ul style="list-style-type: none"><li>• Residential including those closest to the EfW CHP Facility on New Bridge Lane</li><li>• Educational including the Thomas Clarkson Academy and Cambian Education Foundation</li><li>• Businesses including those adjacent to the EfW CHP Facility, such as, Floorspan and Fountain Frozen</li></ul> <p>Where necessary, embedded mitigation is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. A full list of the embedded construction and operational environmental measures to be employed is reported in Table 7.40, <b>ES Chapter 7: Noise and Vibration (Volume 6.2) [APP-034]</b>. These measures include construction and operational 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>• <b>A 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>



**31** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations  
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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				With the environmental measures in place the assessment concludes there will be no significant effects.
RR-611	Mrs Jeanette Townsend	Air Quality	The air quality would be affected	<p>The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, <b>ES Chapter 8: Air Quality (Volume 6.4) [APP-078]</b> and Figure 8.3, <b>ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052]</b> respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), <b>ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. 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>





**32** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations RR600- RR666 and Additional Submissions

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-611	Mrs Jeanette Townsend	Air Quality	The air quality would be affected	<p>The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, <b>ES Chapter 8: Air Quality (Volume 6.4) [APP-078]</b> and Figure 8.3, <b>ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052]</b></p>



**33** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations  
RR600- RR666 and Additional Submissions

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 Human Health Risk Assessment (HHRA), ES <b>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></ul>



**34** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations RR600- RR666 and Additional Submissions

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> </ul>
RR-612	Elizabeth Truss	Environmental	Dragging hundreds of thousands of tonnes of non-recyclable municipal and commercial waste to Wisbech each year is worrying from an environmental and health perspective too.	The Proposed development intends to treat waste that would otherwise be landfilled which is the least sustainable form of waste management. National Policy in the form of NPS EN-1 and NPS EN-3 recognises that EFW's move the treatment of waste up the waste hierarchy and as such the Proposed development is consistent with this policy. The environmental and health impacts are assessed and reported within the Environmental Statement (Volumes 6.1-6.4). The relevant topics chapters conclude that most effects can be mitigated either through embedded mitigation or through the adoption of construction and operational management plans. These are secured by DCO requirements. 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-612	Elizabeth Truss	Comment	The Medworth Energy from Waste Combined Heat and Power Facility has been accepted for examination by the Planning Inspectorate. To formally register as an interested party, I am making the following comments: Although this proposal is located outside of my constituency, it will have adverse consequences for constituents in South West Norfolk and so I object to the proposal.	Comments noted.
RR-612	Elizabeth Truss		The consultation failed to include several parishes along the East Cambridgeshire and West Norfolk	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



**35** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations RR600- RR666 and Additional Submissions

Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			border, including – but not limited to – Upwell Parish Council and Walsoken Parish Council. Failing to consult the wider population in West Norfolk neglects their serious concerns. Reports from the company released during the consultation also omitted vital information, including parts related to location monitoring. This is not the extensive and thorough consultation you would expect from a Nationally Significant Infrastructure Project.	and Procedure) Regulations 2009 and the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. Having reviewed the matter of the adequacy of consultation, PINS accepted the DCO Application for the Proposed Development for Examination, see <b>Notification of Decision to Accept Application [PD-001]</b> .  Full details of the Applications statutory and non-statutory pre-application consultation are reported in the <b>Consultation Report (Volume 5.1) [APP-018]</b> . Appendix R lists the organisations the Applicant wrote to informing them of the Statutory consultation.
RR-612	Elizabeth Truss	Traffic	The site chosen is totally unsuitable when you analyse the surrounding infrastructure. The A47 requires major improvement, irrespective of the proposals. Traffic is always heavy around the A47/A1101 Elme Hall roundabout and its tributary network. To encourage heavier and more extensive traffic flows, with around 300 HGV movements expected per day, would not only add to congestion but totally immobilise the area as people try to get to work and take their children to school.	VEHICLES NUMBERS TO THE EFW CHP FACILITY SITE: Table 6.14 and 6.15, <b>ES Chapter 6: Traffic and Transport (Volume 6.2) [APP-033]</b> presents information on anticipated weekday and weekend vehicle movements to and from the Efw CHP Facility Site. In Summary, once operational there would be 362 weekday traffic movements, 78 of which would be the movement of staff cars and light good vehicles and 284 heavy goods vehicles (HGV). Traffic movements at weekends are lower; 32 staff cars and light vehicles and 64 HGVs.  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. 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].  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</b>



**36** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations  
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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p data-bbox="1159 342 1923 711"><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 data-bbox="1159 743 1923 914">Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul data-bbox="1159 917 1923 1258" 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 data-bbox="1159 1291 1785 1344">VEHICLE ACCESS TO THE EFW CHP FACILITY SITE: Construction</p>



**37** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations RR600- RR666 and Additional Submissions

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), 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>



**38** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations  
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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
RR-612	Elizabeth Truss	Socio-economic	Businesses already struggling to access customers will face further disruptions, whilst also jeopardising tourism to Norfolk by clogging principal access roads.	<p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2)</b>, <b>[APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic. Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans 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>



**39** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations  
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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
RR-612	Elizabeth Truss	Air Quality	The Elme Hall roundabout is already close to being designated an Air Quality Management Area, and additional heavy, slow moving traffic can only worsen this.	<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-612	Elizabeth Truss	Comment	My opposition is shared by Norfolk County Council, the Borough Council of Kings Lynn and West Norfolk, neighbouring Members of Parliament, and reflects the views expressed by constituents. I ask the Planning Inspectorate, on behalf of the Secretary of State for Business, Energy, and	Comments noted.





**40** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations RR600- RR666 and Additional Submissions

Relevant Representation	Representative	Topic	Point raised	Applicant's comments
			Industrial Strategy, to reject this proposal. Liz Truss MP	
<b>RR-613</b>	Alexander Vale	Human Health	Strongly oppose the proposition of the incinerator being built. For health	<p><b>HEALTH</b></p> <p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p>“...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> </ul>



**41** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations RR600- RR666 and Additional Submissions

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>
<b>RR-613</b>	Alexander Vale	Traffic	Strongly oppose the proposition of the incinerator being built. For ... road safety,	<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</p>



**42** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations RR600- RR666 and Additional Submissions

Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <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-613	Alexander Vale	Comment	Strongly oppose the proposition of the incinerator being built. For ... and a myriad of other reasons	Comments noted.
RR-614	Christine May Vale	Comment	I believe this project will be crucial in the disposal of waste that would otherwise end up in landfill. I honestly believe it will be an asset to the local environment rather than the eyesore than others predict. Having lived near a power station I know that such a building will	Comments noted.



**43** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations  
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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			not necessarily intrude in the way that others assume it will.	
<b>RR-615</b>	David Granville Thomas Veal	Air Quality	The whole project is a health hazard in many ways. Firstly emissions on surrounding 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 Human Health Risk Assessment (HHRA), <b>ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p>



**44** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations RR600- RR666 and Additional Submissions

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>
<b>RR-615</b>	David Granville Thomas Veal	Human Health	The whole project is a health hazard in many ways.	<p>The Applicant has considered health, the assessment is set out within ES Chapter 16 Health (Volume 6.2) [APP-043]. This assessment is informed by the results of other assessments which are reported within the ES and which cover for example, air quality and noise. The air quality assessment is supported by a <b>Human Health Risk Assessment (ES Chapter 8 Air Quality, Appendix B Annex H, Volume 6.4 APP-078)</b>. The conclusion reached within the Human Health Risk Assessment is that effects upon human health would not be significant.</p>
<b>RR-615</b>	David Granville Thomas Veal	Climate Change	Secondly the carbon footprint.	<p><b>CLIMATE CHANGE:</b> It is acknowledged that as a standalone entity the Proposed Development results in net carbon emissions from the EFW combustion processes. The environmental impacts of the Proposed Development including climate change impacts, have been assessed</p>



**45** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations  
RR600- RR666 and Additional Submissions

Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>and reported in the <b>ES Chapter 14: Climate Change (Volume 6.2) [APP-041]</b>. Chapter 14 includes a greenhouse gas (GHG) assessment. The GHG assessment reports a net reduction in emissions of -2,570.80 kilotonnes carbon dioxide equivalent (ktCO<sub>2</sub>e) in the 'with Proposed Development' scenario compared to a 'without Proposed Development' scenario which assumes that the residual waste will be sent to landfill. The assessment is based on assessing whether the Proposed Development would impede the UK in being carbon net zero by 2050, this being the UK position in terms of meeting international obligations to reduce carbon emissions. The assessment includes evaluation of emissions with respect to UK Government 5-year carbon budgets, indicating a minor reduction in emissions ranging from between 0.004% to 0.03% for the 4th, 5th and 6th carbon budgets.</p> <p>Therefore, GHG impacts of the Proposed Development will have a beneficial significant effect. The Proposed Development has net GHG emissions below zero, causing an indirect reduction in atmospheric GHG emissions which has a positive impact on the UK Government meeting its carbon budgets/targets. In 2050 when the UK net carbon budget is zero (and the Climate Change Committee states that waste sector emissions can be reduced by 75% from today's levels), the Proposed Development will have a beneficial impact equivalent to – 67ktCO<sub>2</sub>e.</p> <p><b>CARBON CAPTURE</b> The Applicant's commitments to carbon capture are stated in Section 3.4.80, <b>ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030]</b>. Whilst the Proposed Development does not include carbon capture, to ensure that the Proposed Development can deliver future legal and/or policy requirements relating to carbon capture, the layout of the EfW CHP Facility Site has been designed to allow sufficient space for the plant and equipment for a Carbon Capture Storage facility, see Section 2.3.34 to 2.3.27 <b>ES Chapter 2: Alternatives (Volume 6.2) [APP-029]</b>.</p>



**46** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations  
RR600- RR666 and Additional Submissions

Relevant Representation	Representatee	Topic	Point raised	Applicant's comments
				To secure an ongoing commitment to reserve space for and if feasible develop carbon capture at the EfW CHP Facility Site, the Applicant intends to propose additional DCO Requirements at the Examination phase.
RR-615	David Granville Thomas Veal	Traffic	The whole project is a health hazard in many ways. Thirdly infrastructure i.e. roads.	<p>HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2)</b>, [APP-033] accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4)</b> [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)</b> [APP-013]</li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1)</b> [APP-013];</li> </ul>



**47** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations RR600- RR666 and Additional Submissions

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>
<b>RR-615</b>	David Granville Thomas Veal	Air Quality	The whole project is a health hazard in many ways.. Fourthly. Pollution caused by excessive road vehicles.	<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>





**48** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations  
RR600- RR666 and Additional Submissions

Relevant Representation	Representee	Topic	Point raised	Applicant's comments
RR-615	David Granville Thomas Veal	Human Health	The whole project is a health hazard in many ways... Lastly it's more or less next to a large school.	The Applicant has considered health, the assessment is set out within ES Chapter 16 Health (Volume 6.2) [APP-043]. This assessment is informed by the results of other assessments which are reported within the ES and which cover for example, air quality and noise. The air quality assessment is supported by a Human health Risk Assessment (ES Chapter 8 Air Quality, Appendix B Annex H, Volume 6.4 APP-078). The conclusion reached within the Human Health Risk Assessment is that effects upon human health would not be significant.
RR-616	Gary Veasey	Human Health	Potential health issues due to affect on air quality.	<p>HEALTH</p> <p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p>"...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>



**49** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations  
RR600- RR666 and Additional Submissions

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-616	Gary Veasey	Environmental	Major environment implications of such a large facility in a small Georgian town....The storing rubbish on such a large scale increase in vermin ,odours and flies	<p>Pests and vermin Control: <b>Section 3.5.9, ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030]</b> confirms the receipt of waste will take place within an enclosed tipping. Nevertheless, <b>Section 3.5.47, ES Chapter 3: Description of the Proposed Development</b></p>



