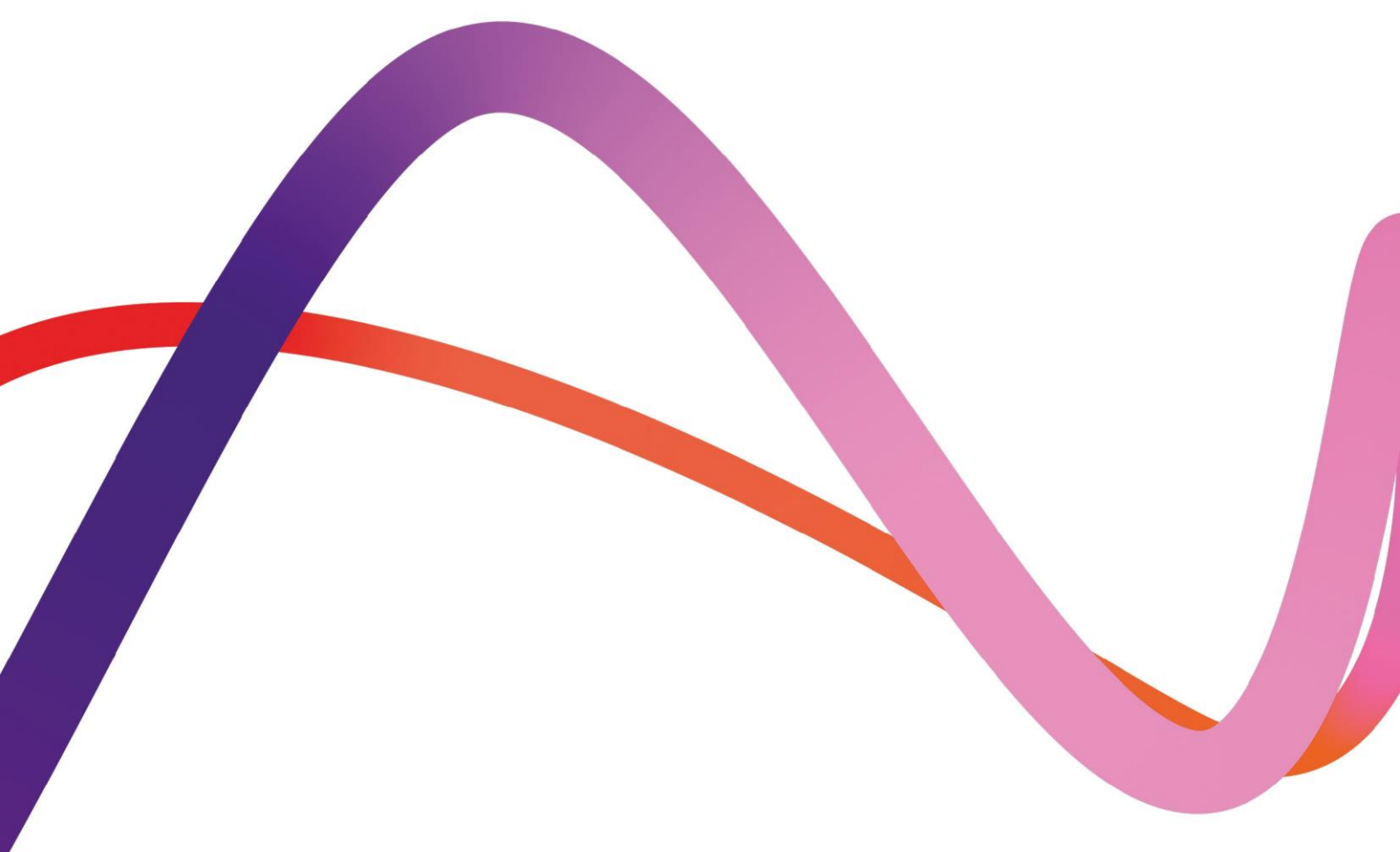


Medworth Energy from Waste Combined Heat and Power Facility



PINS ref. EN010110
Document Reference Vol 6.4
Revision 1.0
June 2022



Environmental Statement Chapter 6 Traffic and Transport Appendix 6D Stakeholder Consultation

Regulation reference: The Infrastructure
Planning (Applications: Prescribed Forms
and Procedure) Regulations 2009
Regulation 5(2)(a)

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1. Introduction

1.1 Introduction

1.1.1 This Appendix records the engagement undertaken with Statutory consultees, their comments and the Applicant's responses beginning with the receipt of the Scoping Opinion on the topic of Traffic and Transport.

1.2 Summary of EIA Scoping Opinion regarding the traffic and transport assessments

1.2.1 A summary of the relevant responses received in the EIA Scoping Opinion in relation to the Traffic and Transport Assessment, and confirmation of how these have been considered within the Environmental Assessment is presented in **Table 6D.1 Summary of EIA Scoping Opinion responses in relation to the Traffic and Transport**.

1.2.2 An overview of the key Stakeholders consulted, and a brief summary of the issues discussed in relation to Traffic and Transport is presented in **Table 6D.2 Summary of additional engagement regarding the description of the Proposed Development traffic and transport assessments**.

Table 6D.1 Summary of EIA Scoping Opinion responses in relation to the Traffic and Transport

Consultee	Issue raised	Response
The Planning Inspectorate (PINS)	4.1.2 - Provision of a Transport Assessment – The Applicant should make effort to scope the traffic and transport assessment with the relevant local highways authority.	A Transport Assessment (TA) (Appendix 6B, Volume 6.4) has been produced to support the Traffic and Transport assessment (ES) Chapter for the Development Consent Order (DCO) submission and has been fully scoped in consultation with Cambridgeshire County Council (CCC), National Highways (NH) and Norfolk County Council (NCC).
The Planning Inspectorate (PINS)	4.1.3 – New Access (Southern Access Road) – The traffic and transport assessment should reflect the use of the SAR.	The assessments included in Chapter 6 Traffic and Transport (Volume 6.2) of the ES include for the use of a reopened New Bridge Lane which has been designed to be consistent with the SAR. The design has been prepared in consultation with CCC.
The Planning Inspectorate (PINS)	4.1.4 – Grid Connection – The ES should identify any roads that should be crossed by the Grid Connection.	ES Chapter 3 Description of the Proposed Development (Volume 6.2) describes the route of the Grid Connection, including the highways within which it will be located. An Outline Construction Traffic Management Plan (CTMP) has been produced (Appendix 6A Volume 6.4) which identifies the

