

From: info.info
To: Medworth
Cc: [REDACTED]
Subject: Re: MVV-Medworth EN010110 (Case Ref: SB116773)
Date: 12 July 2023 15:57:43

Dear Sir/Madam

I am John Taylor and personally registered as an interested party (ref no. 20033341) along with my 2 businesses Taylors Reclaims Ltd (ref no. 20033414) and Yvecourt Investments (ref no. 20033146) and strongly opposed to the construction of the Medworth Energy from Waste Combined Heat and Power Facility. My fathers company F&W Taylor Ltd also has a registered interest.

Our family of three generations are life long residents of Wisbech and are appalled, frightened and devastated by the application for the proposed Mega incinerator.

I have been involved in attending several meetings and following the case over the past years and cannot see one positive note from the entire proposal, yet the major negative impacts such as health, traffic, environment, housing and economy would be disastrous for Wisbech, the surrounding towns, villages and its residents.

The developers MVV, and their managing director Paul Carey, from day one have lied, misled and produced inaccurate reports to hide key facts important to the application. They have also stated that letters and correspondence has been sent to our business to inform us of the progress of the application and dates of future meetings however not 1 letter has been received by any of our families 3 companies. There are so many flaws with the consultation that I hope and pray that the Inspectorate are able establish the true figures and details.

Having failed in their efforts to build incinerators at nearby Kings Lynn and Waterbeach MVV decided to utilise a loophole and bypass the obstacle of the democratic local planning procedures and apply for a 50 MegaWatt incinerator which then goes to NSIP status. To propose to build a plant of this magnitude on such a small site, next to the town centre residential area and many schools along with poor road links is absolutely ridiculous. I understand MVV have admitted that they did not comply with legislation and consider any other possible sites. It is obvious why they chose the yard in Wisbech as it already had the important planning permission for recycling refuse, albeit on a tiny scale, but then thought they could 'bulldoze' their way into squeezing in a Mega incinerator on the plot. The amount of waste to feed a plant of that size, in an already overcapacity marketplace, would result in competing with waste collections from other nearby incinerators and then being forced to travel further than the defined 2 hour HGV radius and collecting other regions rubbish. Hardly appropriate for the carbon footprint! There are already incinerators in nearby towns and an even larger plant than the one planned for Wisbech has this month been granted at Boston just 28 miles away. Furthermore, with the changes in policies for single use plastics and recycling the reduction of waste to go to the incinerators will be greatly reduced over time leading to mainly burning 'wet' or inert waste with low calorific values and high moisture content which is poor fuel for generating energy/power to export. Will they end up unnecessarily burning recyclable waste to keep the plant viable? It is also highly likely that if the developers gain planning permission that they will ever build or run the 50 Meg plant but reduce the size or usage once they have achieved the outline permission they require. I also understand that there are no businesses in Wisbech that are remotely interested in the steam which is being produced unlike if the plant was built near a large factory such as Palm Paper where it would be useful. What a

waste of energy! The only 2 companies in Wisbech who would be large enough, Nestle Purina and Lamb Weston, have both gone on record that they do not want to be in any way to be associated with the waste incinerator. Furthermore the electric being generated is only going to be put back into the grid purely for greedy profit therefore it is certainly not of any importance that the plant needs to be built in the centre of our beautiful town.

Having read reports from environmental and biological experts it is clear that MVV have tactically understated the dangers to public health, wildlife and farmland. The proposed development is within a highly populated residential area with many schools and a large college in close proximity. As well as the obvious health implications from the pollution and toxins our environment, crops and land will be massively affected. We are surrounded by Grade 1 arable land and fruit orchards, which feeds our nation, producing a variety of crops all of which will be contaminated and furthermore the accumulation of harmful elements and compounds over the 40 year operating lifespan of the incinerator will result in unusable contaminated farmland. Also the stigma surrounding the Mega waste incinerator in Wisbech will completely ruin businesses not only the local farmers and growers but associated food processing companies, manufacturers, engineers, storage and transportation which our town relies on so heavily. Understandably, the produce buyers from supermarkets and food chain suppliers will discover the proposal to build the incinerator and it's dangers of contamination, withdraw their business and go elsewhere. Thousands of people will become unemployed.