**50** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations  
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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>(Volume 6.2) [APP-030] states: "To monitor and control pests, insects and vermin, specialist firms will be contracted to undertake regular inspections of the EfW CHP Facility Site. Bait boxes will be maintained around the perimeter of the EfW CHP Facility if required".</p> <p>The Applicant has prepared an <b>Outline Odour Management Plan (Volume 7.11) [APP-112]</b> which details all sources of odour, control measures, monitoring, including a complaints procedure, and reporting. Odour awareness training will be undertaken as part of general site operational training, and daily checks for odour levels will be carried out.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP will require the Applicant to adopt an accredited Integrated Management Systems (IMS) and will include the control of pests and vermin. Compliance with the EP will be regulated and monitored by the Environment Agency.</p>
RR-616	Gary Veasey	Odour	The storing rubbish on such a large scale increase ...,odours ...	<p>ODOUR</p> <p>The environmental impacts of the Proposed Development including those that could affect the local community, such odour, have been assessed and reported in the ES and summarised in the <b>Non-Technical Summary (Volume 6.1) [APP-027]</b>. Where necessary, embedded mitigation is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately.</p> <p>The Applicant has prepared an <b>Outline Odour Management Plan (Volume 7.11) [APP-112]</b> which details all sources of odour, control measures, monitoring, including a complaints procedure, and reporting. Odour awareness training will be undertaken as part of general site operational training, and daily checks for odour levels will be carried out.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP will set the emission</p>



**51** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations  
RR600- RR666 and Additional Submissions

Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				limits, including for odour. Compliance with the EP will be regulated and monitored by the Environment Agency.
RR-616	Gary Veasey	Traffic	Major increase in traffic due to all the extra lorries need, on roads that will not cope as lorry drives are always look for the quickest route	<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)</b>, [APP-033] accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</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>



**52** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations RR600- RR666 and Additional Submissions

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  <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), Section 3.4.105, <b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> confirms, once operational, HGVs will access the Efw CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the Efw CHP Facility Site from Algores Way via Weasenham Lane.</p> <p><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> <li>A1101 north of A47 Elm Road roundabout;</li> <li>Churchill Road (north of Elm High Road); and</li> </ul>



**53** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations RR600- RR666 and Additional Submissions

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-616	Gary Veasey	Property Prices	The affect on local property prices.	<p>House Prices:</p> <p>As part of the assessment undertaken in <b>ES Chapter 15: Socio economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042]</b> the Applicant reviewed the local housing market. The review shows that house prices within the Study Area have been increasing. The review shows that house prices within the Study Area are lower than the county and national averages.</p> <p>House prices are driven by a range of factors, and it is considered generally that the Proposed Development would not by itself decrease house prices 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-617	Eimantas Vileikis	Traffic	It would bring hundreds of lorries to the town every day and the area does not have the infrastructure to cope with that level of traffic.	<p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <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</p>



**54** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations RR600- RR666 and Additional Submissions

Relevant Representation	Representatee	Topic	Point raised	Applicant's comments
				<p>the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these 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 <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</p>



**55** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations RR600- RR666 and Additional Submissions

Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p>Operation</p> <p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, <b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"><li>• A1101 north of A47 Elm Road roundabout;</li><li>• Churchill Road (north of Elm High Road); and</li><li>• Weasenham Lane (between Algores Way and Elm High Road.</li></ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
<b>RR-617</b>	Eimantas Vileikis	Environmental	The impact a facility like this will have on the local community, environment, traffic, and the health of constituents is worrying.	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





**56** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations  
RR600- RR666 and Additional Submissions

Relevant Representation	Representee	Topic	Point raised	Applicant's comments
RR-618	Janet Vint	Traffic	<p>My house is on the A1101 not far from the A47 Elme Hall roundabout junction. I already have long queues of lorries, farm vehicles and cars every day outside my door and the whole house shakes at night as lorries speed past. I dread to think how much worse this will be with hundreds of lorries added to the mix. The incinerator will create a huge increase in traffic volume which will snarl up our already overloaded infrastructure and cause even greater misery to myself and others in the community who live on these major roads.</p>	<p>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> <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 –</li> </ul>



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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"><li>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> <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</p>



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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>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-618	Janet Vint	Property Prices	. I am also really worried about the effect on our house prices and the impact that the incinerator will have on the image of Wisbech as somewhere desirable to visit or live.	<p>House Prices: As part of the assessment undertaken in ES <b>Chapter 15: Socio economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042]</b> the Applicant reviewed the local housing market. The review shows that house prices within the Study Area have been increasing. The review shows that house prices within the Study Area are lower than the county and national averages.</p> <p>House prices are driven by a range of factors, and it is considered generally that the Proposed Development would not by itself decrease house 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-619	Kevin Waddington	Waste Hierarchy	Waste can and should be recycle;	<p>Waste Hierarchy 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</p>



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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>(waste prevention) and the least desirable option is to dispose of the waste with no recovery of either materials and/or energy i.e., landfill. Between these two extremes there are a wide variety of waste treatment options that may be used as part of a waste management strategy to recover materials.</p> <p>Residual waste, which the Proposed Development proposes to process, is mixed waste that cannot be usefully reused or recycled and is either destined for landfill, the least sustainable form of waste management or could be incinerated (under strict controlled conditions) to recover valuable energy in the form of electricity and/or heat, via a process commonly known as Energy from Waste (EfW). By diverting residual waste away from landfill to EfW, the principles established by the waste hierarchy are met. Further details of the national and local planning policies that support the principle of sustainable waste management, including the waste hierarchy and how these are applied to the Proposed Development are reported in the <b>Planning Statement (Volume 7.1) [APP-091]</b>.</p> <p>The Applicant is committed to providing community benefits, including waste awareness and education; these are set out in the following documents.</p> <p><b>Outline Employment and Skills Strategy (Volume 7.8) [APP-099]</b> which has been developed in 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>



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				<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-619	Kevin Waddington	Human Health	Health issues - not all particulates and captured and monitored - they cause acidification of the soil, and with prevailing south westerly winds be blown to King's Lynn and beyond.	<p>HEALTH</p> <p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p><i>"...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>). 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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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>
<b>RR-619</b>	Kevin Waddington	Climate Change	Incineration is against Net Zero policies - for every tonne incinerated at least a tonne of carbon dioxide is produced; the All-Parliamentary Group on Air Pollution called for a halt on all new	<p>NATIONAL POLICY: National policy relevant to the determination of the DCO for the Proposed Development is stated in the following documents:</p> <ul style="list-style-type: none"> <li>• Overarching National Policy Statement for Energy (EN-1);</li> </ul>



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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			incinerators on health and environmental grounds;	<ul style="list-style-type: none"><li>• National Policy Statement for Renewable Energy Infrastructure (EN- 3); and</li><li>• National Policy Statement for Electricity Networks Infrastructure (EN- 5).</li></ul> <p>The Applicant is aware that these National Policy Statements are under review and consequently, as part of the planning policy assessment that accompanies the DCO application, the Applicant has reviewed these emerging policy documents to check compliance. The Applicant's planning assessment concludes, the proposed Development is supported by adopted and emerging national policy. For example, Section 4.2.5 of the <b>Planning Statement (Volume 7.1) [APP-091]</b> states: "EfW [Energy from Waste] is a form of renewable energy recognised by NPS EN-1 (paragraph 3.4.3) [National Policy Statement for Energy]. NPS EN-1 highlights (at paragraph 3.4.4) that EfW can provide peak load and base load electricity on demand which is of increasing importance as the UK's electricity energy generation contains an increasing proportion of intermittent wind and solar generation. The NPS concludes that the ability of EfW (and biomass) to deliver predictable, controllable electricity is increasingly important in ensuring the security of energy supplies. Further details of the policy assessment are reported in the <b>Planning Statement (Volume 7.1)</b>."</p> <p><b>CLIMATE CHANGE:</b> It is acknowledged that as a standalone entity the Proposed Development results in net carbon emissions from the EfW combustion processes. The environmental impacts of the Proposed Development including climate change impacts, have been assessed and reported in the <b>ES Chapter 14: Climate Change (Volume 6.2) [APP-041]</b>. Chapter 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</p>



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				<p>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-619	Kevin Waddington	Waste Need	there is already an oversupply of incinerators in the East of England - further ones are unnecessary and unwonted.	<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>To respond to matters raised by interested parties, the Applicant shall provide further information on the WFAA during the Examination.</p>





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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
RR-620	Nicholas Wakeling	Environmental	I do not back the incinerator project for the following reasons....To close to local schools and housing. Not enough data on environmental issues.	<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 (Volumes 6.2-6.4) and summarised in the <b>Non-Technical Summary (Volume 6.1) [APP-027]</b>. The document provides a considerable amount of data and assessment and was the subject of a Scoping Report which was submitted to the Planning Inspectorate acting on behalf of the Secretary of State. The Environmental Statement is consistent with the resulting Scoping Opinion and considers a range of matters such as noise and air quality and sensitive receptors such as local schools. The ES does 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. The Applicant has prepared an</li></ul>



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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				Environmental Impact Assessment which is reported within the Environmental Statement (Volumes 6.1-6.4).
RR-620	Nicholas Wakeling	Traffic	I do not back the incinerator project for the following reasons. Inadequate road network to site nationally and locally.	<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</li> </ul>



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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>
<b>RR-620</b>	Nicholas Wakeling	Air Quality	I do not back the incinerator project for the following reasons... Pollution and air quality.	<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 Human Health Risk Assessment (HHRA), <b>ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p>



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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> <li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
<b>RR-620</b>	Nicholas Wakeling	Landscape and Visual	I do not back the incinerator project for the following reasons... Blot on the Fens 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,</p>



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				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-620	Nicholas Wakeling	Environmental	I do not back the incinerator project for the following reasons.... Not enough data on environmental issues.	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-621	Corinne Walker	Human Health	I already suffer with [] and [] and do not want the incinerator built within 1 mile of my home.	<b>HEALTH</b>  To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:  “...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health ( <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



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



**70** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations RR600- RR666 and Additional Submissions

Relevant Representation	Representatee	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-621</b>	Corinne Walker	Traffic	Also the road system of Wisbech cannot cope with the amount of lorries that will be required to keep it running	<p><b>HIGHWAY CAPACITY:</b> The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> </ul>



**71** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations RR600- RR666 and Additional Submissions

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>
<b>RR-622</b>	Craig Wallace	Adequacy of Consultation	will be making my statements based on reviewing the material but i am deeply concerned about due process being followed particularly at a time when the country was in full lockdown. The consultation was a mockery of a process, a handful if that turned up..	<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>
<b>RR-623</b>	Michael Waller-Bridge	Human Health	Not very long ago following a very protracted process, another such proposal (for an incinerator at a site just outside King's Lynn) was eventually defeated and I am disappointed that a new proposal has arisen so quickly which also could threaten health and pose potential harm to the lives of residents in the borough. I note that West Norfolk Council's planning team has identified key issues and concerns about these proposals which I share and I sincerely hope these will properly	<p>HEALTH</p> <p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p>"...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</p>





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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			be taken into account together with the (proven in the previous case referred to above) concerns of many, many residents so that I trust the application will be refused.	<p>incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small..."</p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043] assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p> <ul style="list-style-type: none"><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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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>
<b>RR-624</b>	Hillary Warby	Air Quality	<p>I have concerns about the close proximity to the towns large secondary school. The students and staff should not have to have worries about environmental pollution when they are pursuing their education. There are also primary schools and nursery establishments in the local proposed area</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 Human Health Risk Assessment (HHRA), <b>ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted</p>



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				<p>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-625	Jason Watson	Comment	I will be commenting once I have examined the information	Comments noted. The DCO Application documents are available on the Planning Inspectorate website.
RR-626	Dr Waverley	U Comment	This project is wholly unsuitable and unacceptable. I will comment in detail in due course.	Comments noted.
RR-627	Roy Weare	Alan Climate Change	I am very concerned about the effect on climate change at a time when we should be reducing CO2 emissions.	<p>CLIMATE CHANGE:</p> <p>It is acknowledged that as a standalone entity the Proposed Development results in net carbon emissions from the EFW combustion processes. The environmental impacts of the Proposed Development including climate change impacts, have been assessed</p>



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				<p>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. 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>Therefore, GHG impacts of the Proposed Development will have a beneficial significant effect. The Proposed Development has net GHG emissions below zero, causing an indirect reduction in atmospheric GHG emissions which has a positive impact on the UK Government meeting its carbon budgets/targets.</p>
RR-627	Roy Weare	Alan Traffic	Also very concerned about the impact on the local environment and the ability of the proposed site and surrounding area to deal with the huge increase in lorries delivering. Wisbech already suffers from significant traffic flow problems.	<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</p>



**76** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations  
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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these 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 <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 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>
<b>RR-628</b>	Dawn-marie Webber	Human Health	I would like to object to these plans I recently moved to Wisbech and [redacted] . The last thing I need after having [redacted] to be added to the rest of my health conditions is toxins breathed in from an incinerator.	<p>HEALTH</p> <p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p>