Consultee	Issue raised	Response
		construction accesses for the Grid Connection including how works in the highway would be accessed.
The Planning Inspectorate (PINS)	4.1.5 – Potential Significant Effects – The potential effects during construction for dangerous or abnormal loads should be included in assessment.	<p>No hazardous loads are proposed for the construction or operational phases of the Proposed Development and as such have been scoped out of the assessment. Details as to why these are scoped out of assessment are set out in Section 6.7.</p> <p>An Abnormal Load Assessment has been included in the Outline CTMP (Appendix 6A Volume 6.4).</p>
The Planning Inspectorate (PINS)	4.1.6 – Traffic Movements – The ES should include a description of the number, type and timings of vehicles in the operational and construction phases.	<p>An Outline CTMP has been produced (Appendix 6A Volume 6.4) and this includes details on the number and type of vehicles that would access the Proposed Development during the construction phase.</p> <p>Chapter 6 Traffic and Transport (Volume 6.2) also assesses the impacts of the operational and construction phases and the potential impacts on the local highways network.</p> <p>Details on the distribution assumptions for all traffic movements in both operational and construction phases are set out in Section 6.6.</p>
Cambridge County Council/Highways England	Requirement for a Transport Assessment (TA).	A Transport Assessment (TA) (Appendix 6B Volume 6.4) has been produced to support ES Chapter 6 Traffic and Transport and it has been fully scoped in consultation with Cambridge County Council (CCC), National Highways (NH) and Norfolk County Council (NCC).
Cambridge County Council	Requirement for a CTMP.	An Outline CTMP (Appendix 6A Volume 6.4) has been produced to support ES Chapter 6 Traffic and Transport. (Volume 6.2) .
Cambridge County Council	Highways Concerns. Condition	As part of the Outline CTMP (Appendix 6A Volume 6.4) there are provisions for condition surveys of the local highways network and provisions for the Applicant to make repairs and amend any damage made during the construction phase.
Cambridge County Council/Natural England	Public Rights of Way (PRoW) Issues.	At PEIR a Preliminary PRoW Management Plan (PRoWMP) had been provided to support PEIR Chapter 6 Traffic and Transport. However, design changes to the Grid Connection since PEIR mean that this document is now no longer required as the Proposed Development will not

Consultee	Issue raised	Response
		have any direct impacts on any local PRoW.
Cambridge Council	County Southern Access Road forming part of the WAS.	A design for a widened New Bridge Lane has been provided to allow for access into the EfW CHP Facility Site via a new access. The design has been based on the road alignment and road widths set out in the WAS proposals.
Cambridge Council/Fenland District Council	County A47 Upgrade (WAS Schemes) and the reopening of the March to Wisbech Railway.	The implications arising from the potential reopening of the March to Wisbech Railway have been considered such that the New Bridge Lane access could be retained for use following the provision of a road bridge over a reopened railway, should this be the solution chosen to maintain access across New Bridge Lane.
Cambridge Council/Fenland District Council	County Details of Waste Distribution	Details of waste distribution are provided in ES Chapter 6 Traffic and Transport (Volume 6.2) at Section 6.6 .
Cambridge Council/Fenland District Council	County Assessment of congested traffic routes.	ES Chapter 6 Traffic and Transport (Volume 6.2) presents an assessment of routes in Wisbech and the A47 within Sections 6.10 and 6.11 .
Norfolk Council	County List of roads crossed by Grid Connection and access location. Access routing proposals for HGVs.	A Preliminary CTMP was produced at PEIR which provided this information. However, design changes since PEIR mean that the Grid Connection no longer crosses road within Norfolk County Council with the exception of Broadend Road west of the A47. Details are provided in the Outline CTMP (Appendix 6A Volume 6.4) .

1.3 Summary of additional engagement regarding the traffic and transport assessments

1.3.1

An overview of the key stakeholders consulted, and a summary of the issues discussed between the receipt of the scoping opinion and statutory Section 42 consultation is presented in **Table 6D.2 Summary of additional engagement regarding the description of the Proposed Development traffic and transport assessments** below. Consultation comments received in response to non-statutory consultation relative to traffic and transport is provided in **Table 6D.3 Summary of Statutory Consultation (Section 42) Feedback**.

Table 6D.2 Summary of additional engagement regarding the description of the Proposed Development traffic and transport assessments

Stakeholder	Date and Form of engagement	Issue(s) raised	Response
Cambridge County Council	1 April 2020 – Traffic and Transport Meeting	Introductory Meeting. Key Issues – disused March to Wisbech Railway, Transport Assessment, CHP Connection Design.	ES Chapter 6 Traffic and Transport (Volume 6.2) discusses the issues raised in relation to the reopening of the disused March to Wisbech Railway. The CHP Pipeline (set out in Section 6.6) allows for the railway to be reinstated and a Transport Assessment (Appendix 6B Volume 6.4) has been provided to support the DCO submission.
Cambridge County Council	Traffic and Transport Scoping Note – Issued -18 December 2020	Issue raised with assessment and implications of the reopening of March to Wisbech rail line.	No formal response received from CCC to this scoping note but it informed a subsequent meeting on the 12 February 2021.
Cambridge County Council	12 February 2021 – Traffic and Transport Meeting	<p>Reopening of March to Wisbech Rail Line.</p> <p>Access scenarios were discussed for assessment.</p> <p>Baseline Data collection and COVID restrictions – Agreement to use historic data for PEIR and update with traffic counts for DCO submission (also agreed with NH/NCC).</p> <p>Growth Methodology – CCC (and NCC/HE) agreed to use of TEMPro.</p>	<p>ES Chapter 6 Traffic and Transport (Volume 6.2) and the TA (Volume 6.4) present details of the access proposals for New Bridge Lane which are in general conformity with the WAS. The CHP Connection and the proposed access arrangements from New Bridge Lane which have been prepared with consideration of the potential reopening of the disused March to Wisbech Railway such that the Proposed Development would not restrict the ability of network Rail to reopen the railway.</p> <p>A second scoping note was prepared and provided for comment.</p> <p>PEIR Chapter 6 Traffic and Transport Section 6.5 set out the baseline traffic data based upon historic data in the local area. Since PEIR however traffic surveys have been undertaken and this data is used in ES Chapter 6 Traffic and Transport (Volume 6.2) Section 6.5.</p> <p>The assessments in the ES Chapter 6 Traffic and Transport (Volume 6.2) include for a growth methodology using TEMPRO set out in Sections 6.5 and 6.7. This was subsequently agreed with CCC and NH.</p>

