

This is the written record of an oral submission made by R. Mitchell and requested by the E/A at the open floor hearing 23/02/2023.

This submission concerns the need for this incinerator project in this area.

The Applicant says they will be drawing waste from an area of 2 hours driving or 200 miles from this site to feed the incinerator.

this area includes part of the London area which already has 4 existing incinerators and 3 potential incinerators.

The East of England which has 4 existing and 5 potential incinerators

East Midlands which has 4 existing and 6 potential incinerators

Therefore feedstock which is trucked into the Medworth site will deprive these other Incinerators of all or part of their existing feedstock.

Currently all of Norfolk's waste goes to Bedford Incinerator therefore if it is changed to Medworth then it will cause a drop in their performance capacity. So the figures used in the applicants submission are using waste gained from other incinerators causing reductions in their capacities unless they can gain replacement supplies from other sources.

It therefore seems likely that the figures used by Medworth are incorrect as :-

Norfolk's fuel contribution would be Nil(goes to Bedford)

Bedford's contribution would be Nil(goes to Bedford)

Essex contribution Nil (goes to Essex)

Peterborough's contribution Nil (goes to Peterborough's incinerator)

The site is bounded by the North Sea on the East Contribution Nil

Lincolnshire Mainly Agricultural land Nil Contribution

And Boston /Lincoln Nil (would go to Boston Incinerator)

I would ask the E.A. to request the applicant to provide a list of every Local Authority within a 200 mile radius of Wisbech giving the local authority's estimated annual waste tonnage and the current means and place and method of disposal . This list would show the amount of waste which could be diverted from landfill to Medworth without taking supplies from other incinerators.

I believe that this would show that this incinerator would not be able to run at it's projected Capacity and needs to be scaled back to a size that can be fuelled within the existing waste delivery arisings.

As a much smaller capacity incinerator with a much lower power output that makes its development a local planning issue not a Project of National Significance and for this reason, amongst many others, I ask that the application should be recommended for refusal in this area.

written record of Oral Submission made by R. Mitchell at Open floor Hearing 22/02/2023

The applicant states that the only access to the site will be via the A47 into Newbridge Lane from the Elm Hall Roundabout direction. This could involve either a right turn across oncoming traffic or travel to the Cromwell road roundabout circumnavigating 4 junctions and turning left into Newbridge lane or vice versa if the trucks are to arrive from the Guyhirn direction on the A47. Both of which are dangerous manoeuvres.

The A47 is regularly closed for Fatal Accident Investigations by the Police between Guyhirn roundabout and the A47 Broadend Road junction.

I ask that the E.A. asks the applicant what it proposes to do with the 300 lorries enroute to or from the incinerator site if the road access is closed off.

There are no Lorry parks in the Wisbech Area nor are there any dual or motorway carriageways which could provide a lane to " stack" the vehicles which would have arrived almost at their destination before being stopped by the closure which can last from 6 to 24 Hours. Even one closure would cause chaos in the area and we have one every few months. Also I believe the road traffic survey used was taken in October a very different time of use to the road use in May, June, July and August when we have holiday traffic There is no way that the current road conditions could handle the additional waste delivery traffic and the additional works traffic envisaged for this facility mixed with the normal and the farm traffic which occurs all year.