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				<p data-bbox="1157 342 1923 656"><i>“...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>). PHE's risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small...”</i></p> <p data-bbox="1157 688 1923 938">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)</b>. <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 data-bbox="1157 946 1923 1373" 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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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-628	Dawn-marie Webber	Human Health	Then there is the infrastructure to be taken in to account it would not cope it struggles in rush hour as it is and if there's an accident everywhere comes to market standstill as it is now you want to add more traffic and pollution to the air of an already high piloted air from factory's and traffic as it is this would make people like myself health matters severely worse and as I was pretty much strong armed in to moving to area in the first place.	<p>HEALTH</p> <p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p><i>"...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>). 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</p>





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				<p>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>
<b>RR-628</b>	Dawn-marie Webber	Human Health	The area is severely over populated as it is especially with the amount of air	HEALTH



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			<p>pollution as it is and you want to make this matter worse. They need to look at the impact on peoples health this has i people in the area and look to move it further out to the countryside where the population is much lower and has less impact o. Peoples health and the area</p>	<p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p>“...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health (<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></ul>



**82** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations  
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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.</li> </ul>
<b>RR-629</b>	Hannah Welcher	Landscape and Visual	I strongly oppose the proposed incinerator due to ...visual look of it. It would be a complete disaster for our town.	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



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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
RR-629	Hannah Welcher	Air Quality	I strongly oppose the proposed incinerator due to the air pollution,	<p>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> <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 Human Health Risk Assessment (HHRA), <b>ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p>



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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> <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-629	Hannah Welcher	Traffic	I strongly oppose the proposed incinerator due to the .. huge increase in traffic on roads that can't even take its current level of traffic (not sure why you would want to build one on such poor road links)	<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</p>



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



Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, <b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-630	Stephen Charles Wenn	Waste Need	1 The 50MW threshold is unlikely to be met due to overcapacity of waste incineration.	The EfW CHP Facility would be capable of handling approximately 523,500 (nominal) tonnes of residual (non-recyclable) waste per annum at 10.9MJ/kg at an availability of 7884 hours/year (approximately 625,600 tonnes per annum at 9.8MJ/kg and 8500 hours/year). It is intended that the EfW CHP Facility would be able to export up to 55 Megawatts electrical (MWe) net (60 MWe gross) and potentially up to 63 tonnes per hour of steam (heat) energy. The availability of the waste fuel is demonstrated within the WFAA (Volume 7.3) [APP094]. This considers a local and national Study



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				Area and concludes that in both cases, there is sufficient residual waste, currently landfilled to supply the Proposed Development.
RR-630	Stephen Charles Wenn	Climate Change	This is primarily a waste incinerator and will increase carbon release into the atmosphere. Burying plastic locks away carbon efficiently and effectively for the long term.	<p>CLIMATE CHANGE: It is acknowledged that as a standalone entity the Proposed Development results in net carbon emissions from the EfW combustion processes. The environmental impacts of the Proposed Development including climate change impacts, have been assessed and reported in the <b>ES Chapter 14: Climate Change (Volume 6.2) [APP-041]</b>. Chapter 14 includes a greenhouse gas (GHG) assessment. The GHG assessment reports a net reduction in emissions of -2,570.80 kilotonnes carbon dioxide equivalent (ktCO<sub>2</sub>e) in the 'with Proposed Development' scenario compared to a 'without Proposed Development' scenario which assumes that the residual waste will be sent to landfill. The assessment is based on assessing whether the Proposed Development would impede the UK in being carbon net zero by 2050, this being the UK position in terms of meeting international obligations to reduce carbon emissions. The assessment includes evaluation of emissions with respect to UK Government 5-year carbon budgets, indicating a minor reduction in emissions ranging from between 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-630	Stephen Charles Wenn	Waste Hierarchy	Food and wood waste can and should be composted to replace peat usage.	<p>Waste Hierarchy One of the guiding principles, that underpins national and local waste management policy of sustainable waste management is the concept</p>





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



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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Outline Community Benefits Strategy (Volume 7.14) [APP-105] and includes the following proposals:</p> <ul style="list-style-type: none"> <li>• Establishment of a local liaison committee;</li> <li>• Employment of a Community Liaison Manager;</li> <li>• Guided site tours and a visitor area within the administration building;</li> <li>• Establishment of a community fund and a sponsorship fund; and</li> <li>• Support for local initiatives that improve wellbeing and environmental improvements in the local area.</li> </ul> <p>The final Community Benefits Plan will be published by the Applicant prior to commencement of the construction of the Proposed Development.</p>
RR-630	Stephen Charles Wenn	Air Quality	2 Consultation failed to inform about the toxic impacts on air quality which will likely destroy the local agricultural and food factory economy as well as cause long term health issues among the population	<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 Human Health Risk Assessment (HHRA), <b>ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation</p>



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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>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. With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> <li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
<b>RR-630</b>	Stephen Charles Wenn	Traffic	3 Impact on the transport infrastructure would lead to significant problems on the A47 single carriageway from Guyhirn to Wisbech and in the centre of Wisbech	<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)</b>, [APP-033] accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including</p>



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				<p>detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
<b>RR-630</b>	Stephen Charles Wenn	Waste Hierarchy	4 Recycling would be disincentivised due to councils being locked into contracts to provide sufficient waste	<p>Waste Hierarchy</p> <p>One of the guiding principles, that underpins national and local waste management policy of sustainable waste management is the concept of a hierarchy of waste management options (waste hierarchy), where the most desirable option is not to produce the waste in the first place</p>



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



**93** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations  
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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>
<b>RR-631</b>	Robert West	Air Quality	<p>Already there is a large number of very heavy lorries coming within 400 metres of the town centre delivering goods and distributing both pet food and processed food nationally. This, along with poor infrastructure, causes high levels of pollution in the town. If this incinerator is built the prevailing wind will push the emissions and toxic fumes across the town which already has high levels of poor health due to deprivation locally. It can be no coincidence that companies believe they have a better chance of planning permission to build these incinerators where poverty is common and all that implies.</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, Draft DCO (Volume 3.1) [APP-013];</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> </ul>



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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
RR-632	April Louise Westwood	Socio-economic	<p>The implications would be horrendous! The roads are so small and short and busy as it is. The road cracks and develops lots of holes already with the lorry's at Weasenham lane Wisbech never mind if this was built and the increased amount. It would cause traffic Jams and slow moving traffic. This could potentially cause more accidents as it's a small built up area. I am a police officer in Peterborough and there seems to be more accidents in built up heavy traffic areas so with this being built in Wisbech the crime rate could increase and less people would by as we as businesses. Again this impacting the population. People would move out of Wisbech and less people would move in. This could have a community and culture impact. I commute daily to Peterborough using the main road on Cromwell road , Weasenham lane and the road heading to morrisons a47. These roads are all going to be highly effected if this is built. I leave an hour early to get to my station on time however with this I will have to leave another half hour on top most days if not everyday. This becomes impossible when fatigued after shift and the fuel cost. Who's going to assist with more fuel cost? The time? The wear and tear to my vehicle for poor roads and longer</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> <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> <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. Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p>



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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			<p>use? I think it's disgusting and outrageous that it would even be considered to be placed in a small town when you have Kings Lynn, Peterborough and other surrounding cities and big areas to place it. I for one will not be staying in Wisbech if it happens. It upsets me as Wisbech has become a lot nicer town, I grew up here as did my family. It has so much potential and this would be ruining it. It needs to stop and someone needs to sit back and think logically. This is going to affect me and my wife as she commutes as [redacted] to March. I hope this is reconsidered as soon as possible.</p>	<ul style="list-style-type: none"> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>. The maintenance of the local road network is the responsibility of Cambridgeshire County Council. However, <b>Appendix 6A Outline CTMP (Volume 6.4) [APP-072]</b> confirms the Applicant will appoint an independent contractor to undertake a highway condition survey of the highway before and after construction of the Proposed Development. Any damage caused by the construction activities can be repaired by the Applicant and the road returned to the previous condition. The final CTMP is secured by Requirement 11, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
<b>RR-632</b>	April Louise Westwood	Traffic	<p>The implications would be horrendous! The roads are so small and short and busy as it is. The road cracks and develops lots of holes already with the lorries at Weasenham Lane Wisbech never mind if this was built and the increased amount. It would cause traffic jams and slow moving traffic. This could potentially cause more accidents as it's a small built up area. I am a police officer in Peterborough and there seems to be more accidents in built up heavy traffic areas so with this being built in Wisbech the crime rate could increase and less people would be as we as businesses. Again this impacting the population. People would move out of Wisbech and less people would</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 improvements to New Bridge Lane which include widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p>





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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			<p>move in. This could have a community and culture impact. I commute daily to Peterborough using the main road on Cromwell road , Weasenham lane and the road heading to Morrisons a47. These roads are all going to be highly effected if this is built. I leave an hour early to get to my station on time however with this I will have to leave another half hour on top most days if not everyday. This becomes impossible when fatigued after shift and the fuel cost. Who's going to assist with more fuel cost? The time? The wear and tear to my vehicle for poor roads and longer use? I thinks it's disgusting and outrageous that it would even be considered to be placed in a small town when you have kings Lynn , Peterborough and other surrounding cities and big areas to place it. I for one will not be staying in Wisbech if it happens. It upsets me as Wisbech has become a lot nicer town, I grew up here as did my family. It has so much potential and this would and is ruining it. It needs to stop and someone needs to sit back and think logically. This is going to effect me and my wife as she commutes as [redacted] to March. I hope this is reconsidered as soon as possible.</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  <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), Section 3.4.105, <b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> confirms,</p>



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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"><li>• A1101 north of A47 Elm Road roundabout;</li><li>• Churchill Road (north of Elm High Road); and</li><li>• Weasenham Lane (between Algores Way and Elm High Road.</li></ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p><b>HIGHWAY SUBSIDENCE</b></p> <p>The maintenance of the local road network is the responsibility of Cambridgeshire County Council. However, <b>Appendix 6A Outline CTMP (Volume 6.4) [APP-072]</b> confirms the Applicant will appoint an independent contractor to undertake a highway condition survey of the highway before and after construction of the Proposed Development. Any damage caused by the construction activities can be repaired by the Applicant and the road returned to the previous condition. The final CTMP is secured by Requirement 11, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
<b>RR-633</b>	Alan Wheeldon	Air Quality	I have spoken to several firms close to the incinerator site and they said that if	The environmental impacts of the Proposed Development including air quality have been assessed. ES Chapter 8: Air Quality (Volume



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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			<p>the incinerator is built they would have to close down and move away as they run highly sterile food production facilities that cannot sit near to the incinerator plus the 300 lorry movements per day would stop them getting their deliveries out on time.</p>	<p>6.2) [APP-035] includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078] and Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052] respectively. This includes schools, medical facilities and residential properties. Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), <b>ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"><li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li><li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li></ul>



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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>Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
<b>RR-633</b>	Alan Wheeldon	Traffic	I have spoken to several firms close to the incinerator site and they said that if the incinerator is built they would have to close down and move away as they run highly sterile food production facilities that cannot sit near to the incinerator plus the 300 lorry movements per day would stop them getting their deliveries out on time.	<p>VEHICLES NUMBERS TO THE EFW CHP FACILITY SITE</p> <p>Table 6.14 and 6.15, <b>ES Chapter 6: Traffic and Transport (Volume 6.2) [APP-033]</b> presents information on anticipated weekday and weekend vehicle movements to and from the Efw CHP Facility Site. In Summary, once operational there would be 362 weekday traffic movements, 78 of which would be the movement of staff cars and light good vehicles and 284 heavy goods vehicles (HGV). Traffic movements at weekends are lower; 32 staff cars and light vehicles and 64 HGVs.</p> <p>The HGV vehicle moments presented in Table 6.14 and 6.15 include those associated with waste and consumable deliveries and the export of Incinerator Bottom Ash (IBA) and Air Pollution Control residues (APCr) to suitable licenced facilities.</p> <p>The vehicles movements described above have been assessed within ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033] and Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073].</p> <p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport</b></p>



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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>(Volume 6.2), [APP-033] accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
<b>RR-633</b>	Alan Wheeldon	Socio-economic	Although the incinerator will provide 40 jobs, losing these firms who employ	The operation of the Proposed Development will create more than 40 jobs, some of which should support local businesses. Section 3.5.53,



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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			hundreds of workers, will result in a net loss of jobs to this region.	<b>ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030]</b> confirms there will be 40 full time equivalent (FTE) jobs in a range of disciplines for the operational phase of the Proposed Development. Furthermore, <b>ES Chapter 15 Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [App-042]</b> predicts that an additional 32 indirect jobs would be created at the County level. Indirect employment opportunities include (as a minimum), cleaning services, electrical engineering services, mechanical engineering services and other maintenance-related roles such as scaffolding teams. The Applicant does not see any reason why businesses should close and jobs be lost as a result of the Proposed Development this is because the Environmental Statement reports upon a range of environmental topics including noise, traffic, visual, social and economic and concludes that in most cases and with mitigation in place that negative effects would not be significant (the exception being visual effects to a limited number of residential properties in close proximity to the EfW CHP Facility Site).
RR-633	Alan Wheeldon	Waste Need	MVV have overestimated how much waste would be available to burn in the coming years as the new Environment act (Nov 2021) has been created to boost recycling to at least 65% and to reduce landfill burnable waste to only 10% of what it is now. UKWin has estimated that by 2030 there will be a deficit of 9 million tonnes due to overcapacity of incinerators. In addition, just 28 miles away in Boston, plans have been submitted to build a 1 million tonne capacity incinerator which will take much of the waste that MVV is relying on to fulfil its own requirements. Being under capacity means that this incinerator will not be able to fulfil its pledge to generate 50Mw of electricity	<b>The 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.  To respond to the matter raised by interested parties, the Applicant will submit an updated WFAA at Deadline 2.