Stakeholder	Date and Form of engagement	Issue(s) raised	Response
Cambridge County Council	Traffic and Transport Access Scoping Note – Issued	A formal response to this note was received from CCC on 6 May 2021.	The access strategy for construction and operational avoids the need for HGVs to use the Elm High Road or Weasenham Lane (between Algores Way and Elm High Road (A1101)) as set out in Section 6.6 .
		HGV Traffic Routing – CCC did not wish to see any HGV traffic routing to the EfW CHP Facility along Elm High Road and Weasenham Lane.	
		CCC did not propose any restrictions to staff traffic locally in Wisbech.	No route restrictions have been placed on staff traffic in Wisbech as set out in Section 6.6 .
		CCC would not accept any historic counts from before 2016.	All traffic historic baseline traffic data used on the CCC network for assessment in the PEIR was from 2016 onwards (PEIR Table 6.6 in Section 6.5). However new surveys to inform ES Chapter 6 Traffic and Transport (Volume 6.2) and the Transport Assessment (Appendix 6B) (Volume 6.4) were undertaken in October 2021.
		CCC confirmed that traffic data could be surveyed on the CCC road network from Late April 2021.	
		Scope of PEIR assessment (links).	CCC did not increase the scope of highways links requiring assessment.
Cambridgeshire County Council	8 April 2021 - Traffic and Transport – Grid Connection crossing of the A47	Opportunities to pre-position ducting under Elm High Road and Broadend Lane to accommodate the future Grid Connection.	A meeting was held at which CCC outlined plans to improve the two A47 junctions. Works on the first was likely to start late 2021. It was agreed that a cost would be provided to the Applicant for the pre-positioning of ducts as part of these works. Costs were provided, however both improvement schemes have been postponed by CCC due to a shortage of funding.
Cambridgeshire County Council, National Highways and Middle Level Commissioners and WMLA IDBs.	24 May 2021	Meeting to discuss Grid Connection cable crossings of IDB ditches and the A47.	A discussion was held with regard to the crossing of the A47 beyond the junction with Elm High Road. Options for horizontal directional drilling (HDD) and open cut considered. The Applicant has subsequently confirmed that HDD will not be required and that the Grid Connection cable can be placed above the IDB culverts.

Stakeholder	Date and Form of engagement	Issue(s) raised	Response
National Highways	1 April 2020 – Traffic and Transport Meeting	Introductory Meeting – Traffic Data, junction improvements.	The PEIR Chapter 6 and ES Chapter 6 Traffic and Transport (Volume 6.4) as well as the Transport Assessment (Appendix 6B) include the A47 Guyhirn roundabout and A47 Broadend Road highways schemes as part of the future baseline.
National Highways	Traffic and Transport Scoping Note – Issued	No formal response received.	N/A
National Highways	NH Meeting 4 March 2021	<p>Elm High Road/A47 HDD Proposals – HE confirmed no “in principal” objections.</p> <p>NH confirmed that A47 is not a “high load route” – A47 OHL crossing discussed and discussion around overnight closure or rolling road block.</p> <p>Discussion on access from A47.</p> <p>Proposals for a new roundabout access with A47 and New Bridge Lane.</p>	<p>Assessment of Grid Connection in Section 6.10. There is now no intention to HDD across the A47/Elm High Road.</p> <p>It was agreed post meeting (9 April 2021 Email) via email this would only be acceptable for limited loads for the underground cable section. As such Access 4A was proposed to allow for conveyance of larges loads to the HDD site from the A47 in a left in left out arrangement. However, no access from the SRN is now needed as the proposed Grid Connection is proposed within the SRN along the A47 and would be underground.</p> <p>NH confirmed that a new access from the A47 to New Bridge Lane was not appropriate.</p>
National Highways	Traffic and Transport Access Scoping Note	Email Response 9 th April 2021 – No comments or objects to the contents of the Scoping Note.	N/A
Norfolk County Council	Traffic and Transport Scoping Note – Issued	No formal response.	NCC attended highways meetings on the 21 January 2021 and 12 of February 2021 where the scoping note was discussed.
Norfolk County Council	21 January 2021 – NCC Traffic and Transport Meeting	Meeting arranged to provide overview of project to NCC.	Details of the proposed traffic generation of the peak week of the construction phase is set out in the ES Chapter 6 Traffic and Transport (Volume 6.2) . Post PEIR

Stakeholder	Date and Form of engagement	Issue(s) raised	Response
		<p>Applicant set out that it was anticipated that a TA for the Grid Connection works would not be required.</p> <p>NCC set out that West Walston Parish was a sensitive location (School Road).</p>	<p>agreement has been reached on the need for a TA which has been provided as Appendix 6B, Volume 6.4.</p> <p>Due to the revised Grid Connection option no impacts are proposed on West Walton Parish.</p>
Norfolk Council	County Council 12 February 2021 – Traffic and Transport Meeting	<p>Impact of construction traffic on NCC network.</p> <p>Impacts on the PRow Network in Norfolk</p>	<p>The ES Chapter 6 Traffic and Transport (Volume 6.2) and associated Appendix 6A (CTMP) and TA (Appendix 6B) have set out the anticipated impacts on the local NCC network which is much reduced from that presented at the PEIR stage due to a reduced length of Grid Connection.</p> <p>At PEIR a Preliminary PRow Management Plan (PRowMP) had been provided to support Chapter 6. However, design changes since PEIR mean that this document is now no longer required given that the Proposed Development will not have any direct impacts on any local PRow.</p>
Norfolk Council	County Council Traffic and Transport Access Scoping Note	<p>Email response on 25th March 2021 to the scoping note.</p> <p>No significant comments or objects and sought to arrange onsite meeting to run through Grid Connection, access and management.</p>	<p>Impacts on the NCC network have been minimised subsequent to this engagement with the Grid Connection now routing to Walsoken only. The only NCC highway affected is Broadend Road west of the A47.</p>
Norfolk Council	County Council Drawings showing Access Strategy for Grid Connection	<p>Following discussions in subsequent meetings Wood provided details via plans of the proposed HGV access strategy for the construction of the Grid Connection.</p>	<p>The HGV construction access strategy is set out in the Outline CTMP (Appendix 6A Volume 6.4). Impacts on the NCC network have been minimised subsequent to this engagement with the Grid Connection now routing to Walsoken only. The only NCC highway affected is Broadend Road west of the A47.</p>