To deliver the waste to the plant it has been stated that 300no, mostly 44 tonne articulated HGV, lorries a day will merge on to the 1 single roundabout on the A47, that is 1 lorry every 2.4 minutes over a 12 hour period for 40 years. Having quizzed Mr Carey about the schedule his reply was that there are 'no timed deliveries' and 'there are other lorries on the road already'. Therefore we would assume the hauliers would all plan to be at the Incinerator plant for 7am so they can get as many loads in per day as possible. They are not like general hauliers where they can pick up and drop off other loads in the meantime, they would have specific trailers dedicated to moving waste and would not hang around all day to tip only 1 load to suit others. There would be a 7am peak time congestion for the waste lorries arriving at the Tesco roundabout along with the local vehicles and then again the traffic at the next peak for schools and office workers from 8-9am as well as the same scenario for home times which would become catastrophic. It is already a nightmare situation for many people with them taking an hour in the morning and afternoon stuck in traffic just trying to drop off and collect their children from school or college. It will also become even more dangerous for the children making their own way to school within the 3 year construction phase with the estimated 200 vehicles visiting the Algores Way site daily via Weasenham Lane passing Thomas Clarkson School, Wisbech Green School and Fenland Gymnastics. Tragically, not so long ago a child was run over and killed by an HGV along Weasenham Lane. We cannot afford to put anyone's life at risk for the sake of this poorly conceived development, Mr Carey's response was "accidents happen"!! Furthermore, there are 2 large housing developments currently under construction accessing along Elm High Rd (B1101) which links to the already gridlocked Elm Hall roundabout and planning permission has just been granted for a further 300 houses off Weasenham Lane. With the potential increase from the construction traffic and then the extra 300 HGVs per day motorists, van and lorry drivers would then seek short cuts and rats runs through the back roads and villages to avoid the heavy congestion thus creating further havoc. Another obvious issue is inevitably throughout the year there will be roadworks and accidents along the A47 resulting in massive traffic jams. The extra lorries to and from the Incinerator plant will be forced either queue up or divert through the villages such as Elm and Wisbech St Mary and past their schools as well as past the Wisbech Grammar School and along the historic North Brink. Having lived along North Brink for over 20 years we have many times experienced the fall out from the queues of

diverted traffic when there has been roadworks and accidents on the A47. There have been several incidents where the large rerouted vehicles have struggled to pass along North Brink, gridlocking the entrances to the Grammar School. One time a diverted bus clipped a lamppost outside our house causing it to crash through the bedroom window. There has also been issues with reported cracks to many Listed Buildings from the vibration of HGVs. The traffic then bottle necks on Freedom Bridge trying to contend with the heavy flow of vehicles coming from the North along the B1101. Mr Carey's answer to the A47 roadblocks was that the lorry drivers would have to switch on their Sat Navs and find an alternative route to the plant which would lead to obvious chaos. Also by law the lorry drivers have to take a 45 minute break every 4.5 hours, they have to park up and not move their lorry until their break is over. There are very few lay-bys along the A47 therefore the multiple lorries carrying up to 28 tonnes of rotting waste will park up wherever they can find. Mr Carey's reply was that they are allowed use the highway, however I am sure he would not be happy if they parked on the highway outside his house every day.

During a site visit meeting which included the developers, local planning officers and the planning inspectorates I pointed out the location of the old railway line which crossed New Bridge Lane not far from the proposed new incinerator entrance. I am a big supporter of the reopening of the railway line and the potential it would bring with wealthy commuters and visitors bringing much needed prosperity to our town. I queried Mr Carey what was their plan regarding the railroad crossing and the 300 lorry movements a day when the railway track was to open again. His answer was that they have factored this in their future plans and will build a flyover bridge for the lorries. How ridiculous!

I immediately questioned that with the lack of land space and road distance that this was impossible however he said he had consulted with engineers and it was doable. I pointed out that there was no room for the embankments but he insisted arrogantly that they do not need them and if so would compulsory purchase any extra land as necessary. Once again Mr Carey seemed to be making up the answers as he went along and unfortunately I am unable to check his statements and implore the inspectorates to double check his claims. How can MVV be allowed to potentially block access to a much needed asset for our region. Following the site visit I took time to measure the distance from the Salters Way turning to the crossing and from the crossing to the proposed new incinerator entrance, it measured approximately 100 metres either side which is blatantly obvious that there is nowhere enough distance to build a flyover road bridge for 44 tonne vehicles to drive over from a virtually standing start, climb and then descend/brake within 100 metres. If this is the case, and there is no room for a bridge, a railway crossing with lights and barriers would have to be installed thus blocking the flow of the HGVs delivering to the plant and create a tailback to the junction and further back to the A47 roundabout. This key pinch point on the single route roundabout will be constantly gridlocked and then with other peaks times such as extra holiday traffic, cars and caravans heading to the Norfolk Coast will make it impossible.