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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			which takes it below the amount required for it to be a Nationally Significant Infrastructure Project.	
RR-634	Valerie Whitby	Human Health	<p>Council of Fenland not to manage and keep records of contaminated air quality readings. Ian [redacted] never smoked do not Drink cook from scratch, I lived on a road the A68 half a mile from a tip which took waste from Teeside, this was in a small village called Bolam the tip was closed capped with black plastic &amp; small black chimneys emitting toxic fumes methane lived at [redacted] for 28 years next to continuous heavy traffic 20 feet from the road. We had horses all who had breathing problems vet Mr [redacted] will confirm this. It's to late for me [redacted]. Dr [redacted] confirm this and the many treatments I have endured for the past two years. Costing the NHS thousands of pounds in costs. [redacted] a father sentence. Do you value your life I do be. Careful what you wish for &amp; pass</p>	<p>HEALTH</p> <p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p>"...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</li> </ul>



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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Scheme – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</p> <ul style="list-style-type: none"> <li>For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.</li> </ul>
<b>RR-635</b>	Beatrice White	Human Health	Registration comments Incineration is a Thermo-decomposition process where the components present in the waste stream are ionised into the harmless elements at a higher temperature in the presence of oxygen which will have an extremely negative impact and causing Air Pollution. Toxic Smoke being released into the atmosphere that we breath during the burning process! The smoke produced includes, Acid Gases,	The Applicant has assessed air quality, including emissions from the chimneys and the assessment is reported within <b>ES Chapter 8 Air Quality (Volume 6.2) [APP-035]</b> . The assessment considers a range of emissions. The Applicant has also prepared a <b>Human Health Risk Assessment as Annex H to ES Chapter 8 Appendix 8B (Volume 6.4) [APP-078]</b> . The conclusions reached are that effects upon human health would not be significant.





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			Carcinogen Dioxin, Particles, Heavy Metals and Nitrogen Oxide to name a few. Respiratory Problems, Increased Cancer Rates, Reproductive Abnormalities that are common in areas where incinerator plants are built.	
RR-635	Beatrice White	Air Quality	It's very expensive not just financially but also to the whole environment within a 50 mile radius and further (we have all seen red dust on our cars that has been carried across the sea from foreign lands so please just reflect on that for a moment) the effects will have a huge Impact on wild life and animals and birds, some of which will be sold and eaten from shops, supermarkets and butchers to name a few.	<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 Human Health Risk Assessment (HHRA), <b>ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted</p>



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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA. With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> <li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
<b>RR-635</b>	Beatrice White	Human Health	Schools will be affected and that's the future generation thus Damaging Public Health. Ash Waste can also be potentially harmful to people and the environment in surrounding communities and areas due to several Poisons and Heavy Metals which will require further treatment. Increased Traffic causing even more congestion on quaint little Fenland country roads which will have a negative impact on the community both private and commercial.	<p>HEALTH</p> <p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p>"...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. 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</p>



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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>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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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-635</b>	Beatrice White	Socio-economic	Environmental Racism will be caused and an already economically and socially deprived area will suffer even further due to no one wanting to work or live in a highly contaminated, empty and dangerous to health place to live.	<p>The Applicant has given due consideration to the potential for impacts upon health across a number of health determinants. The assessment and its conclusions are reported within <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</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>
<b>RR-635</b>	Beatrice White	Human Health	Regardless of what is being burnt (mixed municipal solid waste, plastic, outputs from chemical recycling) waste incineration creates and/or releases harmful chemicals and pollutants, including: Air Pollutants such as particulate matter which causes Lung and Heart diseases. Seriously, would You like to have this abomination forced on your DOORSTEP?	The Applicant has considered health, the assessment is set out within <b>ES Chapter 16 Health (Volume 6.2) [APP-043]</b> . This assessment is informed by the results of other assessments which are reported within the ES and which cover for example, air quality and noise. The air quality assessment is supported by a <b>Human Health Risk Assessment (ES Chapter 8 Air Quality, Appendix B Annex H, Volume 6.4 APP-078)</b> . The conclusion reached within the Human Health Risk Assessment is that effects upon human health would not be significant.
<b>RR-636</b>	Dennis white	Traffic	This site should not go ahead due to the nearby school & houses. This will add so much more traffic to the towns poor infrastructure of roads..	<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</p>



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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>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 <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), Section 3.4.105, <b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road).</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-636	Dennis white	Human Health	This site should not go ahead due to the nearby school & houses. ... & also the effect on the health of local people, it's all about money as usual, why can't this monstrosity be built away from the town of Wisbech?	<p>HEALTH</p> <p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p>"...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>





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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>
<b>RR-636</b>	Dennis white	Alternatives	.., why can't this monstrosity be built away from the town of Wisbech ?	<p>The EfW CHP Facility Site was allocated for waste treatment facilities in the previous Cambridgeshire and Peterborough Minerals and Waste Local Plan and is safeguarded as a Waste Management Area within the Development Plan adopted in 2021. It remains allocated for waste treatment facilities within the Adopted Fenland Local Plan. 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 Non-Technical Summary (Volume 6.1) [APP-027]. They consider matters such as noise and air quality for example. Chapter 15 Socio-Economic, Tourism, Recreation and Land Use also considers the potential for</li> </ul>



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				effects upon other uses such as local land uses, including businesses and concludes that negative effects would not be significant.
RR-636	Dennis white	Wisbech Railway	The waste could be transported away from the town when we receive the new train line	<p>Alternatives – March to Wisbech Rail: The Applicant supports the reopening of the March to Wisbech railway and the wider benefits this would bring to local community. Whilst there are currently no firm plans for its reopening, the Applicant has been in discussion with Network Rail to ensure both the Proposed Development and reopening of the railway can proceed without compromising one another. The Applicant has set aside land within the EfW CHP Facility Site to accommodate a potential future rail unloading area and, should it be required, land for a road bridge embankment. Section 2.3.10 to 2.3.17, <b>ES Chapter 2: Alternatives and Section 3.4.82 to 3.4.86, ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030]</b> provide further details.</p>
RR-637	Fred White	Air Quality	I have lived here for 33 years with my wife and children, I came because of the clean air and the clean town. I have had [] and so has my wife we do not want to worry about large lorries on the road and smoke in the air. We...would be unhappy with what will end up in the air. PLEASE READ THIS, WISBECH DOES NOT NEED THIS ,,,,,,thank you.	<p>The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, <b>ES Chapter 8: Air Quality (Volume 6.4) [APP-078]</b> and Figure 8.3, <b>ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052]</b> respectively. This includes schools, medical facilities and residential properties.</p>



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



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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
RR-637	Fred White	Landscape and Visual	I have lived here for 33 years with my wife and children, I came because of the clean air and the clean town.... We will see the building from our windows....	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-638	Mervyn John White	Air Quality	I consider that the proposed incinerator would be in totally the wrong place as outfall from the plant, both visible and invisible, will have a detrimental affect on many local homes and nearby schools.	<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</p>



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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Chapter 8: Air Quality Figures (Volume 6.3) [APP-052] respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), <b>ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"><li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li><li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li><li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li><li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li></ul>



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



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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
<b>RR-638</b>	Mervyn John White	Traffic	In addition to this the main road into the area, the A47, is for the most part a single carriageway which already cannot cope with traffic as it is	<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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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"><li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li><li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li></ul>
<b>RR-639</b>	Adam Whittaker	Human Health	Dangerous particles from the incinerator will drift across Wisbech and King's Lynn, harming our environment and families with children near The Wash. It is an unacceptable location which will damage the health of local residents.	<p>HEALTH</p> <p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p>“...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</p>





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



**121** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations RR600- RR666 and Additional Submissions

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-639</b>	Adam Whittaker	Traffic	The area does not have the road infrastructure to deal with constant deliveries to and from a proposed incinerator, in fact, it is more than 20 miles from the nearest motorway. Roads in Norfolk are already jammed with single track A roads, lorries and tractors. The incinerator is being proposed in an inappropriate location and should be rejected.	<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>



**122** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations  
RR600- RR666 and Additional Submissions

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), 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</p>



**123** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations  
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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>
<b>RR-639</b>	Adam Whittaker	Alternatives	The incinerator is being proposed in an inappropriate location and should be rejected.	<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</li></ul>



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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<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.
RR-640	Sandra Willatt	Environmental	Proposed site close to schools, residential areas and health facility.	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 environmental effects arising from the Proposed Development are reported within the Environmental Statement (Volumes 6.2-6.4) and summarised in the <b>Non-Technical Summary (Volume 6.1) [APP-027]</b> . The document provides a considerable amount of data and assessment and was the subject of a Scoping Report which was submitted to the Planning Inspectorate acting on behalf of the Secretary of State. The Environmental Statement is consistent with the resulting Scoping Opinion and considers a range of matters such as noise and air quality and sensitive receptors such as local schools, health facilities and residential properties. The ES does not identify significant negative effects upon schools or health facilities with those to residential properties limited to potential visual effects to a small number in close proximity given that noise effects will be mitigated.
RR-640	Sandra Willatt	Adequacy of Consultation	Inadequate consultation. and disingenuous	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



**125** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations  
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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>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> and the accompanying appendices.</p>
<b>RR-640</b>	Sandra Willatt	Traffic	Excess lorry movements on inadequate road infrastructure.	<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> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will 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>



**126** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations  
RR600- RR666 and Additional Submissions

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), 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</p>



**127** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations RR600- RR666 and Additional Submissions

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-640	Sandra Willatt		Generation targets unlikely to be met and being used solely to justify inclusion as a national project despite opposition from all local authorities, local MPs and residents.	<p>DCO Planning application process:</p> <p>The amount of residual waste to be processed at the EfW CHP will generate in excess of 50 megawatts of electricity. Therefore, the Proposed Development is a Nationally Significant Infrastructure Project (NSIP) under Part 3 Section 14 of the Planning Act 2008 (2008 Act) by virtue of the fact that the generating station is located in England and has a generating capacity of over 50 megawatts (section 15(2) of the 2008 Act). It, therefore, requires an application for a DCO to be submitted to the Planning Inspectorate (PINS) under the 2008 Act.</p>
RR-640	Sandra Willatt	Air Quality	Adverse impact of emissions.	<p>The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.</p> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, <b>ES</b></p>





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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p><b>Chapter 8: Air Quality (Volume 6.4) [APP-078]</b> and Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052] respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), <b>ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"><li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li><li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li><li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li><li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li></ul>



**129** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations  
RR600- RR666 and Additional Submissions

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-641	Jessica Williams	Air Quality	This project will have a detrimental effect on local infrastructure and air quality. Is it not really a good idea to pollute the air and soil where so much food is grown.	<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 Human Health Risk Assessment (HHRA), <b>ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p>



**130** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations RR600- RR666 and Additional Submissions

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>
<b>RR-641</b>	Jessica Williams	Traffic	The roads are barely maintained to a standard suitable for the traffic we already have, an increase in heavy vehicles in the area cannot be allowed.	<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</p>



**131** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations  
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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>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></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>



**132** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations  
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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
RR-642	Julie Priscilla Williams	Traffic	I object to the building of this large incineration plant near my home town of Wisbech because * It cannot help but cause further traffic chaos on a road system that's already overloaded..	<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)</b>, [APP-033] accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4)</b> [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)</b> [APP-013]</li><li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1)</b> [APP-013];</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)</b> [APP-013]; and</li></ul>



**133** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations  
RR600- RR666 and Additional Submissions

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), 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>