1.4 Non-Statutory Consultation overview

- 1.4.1 The first non-statutory consultation took place for 7 weeks between 16 March and 4 May 2020. Transport feedback at this stage focused on the traffic impacts arising from the Proposed Development with a range of comments indicating that the existing road network is unsuitable for present-day traffic. Comments suggested that further increases in traffic each day would not improve the situation and the increase in heavy lorries would likely lead to gridlock on local roads including the A1101 and the A47. The PEIR Chapter 6 Traffic and Transport has set out assessment of the local road network around the EfW CHP Facility.
- 1.4.2 A response from Cambridgeshire and Peterborough Combined Authority identified that it is actively promoting the reintroduction of rail services to Wisbech and will object to any development that would compromise its ability to do so. It stated the Proposed Development which would use the alignment of the former rail track to accommodate the CHP Connection was therefore contrary to this. The Combined Authority stated that no indication had been provided to demonstrate compatibility with a working railway. Details of proposals for the CHP Pipeline which retain land for the railway were included within PEIR Chapter 3 Description of the Proposed Development.
- 1.4.3 A request was received for more information about the transport route proposals and logistics involved with day to day running of the EfW CHP Facility and the benefits it could bring to the area. The PEIR Chapter 6 Traffic and Transport was provided to address these concerns and provided clear details on the operational transport effects.
- 1.4.4 A further comment was also received which questioned whether consideration had been given to the potential to transport waste to the proposed EfW CHP Facility by rail as local people had been campaigning for the railway to be reopened for some time. Subsequently the layout of the EfW CHP Facility Proposed Development was amended to provide land for a potential, future rail siding.
- 1.4.5 Feedback received during non-statutory consultation indicated the local community are concerned about traffic congestion in and around Wisbech. The Applicant's proposal to introduce Route Restrictions reported in the PEIR would minimise potential impacts to the residents of Wisbech.
- 1.4.6 The second stage of non-statutory consultation (1b) occurred between 18 September 29 October 2020.
- 1.4.7 Royal Mail stated that its Wisbech Delivery Office is in close proximity to the proposed EfW CHP Facility and its objective is to eliminate or minimise potential construction or operational impacts on its operational and business interests. Royal Mail indicated that it does not want to prevent or delay the Proposed Development from coming forward and said that it will liaise with the Applicant during the pre-construction period to address the above objective. These comments have been addressed within the CTMP submitted with the application (**Appendix 6A CTMP Volume 6.4**)
- 1.4.8 The public responses focused on traffic impacts arising from the Proposed Development, with a high number commenting that the existing road network near

the EfW CHP Facility is already congested and unsuitable. Many of these respondents expressed concern that additional traffic and HGVs required to operate the facility would make these issues worse. Some respondents also said that the Applicant must consider who will maintain the local road infrastructure where there will be an increase in the number and weight of vehicles. The PEIR Chapter 6 addressed these concerns by establishing the traffic flows in the operational phase and proposed that this information would be supplemented with a Transport Assessment which would form part of the final submission and would identify junction mitigation schemes if these are required.

- 1.4.9 Some respondents commented that the proposed site access is too small, passes in proximity to housing and would involve the removal of trees and shrubs. One respondent suggested that an alternative vehicular access from New Bridge Lane should be considered. PEIR Chapter 6 Traffic and Transport provided two options for access using either Algores Way or a reopened New Bridge Lane.
- 1.4.10 Consultees also requested further information on the number of daily vehicle trips to the EfW CHP Facility, the size of the vehicles travelling to the site and the access roads that would be used. This preliminary information was provided within PEIR Chapter 6 Traffic and Transport.

1.5 Additional Meetings

Network Rail meeting (4 March 2021)

- 1.5.1 A meeting was held between the Applicant and Network Rail on 4 March 2021. The purpose of the meeting was to introduce the project, how it might affect Network Rail's land and understand the progress of the technical and business clearance processes to assess:
- the construction of the CHP Connection along a section of the disused March to Wisbech Railway;
 - reinstatement of a vehicle crossing of the disused railway along New Bridge Lane; and
 - the undertaking of ecological survey work within Network Rail's land.
- 1.5.2 Network Rail confirmed the Proposed Development's technical and business clearance process commenced on a 'lift and shift' basis.
- 1.5.3 Network Rail confirmed it was aware of a project to reopen the disused March to Wisbech Railway; however, it stated that it is not committed project, nor does it have funding. It considered the reopening of the railway, should it happen, to be a number of years away. Other proposals such as a guided bus were also being discussed as alternative options. If the disused March to Wisbech Railway were to be reopened at a future date, the Applicant confirmed that land within the EfW CHP Facility Site would be safeguarded to accommodate a possible future rail siding.

1.6 Section 42 Consultation Responses to PEIR

1.6.1 The statutory consultation period ran between 28 June 2021 and 13 August 2021 and provided the local community and stakeholders to provide comment on the PEIR across 8 public exhibition events and online feedback. The following preliminary traffic and transport documents were provided for comment;

- Chapter 6 of the PEIR – Traffic and Transport
 - ▶ Appendix 6A – Construction Traffic Management Plan; and
 - ▶ Appendix 6B - Public Rights of Way Management Plan

1.6.2 **Table 6D.3 Summary of Statutory Consultation (Section 42) Feedback** provides an overview of the comments received and how they have been addressed across the traffic and transport documents provided for the application. A **Consultation Report** setting out the detail of the statutory consultation is provided as **Volume 5.1** and accompanies the application.

Table 6D.3 Summary of Statutory Consultation (Section 42) Feedback

Stakeholder	Comments	Response
Emneth Parish Council	Traffic movements in this area are already very challenging and an increase in HGV movements to and from the facility will impact considerably on local residents. The surrounding infrastructure cannot support such a project.	<p>PEIR Chapter 6 Traffic and Transport included for the preliminary assessment of traffic and transport up to Walpole Substation which is north of the Emneth Parish Council area. The assessment considered the implications arising from the use of a traffic routes through Emneth along Church Road.</p> <p>Since statutory consultation, the Proposed Development has responded to comments received and has considered the environmental, technical and costs implications of the two Grid Connection options which were presented in the PEIR. The Proposed Development now comprises the Grid Connection to the Walsoken DNO Substation only and as such any potential effects within the Emneth Parish Council area are reduced significantly because the Grid Connection will be placed within the highway.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) has retained Church Lane in Emneth as a receptor and the traffic generated on this highway link in both the construction and operation phases concludes that effects would be not significant.</p>
National Grid Electricity Transmission Plc	Where existing roads cannot be used, construction traffic should only cross the pipeline at previously agreed locations.	The Grid Connection no longer crosses any assets owned or operated by National Grid. This was confirmed with National Grid via email correspondence dated 6 September 2021.