Also during the site meeting we visited an existing bungalow and small holding which was exactly opposite the proposed new entrance and exit for the Mega incinerator plant. How totally preposterous it is to even consider forming a new entrance that that will receive 300 lorries per day from 7am to 8pm all year round in front of a person's home. The developers answer to negate the massive impact from the 44 tonne vehicles, as well as the Facility, was to build a 3 meter high acoustic wall and gates. This will never disguise or protect the poor resident from the noise, smell and fumes of the monstrous incinerator, with 90 meter high chimneys, or the vehicles that feed it. Once more having consulted Mr Carey on the day I questioned that with 300 lorry visits per day that it would be highly likely there would be large queues waiting to enter the facility. He showed me the site plan and explained there were just 12 parking spaces immediately by the entrance for the lorries to pull into whilst waiting to enter onto the weighbridge. Obviously there was nowhere near enough spaces

allowed to avoid congestion as well as being too close to the road and the neighbouring bungalow to ignore the smell of rotting waste coming from 12 stationary articulated lorries. From observing the bungalow and the small holding, which had fields of sheep and areas with Polythene Tunnels growing fruit, flowers and vegetables, it was clear to see the resident was a country person who had chosen to live in a quiet country lane only to be faced with the prospect of this monstrosity literally being built on their doorstep.

It has been suggested by many people that the developer's traffic survey had been undertaken during COVID so creating false understated figures and I would also suspect that it was not undertaken by a totally independent unbiased company. Can the date of the surveys be corroborated?

Another concern is that with the extra congestion of the highways will the local planners be forced in to refusing permission on future developments and the growth of Wisbech because the roads simply cannot cope. I understand permission has been granted for a filling station off the A47 roundabout along with plans for a new business park with facilities including restaurants and a hotel. In a planning statement "The application has been formulated to positively address the need for employment and commercial space in Wisbech". These are the type of projects we desperately need to come to town however if permission for the incinerator was to be granted I fear that the property developers will run a mile considering Wisbech as a poor investment risk.

Our family businesses Taylors Reclaims Ltd, F&W Taylor Ltd and Yvecourt Investments have been established on Weasenham Lane Industrial Estate for over 35 years and are also owners/landlords of over 25 industrial units on Algores Way, Regal Road and Sandall Road. We also have a large portfolio of buy to let properties all within the centre of Wisbech. My wife and I are also in the process of moving to our new home along Weasenham Lane. We are therefore right in the firing line of all of the issues surrounding the proposed incinerator and its construction. We have invested our time, energy and money in building up our businesses and now potentially the incinerator could ruin our lifetimes work and futures. We would have numerous empty properties and no tenants to occupy them. Having consulted our tenants and neighbours they are fearful for their health and business prospects, furthermore, as with our circumstances, they would be not able to sell up and move easily as house prices would plummet. Prospective new home buyers or tenants would not want to reside in Wisbech at any cost resulting in Wisbech becoming a ghost town. In fact both our 2 children who are planning to return to Wisbech at some point after University said they would definitely not buy or live in their home town if the incinerator development were to be approved.

With regards to the construction traffic planned to access the site via the already extremely busy Weasenham Lane and then Algores Way would bring the whole Industrial estate to a standstill. It is a £400 million build cost over 3 years so an average of over £2.6 million per week will show the sheer scale of labour and delivery vehicles using the roads. On route there is also 3 sets of traffic lights on Cromwell Road, 2 sets of lights and the Thomas Clarkson School on Elm High Rd/ Weasenham Lane and then 6 sets of lights and the Peckover School if coming from the A17 Lincolnshire direction, to contend with. It would be disastrous for all businesses on the industrial estate with goods and customers unable to gain access to the premises possibly leading to companies having to close, unemployment and empty factory units.

I therefore implore the Inspectorates to recommend this application for refusal and so preventing our families from decades of worry, poor health and poor economy not to mention the huge impact on the environment.

Can you please confirm safe receipt of this email to acknowledge it has arrived before today's Wednesday 12 July 2023 deadline.

Yours sincerely

John Taylor

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