**134** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations  
RR600- RR666 and Additional Submissions

Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b> . Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b> .
RR-642	Julie Priscilla Williams	Historic Environment	I object to the building of this large incineration plant near my home town of Wisbech because ... * The proposed site is far too close to a beautiful Georgian town centre - it will blight the town	The Historic Environment Assessment is reported in <b>ES Chapter 10: Historic Environment (Volume 6.2) [APP-037]</b> . As part of this, the significance of Wisbech town centre conservation area, the nature of its setting and contribution to the same and the importance of particular views are set out in section 10.9. This includes a description of the individual character areas within the conservation area including the Brinks, with a photomontage from Elgood's Brewery on North Brink (Figure 9.23b Viewpoint 7, <b>Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.17 to 9.24 [APP-058]</b> ) showing the greatest extent of visibility from within the conservation area. Taking account of the heritage significance of the conservation area as a whole and the identified key views within and out from it, and the context of the existing industrial estate including large logistics buildings, there will not be a significant effect on the conservation area. The Landscape and Visual Assessment is reported in <b>ES Chapter 9: Landscape and Visual (Volume 6.2) [APP-036]</b> .
RR-643	Nicholas Williams	Human Health	I am anxious about the potential damage to our air quality, to the health of our townfolk, to our farmlands...	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</i>



**135** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations  
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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></ul>





**136** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations  
RR600- RR666 and Additional Submissions

Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Securing an Environmental Permit to ensure the EFW CHP Facility operates safely and emissions are monitored to industry standards.</li> </ul>
<b>RR-643</b>	Nicholas Williams	Traffic	I am anxious about the potential damage .... to the safe and efficient working of our already overstretched traffic system	<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.</p>



**137** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations  
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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>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 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-643	Nicholas Williams	Landscape and Visual	I am anxious about the potential damage to .... the visual amenity of our landscape from this incinerator in its completely inappropriate location.	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</b>



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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p><b>Figures 9.33 to 9.39 [APP-060] and Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.40 to 9.46 [APP-061]</b> illustrating what the Proposed Development would look like from 30 locations (agreed with the Local Authorities) at various directions and distances to the Site. The assessment concluded that whilst there would be some significant visual effects arising from the EfW CHP Facility, these would be restricted to some individual properties and localised parts of several recreational routes and highways, as reported in Tables 9.14, 9.16, 9.17 and 9.18 of <b>Volume 6.2 ES Chapter 9 Landscape and Visual [APP-036]</b>. The assessment also concluded that there would be localised significant effects within the closest part of the Wisbech Settled Fen Landscape Character Area (LCA) to the EfW CHP Facility but that this situation would not apply to the more distant majority of the LCA.</p>
<b>RR-643</b>	Nicholas Williams	Comment	Further comments will be made.	Comments noted.
<b>RR-644</b>	Kelly Wilshire	Air Quality	I am concerned about the impact on... air pollution on the area. I have a two-year-old who will grow up in this area and maybe in the town long after I've gone and I don't want to suffer any negative side effects from living in a town with an 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, <b>Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078]</b> and Figure 8.3, <b>ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052]</b> respectively. This includes schools, medical facilities and residential properties.</p> <p>Appended to the Air Quality Assessment is a Human Health Risk Assessment (HHRA), <b>ES Appendix 8B: Air Quality Technical</b></p>



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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p><b>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>
<b>RR-644</b>	Kelly Wilshire	Traffic	I am concerned about the impact on the traffic ...on the area. I have a two-year-	HIGHWAY CAPACITY:



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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			old who will grow up in this area and maybe in the town long after I've gone and I don't want to suffer any negative side effects from living in a town with an 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)</b>, [APP-033] accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</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>



**141** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations RR600- RR666 and Additional Submissions

Relevant Representation	Representative	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>
<b>RR-645</b>	Kevin Wilshire	Traffic	I have concerns about the extra traffic on the already congested roads around the 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]</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 widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these 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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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> <p>VEHICLE ACCESS TO THE EFW CHP FACILITY SITE</p> <p><u>Construction</u> <b>Appendix 6A Outline Construction Traffic Management Plan (CTMP) (Volume 6.4) [APP-072]</b> has been prepared to support the DCO Application. The Outline CTMP includes restrictions on the movements of HGVs during the construction phase. During construction, HGVs will only access Algores Way from the Cromwell Road corridor. No HGVs will be permitted along the Elm High Road or Wisbech town centre. The final CTMP is secured by Requirement 11, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p> <p><u>Operation</u> Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, <b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> confirms, once operational, HGVs will access the Efw CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the Efw CHP Facility Site from Algores Way via Weasenham Lane.</p> <p><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"><li>A1101 north of A47 Elm Road roundabout;</li><li>Churchill Road (north of Elm High Road); and</li></ul>



**143** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations RR600- RR666 and Additional Submissions

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-645	Kevin Wilshire	Odour	I have concerns about the ... smell	<p>ODOUR</p> <p>The environmental impacts of the Proposed Development including those that could affect the local community, such odour, have been assessed and reported in the ES and summarised in the <b>Non-Technical Summary (Volume 6.1) [APP-027]</b>. Where necessary, embedded mitigation is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately.</p> <p>The Applicant has prepared an <b>Outline Odour Management Plan (Volume 7.11) [APP-112]</b> which details all sources of odour, control measures, monitoring, including a complaints procedure, and reporting. Odour awareness training will be undertaken as part of general site operational training, and daily checks for odour levels will be carried out.</p> <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-646	Anthony wilson	Comment	Comments I will make available once I have studied the application and have a full understanding of it	Comments noted. The DCO Application documents are available on the Planning Inspectorate website.
RR-647	Christian Mark Wilson	Environmental	Cost to taxpayers arising from above [Traffic/Health/Visual]	The Environmental Statement (Volumes 6.1-6.4) considers a wide range of environmental topics. It analyses the baseline conditions and





**144** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations  
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Relevant Representation	Representatee	Topic	Point raised	Applicant's comments
				<p>assesses the effects that the Proposed Development will have upon them during its construction, operation, and decommissioning. With regard to traffic, <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. In the event that the increases in HGV cause damage to the highway, <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. Concerning Health, <b>ES Chapter 16 Health (Volume 6.2) [APP043]</b> assesses the effects arising from the Proposed Development. It concludes that there should be no significant effects and this is substantiated by the Human Health Risk Assessment presented in), <b>ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. The Applicant is also in the process of agreeing a Statement of Common ground with the East England Ambulance Service which is it anticipated will confirm that there will be no significant impact upon its services and infrastructure. The visual effects of the EfW CHP Facility have been assessed with the results presented within the <b>ES Chapter 9: Landscape and Visual (Volume 6.2) [APP-036]</b>. The conclusion is that whilst there will be some significant effects arising from the EfW CHP Facility as a whole these would be restricted to some individual properties, and</p>



**145** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations  
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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				localised parts of several recreational routes and highways. The ES conclusions suggest that there will not be significant costs to the taxpayer as a result of the Proposed Development.
RR-647	Christian Mark Wilson	Waste Hierarchy	Not environmentally friendly	<p><b>Waste Hierarchy</b> One of the guiding principles, that underpins national and local waste management policy of sustainable waste management is the concept of a hierarchy of waste management options (waste hierarchy), where the most desirable option is not to produce the waste in the first place (waste prevention) and the least desirable option is to dispose of the waste with no recovery of either materials and/or energy i.e., landfill. Between these two extremes there are a wide variety of waste treatment options that may be used as part of a waste management strategy to recover materials.</p> <p>Residual waste, which the Proposed Development proposes to process, is mixed waste that cannot be usefully reused or recycled and is either destined for landfill, the least sustainable form of waste management or could be incinerated (under strict controlled conditions) to recover valuable energy in the form of electricity and/or heat, via a process commonly known as Energy from Waste (EfW). By diverting residual waste away from landfill to EfW, the principles established by the waste hierarchy are met. Further details of the national and local planning policies that support the principle of sustainable waste management, including the waste hierarchy and how these are applied to the Proposed Development are reported in the <b>Planning Statement (Volume 7.1) [APP-091]</b>.</p> <p>The Applicant is committed to providing community benefits, including waste awareness and education; these are set out in the following documents.</p> <p><b>Outline Employment and Skills Strategy (Volume 7.8) [APP-099]</b> which has been developed in consultation with Norfolk County Council and includes the following proposals:</p>



**146** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations RR600- RR666 and Additional Submissions

Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>• A waste education programme and support for higher and further education establishments, including STEM support; and</li> <li>• Apprenticeships, Internships and work experience/placements.</li> </ul> <p>The <b>Outline Employment and Skills Strategy (Volume 7.8) [APP-098]</b> is secured by a DCO Requirement 21.</p> <p><b>Outline Community Benefits Strategy (Volume 7.14) [APP-105]</b> and includes the following proposals:</p> <ul style="list-style-type: none"> <li>• Establishment of a local liaison committee;</li> <li>• Employment of a Community Liaison Manager;</li> <li>• Guided site tours and a visitor area within the administration building;</li> <li>• Establishment of a community fund and a sponsorship fund; and</li> <li>• Support for local initiatives that improve wellbeing and environmental improvements in the local area.</li> </ul> <p>The final Community Benefits Plan will be published by the Applicant prior to commencement of the construction of the Proposed Development.</p>
<b>RR-647</b>	Christian Mark Wilson	Landscape and Visual	Visual Impact	<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,</p>



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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				these would be restricted to some individual properties and localised parts of several recreational routes and highways, as reported in Tables 9.14, 9.16, 9.17 and 9.18 of <b>Volume 6.2 ES Chapter 9 Landscape and Visual [APP-036]</b> . The assessment also concluded that there would be localised significant effects within the closest part of the Wisbech Settled Fen Landscape Character Area (LCA) to the EfW CHP Facility but that this situation would not apply to the more distant majority of the LCA.
<b>RR-647</b>	Christian Mark Wilson	Human Health	Effects on health of residents and children in town	<p>HEALTH</p> <p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p><i>"...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>). PHE's risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small..."</i></p> <p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the <b>ES (Volume 6.2). ES Chapter 16 Health (Volume 6.2) [APP-043]</b> assesses the combination of impacts reported in the ES, to provide an indication of impacts on health and wellbeing. With mitigation in place, to be secured by either a DCO Requirement or under the Environmental Permit, there are no residual significant impacts. Measures to be implemented include:</p>



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Relevant Representation	Representatee	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>
<b>RR-647</b>	Christian Mark Wilson	Traffic	Wider traffic movements and volume	<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</p>



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



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



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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
RR-647	Christian Mark Wilson	Human Health	health, psychological,	<p>HEALTH</p> <p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p>“...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</li></ul>





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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Proposed Development – secured by Requirement 22, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</p> <ul style="list-style-type: none"> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.</li> </ul>
<b>RR-647</b>	Christian Mark Wilson	Traffic	wear and tear on road infrastructure	<p><b>NEW BRIDGE LANE ACCESS IMPROVEMENTS:</b> During operations and to avoid using Weasenham Lane, Elm High Road and Cromwell Road (north of New Bridge Lane), the Proposed Development includes an HGV access to the EfW CHP Facility via New Bridge Lane. To accommodate the Proposed development there will be a series of improvements to New Bridge Lane. These improvements include, carriageway widening from Salters Way to the site's entrance, a footpath, pedestrian crossing points street lighting and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic. Section 3.4.105 to 3.4.117, <b>ES chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030]</b>. The proposals can be seen on Figure 3.19: (Volume 6.3) [APP-049].</p>



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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<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-648	George Wilson	Comment	I am in full support of the facility and believe it will be a major asset for Wisbech providing employment for local people both during construction and in operation, I believe the applicant has shown extensive evidence to reassure that this is both a safe and necessary addition to ensure correct waste management for the future.	Comments noted.
RR-649	Michelle Mary Elaine Wilson	Traffic	This huge plant would involve long lorry journeys from a wide area of the country and considerable volumes of traffic. The local infrastructure could not handle this volume of HGV movement.	<p>HIGHWAY CAPACITY:</p> <p>The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-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</p>



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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <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-649	Michelle Mary Elaine Wilson	Waste Hierarchy	At times when we are encouraged to minimise waste, this facility seeks to provide an outlet, via incineration, that negates the need for such environmental benefit.	<p><b>Waste Hierarchy</b></p> <p>One of the guiding principles, that underpins national and local waste management policy of sustainable waste management is the concept of a hierarchy of waste management options (waste hierarchy), where the most desirable option is not to produce the waste in the first place (waste prevention) and the least desirable option is to dispose of the waste with no recovery of either materials and/or energy i.e., landfill. Between these two extremes there are a wide variety of waste treatment options that may be used as part of a waste management strategy to recover materials.</p>