Stakeholder	Comments	Response
Peterborough City Council	With regards to specific impacts within the Peterborough area, given the proposed size, scale and location of the proposed development there is expected to be a significant impact on the highways network within Peterborough, which will need to be appropriately assessed within any application.	<p>The scope of traffic and transport assessment reported within Chapter 6 has been agreed with NCC, CCC and National Highways.</p> <p>Peterborough is located some distance east of the Study Area. The A47/A141 Guyhirn roundabout junction is the closest junction within the Study Area to Peterborough City Council and Appendix 6B Transport Assessment (Volume 6.4) presents the assessment of effects arising from the Proposed Development upon this junction. The conclusion reached is that traffic generated by the construction and operation of the Proposed Development would not affect junction capacity significantly.</p>
Fenland District Council – Transport Team	<p>In order for the Fenland Transport Team to make meaningful comments, it is considered that they will need to see the detail in the Transport Assessment. Whilst the methodology and process for the transport work seems to be in order from a governance and highway authority perspective, it is the details contained therein that is needed to fully understand the impacts.</p> <p>It is noted that there has been significant discussion with the Local Highway Authorities and NH in respect of methodology and process. It is expected that such consultation will continue throughout the whole process. It is all noted that comments made by CCC in their scoping note response are being considered/addressed.</p> <p>The Travel Plan, the Public Rights of Way Management Plan and the Transport Assessment will all be prepared for the DCO application. It is essential for us to review and comment upon these documents in order to more fully understand the impact(s) of this proposed development.</p> <p>The scope of the construction period sets out use of New Bridge Lane, Weasenham Lane, Elm High Road, A47 and Churchill Road. Whilst it is acknowledged that these roads are primary routes into Wisbech from the south, they are also busy and often congested routes. The construction phase shows significant levels of traffic including</p>	<p>A Transport Assessment (Appendix 6B Volume 6.4) has been prepared. It has been scoped and agreed with the relevant highway authorities which are CCC, NCC and NH. It is appended to ES Chapter 6 Traffic and Transport (Volume 6.2).</p> <p>Consultation continued post statutory consultation with the relevant highway authorities on the Transport Assessment with agreement reached on the scope of assessment, baseline data, assessment methodology and other matters. Further information is provided later in this Appendix.</p> <p>The Outline Travel Plan (Appendix 6C Volume 6.4) and Transport Assessment (Appendix 6B Volume 6.4) have now been prepared to support the application. They will be available for review and comment once the application has been accepted for examination.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) provides an assessment of the busiest month for construction traffic. It includes the anticipated traffic flows across each of the 36 month construction programme and demonstrates that the traffic numbers reduce either side of the peak. Traffic surveys commencing October 2021 inform the traffic and transport assessment.</p> <p>An Outline Travel Plan has been prepared to</p>

Stakeholder	Comments	Response
	<p>HGVs at certain times. There is concern about the possible impacts of this additional traffic. A 36- month construction phase is a significant period of time with such additional traffic. Further information including up to date traffic data/surveys and a full transport assessment and travel plan are needed to better understand the full impacts of any proposed construction phase and also operational phase impacts.</p> <p>The suggestion made by CCC in their scoping note comments about not routing HGVs down Elm High Road due to residential development in the vicinity is supported. It is noted that MVV has now accepted this proposal. This decision does though place greater emphasis on traffic along Cromwell Road. The Wisbech Area Transport Study modelling work highlighted significant issues and the need to upgrade Cromwell Road in future years. This includes the area between A47/Cromwell Road roundabout and New Bridge Lane. It is suggested that a more detailed assessment of the impact of this proposed development on Cromwell Road and including the entrance to New Bridge Lane is needed as part of the transport assessment.</p> <p>Regarding preferred options it is noted that the development is suggesting upgrades to New Bridge Lane. Cambridgeshire County Council has stated that their preference is through the use of Algores Way. Both options need to be assessed in more detail to fully understand any impacts. A proposal to route down Algores Way will also impact Weasenham Lane another busy route providing an opportunity for east west travel. It is important to understand the impact of any such route on Weasenham Lane. New Bridge Lane is narrow and it is suggested that some upgrades would probably be needed should this be the preferred option. A detailed assessment will be needed on this also to clarify the impact of any</p> <p>upgrades and whether this is enough to accommodate the proposed volumes of traffic to and from the site.</p>	<p>support the application as Appendix 6C Volume 6.4.</p> <p>The Outline CTMP (Appendix 6A Volume 6.4) requires that construction traffic avoid Elm High Road for construction and this principle will be adopted for the operational phase.</p> <p>ES Chapter 6 Traffic and Transport (Volume 6.2) and Appendix 6B Transport Assessment (Volume 6.4) report upon the detailed assessment of Cromwell Road between the A47 to New Bridge Lane and the junctions at either end of this link. The conclusion reached is that the Proposed Development can be accommodated without changes to the A47/Cromwell Road junction.</p> <p>The Proposed Development now provides for the operational access for HGVs from New Bridge Lane only. Access from Algores Way is retained in a new location for staff and visitors in the operational phase. This arrangement is the access proposal underpinning the assessments in the DCO submission.</p> <p>The private roadway section of Algores Way has been included within the DCO Order limits to allow for the Applicant to take access from the adopted highway.</p>