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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Residual waste, which the Proposed Development proposes to process, is mixed waste that cannot be usefully reused or recycled and is either destined for landfill, the least sustainable form of waste management or could be incinerated (under strict controlled conditions) to recover valuable energy in the form of electricity and/or heat, via a process commonly known as Energy from Waste (EfW). By diverting residual waste away from landfill to EfW, the principles established by the waste hierarchy are met. Further details of the national and local planning policies that support the principle of sustainable waste management, including the waste hierarchy and how these are applied to the Proposed Development are reported in the <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><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></ul>



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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <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-650	Paul WILSON	Comment	I will comment further once i have seen your full proposal in detail.	Comments noted. The DCO Application documents are available on the Planning Inspectorate website.
RR-651	Samantha Wilson	Air Quality	I am deeply concerned on the incinerator impacting on air pollution...	<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 Human Health Risk Assessment (HHRA), <b>ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p>



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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p> <ul style="list-style-type: none"> <li>• Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-651	Samantha Wilson	Traffic	I am deeply concerned on the incinerator impacting on...road congestion...	<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</p>



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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
<b>RR-651</b>	Samantha Wilson	Property Prices	I am deeply concerned on the incinerator impacting on ... house prices	<p>House Prices:</p> <p>As part of the assessment undertaken in <b>ES Chapter 15: Socio economics, Tourism, Recreation and Land Use (Volume 6.2) [APP-042]</b> the Applicant reviewed the local housing market. The review shows that house prices within the Study Area have been increasing. The review shows that house prices within the Study Area are lower than the county and national averages.</p>



**159** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations  
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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
RR-651	Samantha Wilson	Socio-economic	I am deeply concerned on the incinerator impacting on ... and impact on the local community	<p>House prices are driven by a range of factors, and it is considered generally that the Proposed Development would not by itself decrease house prices in the Study Areas due to the implementation of the proposed mitigation measures. For a limited number of properties that may be affected by physical factors (such as noise) during the operation of the Proposed Development, and such factors results in a diminution in value, a claim for compensation can be made under Part 1 of the Land Compensation Act 1973.</p> <p>The Applicant is committed to providing community benefits, thereby supporting the local community. The benefits will be including waste awareness and education; these are set out in the following documents.</p> <p>Outline Employment and Skills Strategy (Volume 7.8) [APP-099]. Developed in consultation with Norfolk County Council, this strategy 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 Requirement 21, Schedule 2 Draft DCO (Volume 3.1) [APP-013].</p> <p>Outline Community Benefits Strategy (Volume 7.14) [APP-105] and includes the following proposals:</p> <ul style="list-style-type: none"> <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> </ul>





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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>Support for local initiatives that improve wellbeing and environmental improvements in the local area.</li> </ul> <p>The final Community Benefits Plan will be published by the Applicant prior to commencement of the construction of the Proposed Development.</p>
<b>RR-651</b>	Samantha Wilson	Biodiversity	I am deeply concerned on the incinerator impacting on ...as well as the impact on the local wildlife.	<p><b>BIODIVERSITY</b></p> <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>Figure 3.14: <b>Outline Landscape and Ecology Management Strategy (Volume 6.3) [APP-049]</b> includes features designed to maintain and enhance ecological connectivity in line with the Natural Habitat Network and local strategies and provide refugia and foraging habitats targeted to species found in the locality. The <b>Outline Landscape and Ecology Management Strategy (Volume 6.3)</b></p>



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Relevant Representation	Representtee	Topic	Point raised	Applicant's comments
				<p><b>[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 DCP (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 delivering BNG within <b>Appendix 11M (Volume 6.4) [AS-009]</b>.</p>
RR-652	Tina Wilson	Traffic	The local infrastructure will not stand the overcrowded traffic it will cause.	<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> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed</p>



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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>
<b>RR-652</b>	Tina Wilson	Human Health	It will cause health issues to local schools ...	<p>HEALTH</p> <p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p><i>“...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>). PHE’s risk assessment remains that modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small...”</i></p>



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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>The environmental impacts of the Proposed Development including those that could affect local residents from traffic, such as, health and wellbeing, have been assessed and reported in the <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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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-652	Tina Wilson	Climate Change	... and it goes against our government forecast in zero emissions	<p>CLIMATE CHANGE: It is acknowledged that as a standalone entity the Proposed Development results in net carbon emissions from the EfW combustion processes. The environmental impacts of the Proposed Development including climate change impacts, have been assessed and reported in the <b>ES Chapter 14: Climate Change (Volume 6.2) [APP-041]</b>. Chapter 14 includes a greenhouse gas (GHG) assessment. The GHG assessment reports a net reduction in emissions of -2,570.80 kilotonnes carbon dioxide equivalent (ktCO<sub>2</sub>e) in the 'with Proposed Development' scenario compared to a 'without Proposed Development' scenario which assumes that the residual waste will be sent to landfill. The assessment is based on assessing whether the Proposed Development would impede the UK in being carbon net zero by 2050, this being the UK position in terms of meeting international obligations to reduce carbon emissions. The assessment includes evaluation of emissions with respect to UK Government 5-year carbon budgets, indicating a minor reduction in emissions ranging from between 0.004% to 0.03% for the 4th, 5th and 6th carbon budgets. In 2050 when the UK net carbon budget is zero (and the Climate Change Committee states that waste sector emissions can be reduced by 75% from today's levels), the Proposed Development will have a beneficial impact equivalent to – 67tkCO<sub>2</sub>e.</p> <p>Therefore, GHG impacts of the Proposed Development will have a beneficial significant effect. The Proposed Development has net GHG emissions below zero, causing an indirect reduction in atmospheric GHG emissions which has a positive impact on the UK Government meeting its carbon budgets/targets.</p>
RR-653	Jacqueline Wisby	Traffic	The position that will be used to build this plant is totally unacceptable, you must realise that the residents in the	<p>HIGHWAY CAPACITY: The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been</p>



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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			<p>locality will suffer, not only from the traffic which will cause even more air pollution, but the area already becomes gridlocked very quickly. I am an [] and suffer greatly already, surely this megastructure should be placed outside of a residential area where an infrastructure could be placed to take on the problems this will cause.</p>	<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>



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



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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
RR-653	Jacqueline Wisby	Air Quality	The position that will be used to build this plant is totally unacceptable, you must realise that the residents in the locality will suffer, not only from the traffic which will cause even more air pollution, but the area already becomes gridlocked very quickly. I am an [] and suffer greatly already, surely this megastructure should be placed outside of a residential area where an infrastructure could be placed to take on the problems this will cause.	<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 Human Health Risk Assessment (HHRA), <b>ES Appendix 8B: Air Quality Technical Report, Annex G (Volume 6.4) [APP-78]</b>. The HHRA considers the potential effects arising from chimney emissions upon humans. The Assessment assumes that the receptors would eat food grown in the local area and considers potential impacts from the bioaccumulation of, for example, polychlorinated dibenzofurans (PCDD/Fs) and dioxin-like PCBs in the food chain. The assessment concludes that potential effects are not significant.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP has been submitted and will set the emission limits for the facility and requires an operator to continuously monitor the emissions and submit results to the EA.</p> <p>With respect to air quality, including odour, further environmental measures to be implemented and secured under the DCO Application include:</p>





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Relevant Representation	Representatee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>Construction dust management; included in the Construction Environmental Management Plan (CEMP) – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
<b>RR-653</b>	Jacqueline Wisby	Historic Environment	I moved here because it was a town with history and beautiful buildings.	<p>The Historic Environment Assessment is reported in <b>ES Chapter 10: Historic Environment (Volume 6.2) [APP-037]</b>. As part of this, the significance of Wisbech town centre conservation area, the nature of its setting and contribution to the same and the importance of particular views are set out in section 10.9. This includes a description of the individual character areas within the conservation area including the Brinks, with a photomontage from Elgood's Brewery on North Brink (Figure 9.23b Viewpoint 7, <b>Volume 6.3 ES Chapter 9 Landscape and Visual Figures 9.17 to 9.24 [APP-058]</b>) showing the greatest extent of visibility from within the conservation area. Taking account of the heritage significance of the conservation area as a whole and the identified key views within and out from it, and the context of the existing industrial estate including large logistics buildings, there will not be a significant effect on the conservation area.</p> <p>The Landscape and Visual Assessment is reported in ES Chapter 9: Landscape and Visual (Volume 6.2) [APP-036].</p>



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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
RR-653	Jacqueline Wisby	Socio-economic	Should this building go ahead (god forbid) I fear that Wisbech will Die off completely.	The Applicant's proposals for the Proposed Development have been prepared in response to existing environmental conditions, to plans and programmes proposed by third parties and in response to national and local policy amongst other criteria such as waste need. This has resulted in a development which is considered minimises significant environmental effects, mitigates negative effects to reduce their potential to impact local communities and businesses etc, promotes positive effects and does not compromise projects such as the reopening of the disused March to Wisbech Railway. Mitigation measures for the construction and operation phases include but are not restricted to the <b>Outline Construction Environmental Plan (Volume 7.12)[APP-103]</b> and <b>Outline Construction Traffic Management Plan (Volume 6.4) [APP-072]</b> , together with a number of operational management plans, for example, the <b>Outline Operational Noise Management Plan (Volume 6.4) [APP-077]</b> , the <b>Outline Operational Workers Travel Plan (Volume 6.4) [APP-074]</b> and the <b>Outline Operational Odour Management Plan (Volume 7.11) [APP-102]</b> . The Applicant is of the opinion that the Proposed Development can therefore be constructed and operated effectively and without detriment to the town of Wisbech.
RR-654	Phil Wiskin	Human Health	I am very concerned about this proposed development for a number of reasons. 1. Personal health - Due to emissions	The Applicant has considered health, the assessment is set out within <b>ES Chapter 16 Health (Volume 6.2) [APP-043]</b> . This assessment is informed by the results of other assessments which are reported within the ES and which cover for example, air quality and noise. The air quality assessment is supported by a <b>Human Health Risk Assessment (ES Chapter 8 Air Quality, Appendix B Annex H, Volume 6.4 APP-078)</b> . The conclusion reached within the Human Health Risk Assessment is that effects upon human health would not be significant.
RR-654	Phil Wiskin	Air Quality	I am very concerned about this proposed development for a number of reasons 2. Environmental - Due to emissions and excessive heavy vehicle traffic movements.	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



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



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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-654	Phil Wiskin	Traffic	I am very concerned about this proposed development for a number of reasons 3. Local road congestion - Due to the number of vehicle movements required to feed the plant.	<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>



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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
<b>RR-654</b>	Phil Wiskin	Socio-economic	I am very concerned about this proposed development for a number of reasons. 4. Potential impact on my house value and sale issues going forward. I live due South by approximately 2 miles of the proposed site and believe this development will have a major detrimental effect to my personal well-being. I do not believe it is the correct course of action for a development of this size and nature, with all of its described negative impacts, to be considered for approval in what is effectively the middle of a Fenland market town. On the basis of these comments, I vigorously oppose this planning application.	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. Section 15.5.21 to 15.5.37 reports on the Applicant's assessment. The review shows that house prices within the Study Area have been increasing. The review shows that house prices within the Study Area are lower than the county and national averages. House prices are driven by a range of factors, and it is considered generally that the Proposed Development would not by itself decrease house prices in the Study Areas due to the implementation of the proposed mitigation measures. For a limited number of properties that may be affected by physical factors (such as noise) during the operation of the Proposed Development, and such factors results in a diminution in value, a claim for compensation can be made under Part 1 of the Land Compensation Act 1973.
<b>RR-655</b>	John Woods	Environmental	Then there is the stench that will come from Tonnes of rotting waste which will attract rat & seagulls. Due to the last "heath scare" bird flu, this has a potential to bring infected birds to the	Section 3.5.9, ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030] confirms the receipt of waste will take place within an enclosed tipping. Nevertheless, Section 3.5.47, ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030] states: <i>"To monitor and control pests, insects</i>



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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			<p>aera. This scare is an annual event. The eye sore of a massive chimney will affect the areas skyline or miles.</p>	<p><i>and vermin, specialist firms will be contracted to undertake regular inspections of the EfW CHP Facility Site. Bait boxes will be maintained around the perimeter of the EfW CHP Facility if required".</i> The Applicant has prepared an Outline Odour Management Plan (Volume 7.11) [APP-112] which details all sources of odour, control measures, monitoring, including a complaints procedure, and reporting. Odour awareness training will be undertaken as part of general site operational training, and daily checks for odour levels will carried out.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP will require the Applicant to adopt an accredited Integrated Management Systems (IMS) and will include the control of pests and vermin. Compliance with the EP will be regulated and monitored by the Environment Agency.</p>
RR-655	John Woods	Traffic	<p>This is a very bad idea as the town is already grid locked with traffic.</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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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), 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</p>



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				<p>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-655	John Woods	Landscape and Visual	The eye sore of a massive chimney will affect the areas skyline or miles.	<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</p>





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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				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.
<b>RR-656</b>	Paul Woodward	Environmental	Far to big an installation so near to a town	The size of the installation results from the tonnage of waste it is designed to process, and the renewable energy it will consequently generate. The Applicant has attempted to reduce the scale of the proposed development by for example placing the grid connection to Walsoken underground. With regard to the EfW CHP Facility itself, the <b>Design and Access Statement (Volume 7.5) [APP-096]</b> explains the process surrounding the evolution of the design and the measures taken to produce a facility in context with its surroundings, most obviously the Lineage Logistics Cold Store.
<b>RR-657</b>	Martin Woollard	Traffic	I have to wholeheartedly disagree with this project. The local area of Wisbech does not have the infrastructure to accommodate the additional traffic etc. This should not and must not be built in Wisbech.	The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b> . Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. 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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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p> <ul style="list-style-type: none"><li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li><li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li><li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li><li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li></ul>
<b>RR-657</b>	Martin Woollard	Human Health	I have to wholeheartedly disagree with this project. Even worse than this [traffic] is the effect it will have on our local resident's health. This should not and must not be built in Wisbech.	The Applicant has considered health, the assessment is set out within <b>ES Chapter 16 Health (Volume 6.2) [APP-043]</b> . This assessment is informed by the results of other assessments which are reported within the ES and which cover for example, air quality and noise. The air quality assessment is supported by a <b>Human Health Risk Assessment (ES Chapter 8 Air Quality, Appendix B Annex H, Volume 6.4 APP-078)</b> . The conclusion reached within the Human Health Risk Assessment is that effects upon human health would not be significant.
<b>RR-658</b>	Anne Jocelyn Wright	Comment	I am bitterly opposed to the project and will be adding comments when I have seen all the information	Comment noted.
<b>RR-659</b>	Michelle wright	Comment	I'm so against this as are many in our community even our mps and mayor	Comment noted.



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			but yet this is happening because they couldn't get there way	
RR-660	Maurice Peter Wright IEng MIED (retired structural engineer)	Comment	I object most strongly to the construction of this mega-incinerator...I will comment further when more details have been published.	Comment noted.
RR-660	Maurice Peter Wright IEng MIED (retired structural engineer)	Traffic	.. This development will have a major negative impact on the health and safety of the town's population, the local environment and transport in and around the town and the whole region.	<p>The environmental impacts of the Proposed Development including HGV movements during operation and construction and their impact on air quality been assessed and reported in the ES. <b>ES Chapter 8: Air Quality (Volume 6.2)</b> includes detailed dispersion modelling, including traffic modelling, to predict potential impacts on human and ecological receptors. The assessment was undertaken considering Air Quality objectives for a series of pollutants including metals and particulate matter, set for the protection of human health and concludes the significance of effect is negligible.</p> <p>Where necessary, embedded mitigation is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The management plans will be secured by either a DCO Requirement or by the Environmental Permit.</p> <ul style="list-style-type: none"> <li>• Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> </ul>



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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
<b>RR-660</b>	Maurice Peter Wright IEng MIED (retired structural engineer)	Human Health	...This development will have a major negative impact on the health and safety of the town's population, the local environment and transport in and around the town and the whole region.	<p>HEALTH</p> <p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p><i>“...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>). 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>



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Relevant Representation	Representatee	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>
<b>RR-661</b>	Trevor Wright	Comment	I reserve my comments until I have received all the information on the application	Comments noted. The DCO Application documents are available on the Planning Inspectorate website.
<b>RR-662</b>	Wendy Wright	Environmental	and the amount of lorries already destroy the peace we once enjoyed some as many as every four minutes throughout the night clattering by on the road in front of our property. There will be an incalculable amount if this goes forward. This is before the additional traffic proposed by Medworth.	<b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> Section 3.5 confirms that the operational hours for the acceptance of waste would be limited to 07:00 to 20:00 during the 365-days. HGVs will not therefore be operating at night unless in emergency situations. The routing of HGV traffic will also be controlled both during construction and operation via the Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b> and the Operational Traffic Management Plan (OTMP) which include route restrictions to reduce impacts to



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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b> .
RR-662	Wendy Wright	Environmental	The Company have not been straight with the people of Wisbech from the start. The impact on ourselves and the surrounding properties would be immense and this Company must be stopped as they are only interested in furthering their greed and not how their proposals would affect the people and the area which is a high farming area and supplies food to a lot of the UK. Please do not pass this dreadful proposal.	With regard to the potential to affect food grown on local farms, a Human Health Risk Assessment (HHRA) is appended to <b>ES Chapter 8 Air Quality 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-662	Wendy Wright	Comment	Having lived in this property since 1964 it is the most horrendous proposal ever.	Comments noted.
RR-662	Wendy Wright	Landscape and Visual	The building towers over the skyline of every surrounding building	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



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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				localised significant effects within the closest part of the Wisbech Settled Fen Landscape Character Area (LCA) to the EfW CHP Facility but that this situation would not apply to the more distant majority of the LCA.
RR-662	Wendy Wright	Human Health	The air pollution will cause a problem and as an asthmatic and full-time carer for my husband this is quite worrying.	<p>HEALTH</p> <p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p><i>"...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>). 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</li> </ul>



**183** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations  
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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Scheme – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</p> <ul style="list-style-type: none"> <li>• For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.</li> </ul>
<b>RR-662</b>	Wendy Wright		The application has been made as Medworth which they think will not be noticed locally and they have bypassed Fenland District Council.	<p>DCO Planning application process: The amount of residual waste to be processed at the EfW CHP will generate in excess of 50 megawatts of electricity. Therefore, the Proposed Development is a Nationally Significant Infrastructure Project (NSIP) under Part 3 Section 14 of the Planning Act 2008 (2008 Act) by virtue of the fact that the generating station is located in England and has a generating capacity of over 50 megawatts (section 15(2) of the 2008 Act). It, therefore, requires an application for a DCO to be submitted to the Planning Inspectorate (PINS) under the 2008 Act.</p>





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				However, in the event a DCO is issued for the Proposed Development, the relevant local planning authority(s) will oversee the discharge of the DCO Requirements, See Schedule 2 Requirements, <b>Draft DCO, (Volume 3.1) [APP-013]</b> .
RR-662	Wendy Wright	Adequacy of Consultation	Not enough consultation time was allowed.	<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> and the accompanying appendices.</p>
RR-663	Andrew John Wring	Comment	As a resident of the town, I'm interested in this scheme	Comments noted.
RR-664	Janice Young	Traffic	Roads in and out of the proposed site of the mega incinerator are not equipped for the abundance of the large amount of lorry movement that will be required to fuel the incinerator. The look of this structure will be seem for miles as a blot on the landscape. The proposed incinerator will be very near to large and small school and residential areas. Roads into Wisbech are often congested with normal day to day traffic and are not well maintained now so many more large lorries will distract and cause more chaos.	<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</p>



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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>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 <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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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Unlike the current arrangements to the existing operational Waste Transfer Station (WTS), Section 3.4.105, <b>ES Chapter 3 Description of the Proposed Development (Volume 6.2) [APP-030]</b> confirms, once operational, HGVs will access the EfW CHP Facility Site via New Bridge Lane only, thereby avoid Weasenham Lane. Staff and visitors and occasional light good vehicles will access the EfW CHP Facility Site from Algores Way via Weasenham Lane.</p> <p><b>ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]</b> confirms, to minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech and from the A1101 Elm High Road. This route restriction was suggested by Cambridgeshire County Council during the consultation process and is an agreed approach. Route restrictions for any HGVs other than local RCVs would therefore be implemented in relation to:</p> <ul style="list-style-type: none"> <li>• A1101 north of A47 Elm Road roundabout;</li> <li>• Churchill Road (north of Elm High Road); and</li> <li>• Weasenham Lane (between Algores Way and Elm High Road.</li> </ul> <p>Accompanying the DCO Application is the Applicant's <b>Outline Operational Traffic Management Plan (OTMP) (Volume 7.15) [APP-106]</b>. Figure 2.1 of the Outline OTMP displays the proposed operational route restrictions that are described above. The final OTMP is secured by Requirement 12, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</p>
RR-665	Julie Young	Human Health	Health	<p>HEALTH</p> <p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p>"...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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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<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>



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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-665	Julie Young	Traffic	and Traffic problems.	<p>HIGHWAY CAPACITY:            The environmental impacts of the Proposed Development including HGV traffic associated with construction and operations, have been assessed and reported in <b>ES Chapter 6 Traffic and Transport (Volume 6.2), [APP-033]</b> accompanied by <b>Appendix 6B Transport Assessment (TA) (Volume 6.4) [APP-073]</b>. Between these documents daily and peak hourly assessments are provided including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these improvement measures in place the assessments conclude that there will be no significant residual effects resulting from the increase in HGV traffic.</p> <p>Where necessary, embedded mitigation, such as, onsite HGV queuing lanes, is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. The operational management plans related to traffic, and transportation will be secured by DCO Requirements and include:</p>



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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>Construction Environmental Management Plan (CEMP), includes a requirement for Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b></li> <li>Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
RR-666	Trevor Young	Environmental	The roads are already congested in Wisbech which make lots of noise and pollution day today and to bring lots more lorry in and out of the town will add to this.	<p>The environmental impacts of the Proposed Development including HGV movements during operation and construction and their impact on pollution has been assessed and reported in the ES. <b>ES Chapter 8: Air Quality (Volume 6.2)</b> includes detailed dispersion modelling, including traffic modelling, to predict potential impacts on human and ecological receptors. The assessment was undertaken considering Air Quality objectives for a series of pollutants including metals and particulate matter, set for the protection of human health and concludes the significance of effect is negligible. With regard to noise, <b>ES Chapter 7 Noise and Vibration (Volume 6.2) [APP-034]</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. A full list of the embedded and construction and operational environmental measures to be employed is reported in Table 7.40, <b>ES Chapter 7: Noise and Vibration (Volume 6.2) [APP-034]</b>. These measures include construction and operational management plans; to be secured by DCO Requirement or by the Environmental Permit.</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</p>



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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>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-666	Trevor Young	Environmental	There is a point when you look that main power cables will have to travel such a long way to a substation causing lots problems. I feel that we should closely look the power station near the coast or the other side of the river Nene and in the wash. It is just to big for little old Wisbech town	<b>ES Chapter 3 Description of the Proposed Development (Volume 6.2)[APP-030]</b> confirms that the EfW CHP facility would export the electricity generated to the existing UKPN substation at Walsoken which lies in close proximity to Wisbech.
RR-666	Trevor Young	Air Quality	Also to build a big new power station in the town and right near a schools and houses I think is a bad I dear from the point of added pollution from the lorries and the waste being burned in the power station .	The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological receptors. The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and ecological sites and concludes that effects are not significant.