Stakeholder	Comments	Response
	<p>The plan on this page shows the proposed access into the site from Algores Way. Algores Way is a private roadway at this location, owned by Fenland District Council, to repeat earlier objections, there is no intention or commitment from Fenland District Council to willingly include land it owns to aid the proposed scheme.</p>	
Natural England	<p>Any assessment should consider potential impacts on access land, public open land and rights of way in the vicinity of the development. We also recommend reference to the relevant Right of Way Improvement Plans (ROWIP) to identify public rights of way within or adjacent to the proposed site that should be maintained or enhanced.</p>	<p>At PEIR a Preliminary PRoW Management Plan (PRoWMP)) had been prepared for consultation. However, design changes subsequent to statutory consultation mean that the grid Connection no longer directly affects public rights of way. This means that this document is now no longer required.</p> <p>Consideration is given to the indirect effects upon public rights of way and land use within Chapter 15 Socio economics, Tourism, Recreation and Land use (Volume 6.2).</p>
Network Rail Infrastructure Ltd	<p>I regret to inform you that Network Rail object to the proposal.</p> <p>Network Rail is currently working with Cambridgeshire and Peterborough Combined Authority to explore future transport uses for the alignment, the proposed development represents a conflict with this objective. Network Rail therefore objects to the DCO in the absence of formal engagement to date or sufficient assurances that the development does not preclude future transport uses of the alignment Network Rail also seeks protected provisions within the DCO to sufficiently protect Network Rail's assets.</p>	<p>To commence discussions on the implications of the Proposed Development, the Applicant first contacted Network Rail in December 2019. Following Network Rail's responses to the statutory consultation, Network Rail and the Applicant scheduled monthly project update meetings to progress discussions and undertake the business and technical clearance process. Since this time, in April 2022, Network Rail confirmed the Proposed Development received business clearance. The Applicant continues discussions with Network Rail about the technical clearance.</p>
Borough Council of King's Lynn and West Norfolk Borough Council	<p><i>NOTE - Additional comments made by Members of the Borough Council of King's Lynn and West Norfolk's Planning Committee, at the Special Committee Meeting of the 13th August 2021.</i></p> <p>Queries over the accuracy of information given the proposed modifications to the highway network proposed in the area, associated with new development.</p> <p>Queries on the figures over traffic movements provided in the Committee</p>	<p>The final ES Chapter 6 Traffic and Transport (Volume 6.2) and Transport Assessment (Appendix 6B, Volume 6.4) confirm the modifications proposed for the highway network by the Applicant.</p>

Stakeholder	Comments	Response
	report (taken from MVV's report), and the answers provided in the supplementary information (added to the agenda). Although further in the debate it was stated it may have been staff numbers, this will need clarifying.	Traffic generation numbers in operational and construction periods have been reviewed, updated as relevant for the DCO submission in the ES Chapter 6 Traffic and Transport (Volume 6.2) and Transport Assessment (Appendix 6B, Volume 6.4) .
Norfolk County Council	<p>The inclusion of an option to connect to Walsoken and not just Walpole. Both options also now include underground apparatus being laid longitudinally in the highway. Whilst private companies are allowed to cross the public highway at an angle of 90 degrees to the road, the highway authority only allows Statutory Undertakers to place longitudinal apparatus within the public highway. Accordingly the applicants will need to provide evidence from a Statutory Undertaker that the cable and all of the associated apparatus in the highway is going to be adopted and maintained by them. Without that assurance, we would object to the proposals as being undeliverable.</p> <p>Detailed comments were also received on access to TCC2 and TCC3</p>	<p>The Applicant proposes to construct, operate and maintain the entire length of the Grid Connection and the appropriate powers have been included within the Draft DCO (Volume 3.1).</p> <p>Due to the design changes made to the Grid Connection there is no longer a requirement for TCC2 and TCC3. Neither form part of the Proposed Development.</p>
Norfolk County Council Highways Team	<p>On 25 March 2021 we pointed out the pivotal point for NCC comes down to traffic management for the grid connection and we agreed the way forward would be to conduct a joint site survey to identify key sensitive receptors such as School Road, West Walton. Whilst we agree in principle that access can be achieved, nevertheless we still need to agree the impact upon sensitive receptors and in particular School Road, West Walton.</p> <p>I note you intend to use a 'loop road' arrangement leaving the A47 but re-join the SRN on the A17. You indicate "Fengate Road, which is part of the NCC Highways network but described as a "Maintained Unsurfaced Road" is required to be used. In principle this appears to be acceptable but you need to be mindful of local access issues eg for the farm at this location and early consultation with the effected properties</p>	<p>Due to the changes to the Proposed Development since statutory consultation the comments received from NCC as to assessment of key receptors around School Road, West Walton and other locations on the rural NCC network north and east of Wisbech are no longer considered in the assessment. This is because the Grid Connection does not route to the Walpole Substation but instead connects at Walsoken.</p> <p>Due to the changes to the Proposed Development since statutory consultation the NCC regarding the proposed loop road arrangements and use of Maintained Unsurfaced Roads are now no longer relevant and therefore not considered in the traffic and transport assessment. This is because the Grid Connection does not route to the Walpole Substation but instead connects at Walsoken.</p>

Stakeholder	Comments	Response
	<p>will be required to ensure the impact is minimised/mitigated. A pre-Condition survey will also be required.</p> <p>The CTMP needs to indicate that a video survey will be undertaken – at moment it just says an inspection record will be kept.</p>	<p>The Outline CTMP (Appendix 6A Volume 6.4) commits to undertake pre-condition surveys as part of a commitment to put right any damage caused by the Proposed Development on the local highways network. This confirms that surveys will make use of video.</p>
Royal Mail	<p>In seeking to do this, Royal Mail requests that wording is added to the draft CTMP to secure the following mitigations:</p> <ol style="list-style-type: none"> 1. Royal Mail is consulted by Medworth CHP Limited or its contractors at least one month in advance on any proposed road closures/diversions/alternative access arrangements, hours of working, 2. where road closures/diversions are proposed, Medworth CHP Limited or its contractors liaise with Royal Mail at least one month in advance to identify and make available alternative highway routes for operational use, where possible, and 3. the final CTMP should include a mechanism for Medworth CHP Limited or its contractors to inform Royal Mail about works affecting the local highways network (with particular regard to access to and from Wisbech Delivery Office PE14 0RA). 	<p>The Applicant has acknowledged the comments made and has included a commitment within the Outline CTMP (Appendix 6A, Volume 6.4) to consult Royal Mail as per the request.</p>
Department for Transport (via Network Rail)	<p>There is the aspiration to reopen the rail link to Wisbech. Has this proposal the potential to impact this and any eventual link to the town.</p>	<p>Chapter 6 Traffic and Transport (Volume 6.2) has addressed the issues raised in relation to the reopening of the disused March to Wisbech Railway. The CHP Connection has been designed to accommodate a reopened railway and the Applicant has engaged regularly with Network Rail.</p>
National Highways	<p>During previous pre-application discussions, access options were presented to Highways England. Highways England highlighted that the development could not directly link to the A47 via a new access, as would be contrary to policy, which can be seen in the Department for Transport (DfT) circular 02/2013 'The strategic road network and the delivery of sustainable development', and therefore Highways England would object to this proposal</p>	<p>The Proposed Development does not include for direct to the A47.</p>

Stakeholder	Comments	Response
	<p>A Transport Assessment (TA) has not been submitted as part of this PIER. The baseline data collection is discussed at 6.13.2 and Highways England is in agreement that this should be completed at a suitable point after the lifting of COVID-19 pandemic restrictions. Highways England will fully engage regarding surveys and when the TA Scoping comes forward. The assessment should be undertaken in accordance with DfT Circular 02/2013 'The Strategic Road Network and the Delivery of Sustainable Development'. The TA should be informed by a Walking Cycling and Horse Riding Assessment Report (WCHAR).</p> <p>Highways England is in agreement with the construction and operational phases study areas, from an SRN viewpoint, as can be seen in Figures 6.1 and 6.2, respectively. In terms of junction assessments, we would expect for the junctions on the SRN within these study areas to be assessed. This is based on the predicted flows in the construction and operational phases, as provided. These study areas have been extended to include the Guyhirn junction; and the proposed junction improvements being undertaken at the Guyhirn junction (as part of our RIS2 programme) have been mentioned to inform the future baseline junction assessment, which is suitable.</p>	<p>The TA (Appendix 6B, Volume 6.4) has been extensively scoped with National Highways in the post Section 42 consultation period. Up to date traffic surveys from October 2021 were also undertaken to inform the assessment.</p> <p>A WCHAR has not been produced as a review of the guidance for this document confirms that it relates to direct impacts on the SRN. As the assessment presented in Chapter 6 Traffic and Transport (Volume 6.2) and the TA (Appendix 6A Volume 6.4) does not works to the SRN it is considered that this is not required.</p> <p>The TA (Appendix 6A Volume 6.4) has been scoped with National Highways post section 42 consultation, based on the assessment guidelines in DfT Circular 02/2013 'The Strategic Road Network and the Delivery of Sustainable Development'</p> <p>The scope of assessment has been extended since statutory consultation following feedback from other key stakeholders and now includes the A17/A14 junction at Kings Lynn and the A14 south of the A17/14.</p> <p>Subsequent consultation with NH and CCC agreed that an appropriate threshold for assessment of effects upon a junction would be whether there would be an increase of 30 two way vehicles or more in the peak hours on the network. The Transport Assessment (Appendix 6B Volume 6.4) has not indicated the need for any detailed assessment of the junctions on the SRN.</p> <p>Junction improvements at Guyhin were on going during the preparation of the Transport Assessment (Appendix 6B Volume 6.4) and the improved junction was assumed in the future baseline in the TA.</p>
Wisbech Town Council	<p>The Non-Technical Summary (NTS) states that a number of assessments have been undertaken for the construction and operation phases. These include access from New Bridge Lane (the applicant's preferred option) and from Algores Way (as recommended by the Local Highway Authority). The NTS goes on to say that the assessment of the construction phases has been undertaken for four scenarios accounting for the difference access options but the reader is required to refer to the PEIR to understand what</p>	<p>Chapter 6 Traffic and Transport (Volume 6.2) includes a single access proposal for the operational and construction phases which address the comments about numerous assessment scenarios presented at PEIR.</p>

Stakeholder	Comments	Response
	<p>these are. Similarly, the operational phase has been assessed for two scenarios which also reflect the two access options.</p> <p>No information on baseline traffic conditions has been provided in the NTS to enable the reader to understand the likely impact of an additional 362 HGV trips on the local road network. It is not clear whether these are spread throughout the day or whether there would be a peak in HGV traffic.</p> <p>The embedded environmental measures include the use of the A47 as a primary means of access to the site. It is not clear whether this suggests an intention to have direct access to the A47. If this is the case, it is misleading to include an assessment of access from Algores Way if the applicant is reliant upon an access which would preclude this as an option.</p> <p>It is commonly known that there are capacity issues with traffic in and around Wisbech and there were proposals for three highway improvement schemes within the area to take place. However, recently the funding (from local authorities) for the land acquisition relating to these highway improvement projects has been pulled and any existing funding has been withdrawn. As such there will be no improvement works taking place in the near future.</p> <p>The traffic capacity within the area is already a problem and Wisbech Town Council has grave concerns that the Medworth EfW CHP Facility would exacerbate the existing situation, especially as the anticipated improvement works are now not likely to go ahead. The proposal is also premature in this respect as the traffic and transport studies relating to the emerging Local Plan for the area are currently underway and, therefore, the precise issues for Wisbech and the surroundings are currently not fully understood.</p>	<p>No baseline data was presented in the PEIR as this was prepared as a summary of the preliminary assessment. Subsequent to statutory consultation baseline surveys were undertaken to a scope agreed with the local highway authorities. This information is presented in Chapter 6 Traffic and Transport, Volume 6.2 and within the Transport Assessment (Appendix 6B, Volume 6.4).</p> <p>The Transport Assessment (Appendix 6B, Volume 6.4) and ES Chapter 6 Traffic and Transport, Volume 6.2 describe the proposed access arrangements to the EfW CHP Facility Site including the routes from the A47. details on how construction traffic would be managed are provided in the Outline CTMP (Appendix 6A, Volume 6.4).</p> <p>A Transport Assessment (Appendix 6B, Volume 6.4) has been prepared which describes existing highway network of Wisbech and provides assessment of effects informed by traffic generation and its distribution in the operational and construction phases.</p> <p>Discussion with CCC has established which elements of the proposed highways schemes in the town of Wisbech should be considered within the future baseline. The Applicant is aware of the changes related to the scheme at the Elm High Road (A1101) whose implementation will be delayed.</p> <p>The access strategy for the EfW CHP Facility has been revised since statutory consultation such that operational HGV traffic (other than an allowance for some local RCVs) will not route through Wisbech. Access is proposed to the EfW CHP Facility Site for HGVs via New Bridge Lane only.</p> <p>Local plan growth has been included within the assessment through the use of TEMPro future year growth factors. CCC has also requested that two further committed developments be included in future baseline traffic scenarios.</p>