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





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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<ul style="list-style-type: none"> <li>Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>.</li> </ul>
<b>RRR missing in PINS list</b>	Formed Fabrication Ltd (Formed Fabrication Ltd)	Human Health	Concerned about health...	<p>HEALTH</p> <p>To inform the Environmental Statement (ES), the Applicant consulted Public Health England (PHE) (now UK Health Security Agency). PHE confirmed in their response dated 17 August 2021 that:</p> <p><i>“...Regarding emissions to air from municipal energy from waste developments, PHE has reviewed published research to examine the suggested links between emissions from municipal waste incinerators and effects on health (<a href="https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health">https://www.gov.uk/government/publications/municipal-waste-incinerators-emissions-impact-on-health</a>). 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</li> </ul>



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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Scheme – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</p> <ul style="list-style-type: none"> <li>• For the operational phase of the Proposed Development, the Applicant will employ a Community Liaison Manager to engage and raise awareness within the community of the Proposed Development – secured by Requirement 22, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Odour Management Plan – secured by Requirement 16, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Fire Prevention Plan – secured by Requirement 17, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Staff Travel Plan – secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Construction Traffic Management Plan (CTMP) – secured by Requirement 11, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Traffic Management Plan (OTMP) including route restrictions to reduce impacts to Wisbech Town and surrounding villages. – secured by Requirement 12, <b>Draft DCO (Volume 3.1) [APP-013]</b>;</li> <li>• Operational Travel Plan – secured by Requirement 15, <b>Draft DCO (Volume 3.1) [APP-013]</b>; and</li> <li>• Securing an Environmental Permit to ensure the EfW CHP Facility operates safely and emissions are monitored to industry standards.</li> </ul>
<b>RRR missing in PINS list</b>	Formed Fabrication Ltd (Formed Fabrication Ltd)	Socio-economic	Concerned about ... loss of jobs in surrounding area.	<p>The Proposed Development will bring new jobs during its construction and operation. Section 3.8.57, <b>ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030]</b> highlights, there are likely to be around 700 construction personnel from a range of disciplines. During the peak periods of construction for all elements of the Proposed Development, there would likely be up to 500 construction personnel present on-site at any one time. Section 3.5.53, <b>ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030]</b> confirms there will be 40 full time equivalent (FTE) jobs in a range of disciplines for the operational phase of the Proposed Development. Furthermore, <b>ES Chapter 15 Socio-</b></p>



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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p><b>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>ES Chapter 15 Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [App-042]</b> also considers the potential for the construction and operation phases to affect existing land uses which include local businesses. It recognises the Applicant's commitments to mitigation, particularly during construction and that the Outline Construction Environmental Management Plan (CEMP) will be secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b> for example. The assessment concludes that negative effects would not be significant.</p>
<b>RRR missing in PINS list</b>	Formed Fabrication Ltd (Formed Fabrication Ltd)	Socio-economic	Impact on trade to local businesses including my own.	<p><b>ES Chapter 15 Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [App-042]</b> considers the potential for the construction and operation phases to affect existing land uses which include local businesses. It recognises the Applicant's commitments to mitigation, particularly during construction and that the Outline Construction Environmental Management Plan (CEMP) will be secured by Requirement 10, <b>Draft DCO (Volume 3.1) [APP-013]</b> for example. The assessment concludes that negative effects would not be significant.</p>
<b>RRR missing in PINS list</b>	Formed Fabrication Ltd (Formed Fabrication Ltd)	Traffic	Not enough back up infrastructure in place to cope with the traffic it would create.	<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</p>



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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to New Bridge Lane which include for widening, a footpath, pedestrian crossing points and reducing the road speed from the national speed limit to 30mph. With these 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 <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</p>



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Relevant Representation	Representatee	Topic	Point raised	Applicant's comments
				<p>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), 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>
AS-011	Chris Benton		I am the Operations Director at Priden Engineering and also SB Components on Algores Way, for which the above infrastructure project would directly affect. Moreso in the case of Priden	Comment noted.



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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			Engineering where the planned works intend to overlay into our work carpark.	
AS-011	Chris Benton	Comment	Fundamentally we cannot accept this	Comment noted.
AS-011	Chris Benton	Adequacy of Consultation	we are also disappointed we have not been well corresponded with on the development. We have received a generic letter in the post not directed to anyone, and it now appears we have missed a deadline with regards to being a registered party.	It is noted that this representation has been accepted as an additional submission.
AS-011	Chris Benton		Clearly, we need to be incredibly well engaged with this proposal since you are intending to take land from our production facility.	The <b>Rule 6 Letter issued by the Examining Authority on 24 January 2023 [PD-005]</b> sets out how Interested Parties will be engaged during the examination process. The draft examination timetable includes provision of compulsory acquisition hearings which will provide affected persons with an opportunity to discuss how their land may be affected by the Proposed Development.
AS-011	Chris Benton	Adequacy of Consultation	Could you please register us as an interested party!	It is noted that this representation has been accepted as an additional submission.
AS-012	Sedgeford Parish Council	Comment	Sedgeford Parish Council objects to this application.	Comment noted.
AS-012	Sedgeford Parish Council	Air Quality	Kings Lynn and West Norfolk will be in direct line (as the prevailing wind comes from the Wisbech direction) of any dioxins that escape from the proposed facility. These dioxins are small enough to cross the protective barrier of the	The environmental impacts of the Proposed Development including air quality have been assessed. <b>ES Chapter 8: Air Quality (Volume 6.2) [APP-035]</b> includes detailed dispersion modelling from the chimney and includes traffic modelling of HGVs during construction and operation, to predict potential impacts on human and ecological



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Relevant Representation	Representee	Topic	Point raised	Applicant's comments
			<p>lungs and could cause long term health problems, including cancers, particularly in children. We are aware that some literature studies have failed to find convincing evidence of harm from well-managed, modern waste plants. However, even in these modern plants, accidents can happen and errors occur. In such situations, there could also be a risk from other pollutants, especially the ash produced by the burning process.</p>	<p>receptors. The sensitive receptors considered within the assessment include:</p> <ul style="list-style-type: none"> <li>• Schools including – Thomas Clarkson Academy, Meadowgate Academy, Elm Road Primary School, Nene Infant School, Cambrian Wisbech School, Anglia Way and TBAP Unity Academy, Weasenham Lane.</li> <li>• Medical including – Anglia Community Eye Service, North Cambridgeshire Hospital, Trinity Surgery, Orchard House Nursing Home and Smedley Trust Home.</li> <li>• Residential including properties on – New Bridge Lane, New drove, Weasenham Lane and Elm High Road.</li> </ul> <p>A full list and figure of the 338 modelled sensitive receptors can be found in Annex C, Appendix 8B: Air Quality Technical Report, ES Chapter 8: Air Quality (Volume 6.4) [APP-078] and Figure 8.3, ES Chapter 8: Air Quality Figures (Volume 6.3) [APP-052] respectively.</p> <p>The air quality assessment was undertaken considering air quality objectives for a series of pollutants including metals and particulate matter (PM), set for the protection of human health and concludes the significance of effect is negligible.</p> <p>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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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>
<b>AS-012</b>	Sedgeford Parish Council	Socio-economic	While MVV Environment Ltd argues that the project will employ up to 700 people, this is only for 3 years and will not benefit the local economy in the longer term	Section 3.5.53, <b>ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030]</b> confirms there will be 40 full time equivalent (FTE) jobs in a range of disciplines for the operational phase of the Proposed Development. Furthermore, <b>ES Chapter 15 Socio-Economics, Tourism, Recreation and Land Use (Volume 6.2) [App-042]</b> predicts that an additional 32 indirect jobs would be created at the County level. Indirect employment opportunities include (as a minimum), cleaning services, electrical engineering services, mechanical engineering services and other maintenance-related roles such as scaffolding teams.
<b>AS-013</b>	Wendy Rogers	Noise	I live in [] and it already has lorries passing day and night due to the cold store facilities, which does cause noise I am against thus incinerator due to the impact it is going to have on my quality of life and the quality of life of my neighbours as most are older people who enjoy sitting in there gardens and enjoying the fresh air and sunshine .	<p><b>NOISE:</b></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> <ul style="list-style-type: none"> <li>Residential including those closest to the EfW CHP Facility on New Bridge Lane</li> <li>Educational including the Thomas Clarkson Academy and Cambian Education Foundation</li> <li>Businesses including those adjacent to the EfW CHP Facility, such as, Floorspan and Fountain Frozen.</li> </ul>





**200** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations  
RR600- RR666 and Additional Submissions

Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<p>Where necessary, embedded mitigation is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately. A full list of the embedded construction and operational environmental measures to be employed is reported in Table 7.40, <b>ES Chapter 7: Noise and Vibration (Volume 6.2) [APP-034]</b>. These measures include construction and operational management plans. Implementation of the management plans is secured by DCO Requirement and by the Environmental Permit:</p> <ul style="list-style-type: none"><li>• <b>A Construction Environmental Management Plan (CEMP) (see Volume 7.12 [APP-103])</b>, secured by Requirement 10, Schedule 2, Draft DCO (Volume 3.1) [APP-013]; and</li><li>• <b>Operational Noise Management Plan (see ES Appendix 7D: Operational Noise Management Plan (Volume 6.4))</b> 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>
<b>AS-013</b>	Wendy Rogers	Traffic	I do not want this incinerator to go ahead as I feel it is going to impact my life so much with sever because the traffic is going to treble	<p>Table 6.14 and 6.15, <b>ES Chapter 6: Traffic and Transport (Volume 6.2) [APP-033]</b> presents information on anticipated weekday and weekend vehicle movements to and from the EfW CHP Facility Site. In Summary, once operational there would be 362 weekday traffic movements, 78 of which would be the movement of staff cars and light good vehicles and 284 heavy goods vehicles (HGV). Traffic movements at weekends are lower; 32 staff cars and light vehicles and 64 HGVs.</p> <p>The HGV vehicle moments presented in Table 6.14 and 6.15 include those associated with waste and consumable deliveries and the export of Incinerator Bottom Ash (IBA) and Air Pollution Control residues (APCr) to suitable licenced facilities.</p>



**201** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations  
RR600- RR666 and Additional Submissions

Relevant Representation	Representee	Topic	Point raised	Applicant's comments
				<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>. The assessments contained within these documents conclude that the environmental effects arising from traffic generated by the Proposed Development would not be significant. They consider daily and peak hourly assessments including detailed link and junction assessment for both the operational and construction period as appropriate. The junction assessment includes a highways safety assessment, identifying accident hot spots and how the increases in traffic at these locations as a result of the Proposed Development can be managed. The Proposed Development also includes for improvements to 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>
<b>AS-013</b>	Wendy Rogers	Odour	the smell is going to be unbearable	<p>The environmental impacts of the Proposed Development including those that could affect the local community, such odour, have been assessed and reported in the ES and summarised in the Non-Technical Summary (Volume 6.1) [APP-027]. Where necessary, embedded mitigation is included within the design of the Proposed Development and ongoing operational management plans will ensure that the EfW CHP Facility will continue to be operated appropriately.</p> <p>The Applicant has prepared an <b>Outline Odour Management Plan (Volume 7.11) [APP-112]</b> which details all sources of odour, control measures, monitoring, including a complaints procedure, and reporting. Odour awareness training will be undertaken as part of general site operational training, and daily checks for odour levels will be carried out.</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP will set the emission limits, including for odour. Compliance with the EP will be regulated and monitored by the Environment Agency.</p>



**202** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations  
RR600- RR666 and Additional Submissions

Relevant Representation	Representee	Topic	Point raised	Applicant's comments
AS-013	Wendy Rogers	Environmental	the amount of birds that are going to be flying around is going to drive me mad.	<p>Pests and vermin Control: Section 3.5.9, ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030] confirms the receipt of waste will take place within an enclosed tipping. Nevertheless, Section 3.5.47, ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030] states: "To monitor and control pests, insects and vermin, specialist firms will be contracted to undertake regular inspections of the EfW CHP Facility Site. Bait boxes will be maintained around the perimeter of the EfW CHP Facility if required".</p> <p>All EfW facilities in England require an Environmental Permit (EP) from the Environment Agency to operate. The EP will require the Applicant to adopt an accredited Integrated Management Systems (IMS) and will include the control of pests and vermin. Compliance with the EP will be regulated and monitored by the Environment Agency.</p>
AS-013	Wendy Rogers	Comment	We do not want or need this incinerator	Comment noted
AS-013	Wendy Rogers	Alternatives	why don't you look at placing it in London ad most of the waste is going to be coming from these big cities and not Wisbech	<p>Section 2.3.1 to 2.3.3 <b>ES Chapter 2 Alternatives and ES Chapter 3 (Volume 6.2) [APP-029]</b> explains the Applicant's reason for selecting the location of the Proposed Development, highlighting the 'essential' and 'preferable' site selection criteria that were applied and suitably meet. In summary, the selection criteria included:</p> <ul style="list-style-type: none"> <li>• There is a need for additional residual waste treatment within the area;</li> <li>• In close proximity to existing business that have a large heat and/or power demand;</li> <li>• A site of a suitable size to accommodate the EfW CHP Facility;</li> <li>• Good access to the strategic road network;</li> <li>• A brownfield site allocated for waste management; and</li> <li>• A site free of environmental designations.</li> </ul>



**203** Applicant's Comments on the Relevant Representations Part 2 – Other Interested Parties and 3(b) Statutory Parties Relevant Representations RR600- RR666 and Additional Submissions

Relevant Representation	Representee	Topic	Point raised	Applicant's comments
AS-013	Wendy Rogers	Socio-economic	Please think about the people who work and live in Wisbech and do not put profits over people	<p>The Applicant is committed to providing community benefits, thereby supporting the local community. The benefits will 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> Developed in consultation with Norfolk County Council, this strategy 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 Requirement 21, Schedule 2, <b>Draft DCO (Volume 3.1) [APP-013].</b></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><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>

## 3. Conclusion

- 3.1.1 The Applicant's comments on the other interested parties and 3(b) statutory parties relevant representations **RR-600 – RR-666** and additional submissions have been provided in this document and were submitted to the ExA for Deadline 1 (10 March 2023).