Stakeholder	Comments	Response
	<p>Section 4.4 of the NTS relates to likely significant traffic and transport impacts; however the conclusions are reached without having undertaken traffic surveys due to the Covid-19 pandemic. It is not clear what evidence supports this conclusion and, therefore, no reliance can be placed upon it.</p> <p>It is noted that the receptor sensitivity for a number of links e.g. links 6, 7 and 8, is described as negligible in Table 6.24 of the PIER. This is on the basis that the highway link is a two-way single lane carriageway with very few properties directly fronting the road and it has no footways. However, Table 6.23 makes it clear that receptors of medium sensitivity to change in traffic flows include congested junctions. No information is provided on congestions and, therefore, it is not possible for the reader to determine whether the link sensitivity has been correctly described. As this receptor sensitivity is 7 then using in the significance evaluation matrix in Table 6.27, a negligible receptor sensitivity will always result in a negligible impact, irrespective of the magnitude of change.</p>	<p>The Transport Assessment (Appendix 6B, Volume 6.4) has been extensively scoped with National Highways and CCC in the post statutory consultation period. Traffic surveys from October 2021 have informed the assessment.</p> <p>Chapter 6 Traffic and Transport (Volume 6.2) maintain the receptor sensitivity established at PEIR. Table 2.6 of Chapter 6 Traffic and Transport (Volume 6.2) explains that ‘negligible’ links are those that have negligible sensitivity to traffic flows. The Strategic Road Network (which is the A47 on links 6, 7 and 8) is a high capacity bypass road, segregated from houses, with no footways, minimal interaction with pedestrians and cyclists (no on carriageway footways or cycleway) and has been designed to accommodate large traffic flows. A review of Google Traffic data also showed that in the peak hours there is minimal queuing on arms to the junctions around these links.</p>
<p>Cambridge County Council</p>	<p>Any Transport Assessment must take into consideration previous comments made by the Transport Assessment Team in particular, the outstanding issues highlighted in comments dated 06th April 2021. References should also be made to Cambridgeshire County Council’s ‘Transport Assessment Requirements 2019’.</p> <p>Para 6.4.10 and Table 6.4 - Collision data should be sourced from the Local Authority as ‘Crashmap’ does not always contain the most recent data.</p> <p>Para 6.5.38 - Comments above on use of ‘Crashmap’ for collision data analysis should be taken into consideration.</p> <p>Para 6.5.30 - Whilst it may be acceptable for use in this assessment, it should be noted that the use of flow data from 2004 could not be considered valid by Cambridgeshire County Council for the purposes of any future Transport Assessment.</p>	<p>A Transport Assessment (Appendix 6B, Volume 6.4) has been produced which was scoped with CCC in meetings following statutory consultation. It is consistent with the ‘Transport Assessment Requirements 2019’.</p> <p>Detailed traffic data for the last five years has been obtained from both CCC and NCC for the ES accident assessment in Chapter 6 Traffic and Transport (Volume 6.2).</p> <p>All links and junctions assessed within Chapter 6 Traffic and Transport (Volume 6.2) and Transport Assessment (Appendix 6B, Volume 6.4) are informed by the traffic counts undertaken in October 2021 as agreed with CCC/NCC and NH.</p> <p>A detailed accident assessment has been undertaken and is presented within Chapter 6 Traffic and Transport (Volume 6.2) and Transport Assessment (Appendix 6B, Volume 6.4). It identifies and considers junctions which have an accident rate above the national average and provides the details of the accidents recorded at these junctions, based on data provided from NCC and CCC.</p>

Stakeholder	Comments	Response
	<p>Para 6.5.39 - This paragraph states that consideration has been given to accidents involving vulnerable road users. However, this is not evident in this report. Whilst this may be acceptable for EIA purposes it is expected that a more detailed analysis would be undertaken in the Transport Assessment.</p>	
	<p>Para 6.5.58 to 6.5.63 - The source of the TEMPro figures should be submitted in order for these to be verified although they appear to be reasonable.</p>	<p>TEMPro growth rates have been discussed and agreed with CCC following statutory consultation and these are now included within Transport Assessment (Appendix 6B, Volume 6.4).</p>
	<p>This paragraph is noted. However, the Transport Assessment will need to consider any changes in traffic flows as a result of any committed schemes</p>	<p>The Transport Assessment (Appendix 6B, Volume 6.4) sets out committed development schemes which were agreed with CCC, and these are included in the future years assessment.</p>
	<p>Para 6.6.35 to 6.6.19 - The source data for the distribution will need to be included within the Appendices of any Transport Assessment in order for verification to be carried out by Cambridgeshire County Council.</p>	<p>The source data of the distribution data for staff in the construction and operational phases based on Journey to Work data is set out in the Transport Assessment (Appendix 6B, Volume 6.4).</p>
	<p>Para 6.6.145 - Again, the sources of data for the distribution must be included in any future Transport Assessment (see above).</p>	
	<p>Para 6.6.150 to 6.6.159 - The preference for an access via Newbridge Lane is noted and understood. However, the use of this route will be dependent on the agreement of Network Rail to re-open the crossing of Newbridge Lane which is currently closed.</p>	<p>Following Network Rail's responses to the statutory consultation, Network Rail and the Applicant scheduled monthly project update meetings to progress discussions and undertake the business and technical clearance process. Since this time, in April 2022, Network Rail confirmed the Proposed Development received business clearance. The Applicant continues discussions with Network Rail about the technical clearance.</p>
	<p>Para 6.6.71 - Currently, scenario two is the only possible access option given the comments above. Access option 1 would be subject to the agreement of Network Rail to re-open the New Bridge Lane crossing.</p>	
	<p>The impact of Cambridgeshire Rights of Way network will be limited to the impacts of the proposal on a 60m section of the Byway Open to All Traffic No.21, Wisbech (Halfpenny Lane) which is intended to be used as an access route for construction traffic.</p>	<p>Amendments to the Proposed Development made following statutory consultation mean that there will be no impacts on the Byway either directly from the cable connection or as a result of construction traffic.</p>
	<p>Section 3.3 of the Traffic and Transport Appendices outlines the proposals for</p>	

Stakeholder	Comments	Response
	<p>inspection and maintenance. The Cambridgeshire County Council Public Right of Way Officer should be part of any pre and post inspection regime.</p> <ul style="list-style-type: none"> • Byway Open to All Traffic No.21, Wisbech (Halfpenny Lane) currently has bollards preventing vehicular access from the A47. Should the Byway be used for construction access the bollards would require replacing on completion of the works. • The current available width on Byway Open to All Traffic No.21, Wisbech (Halfpenny Lane) is narrow (approx.3-4m) between drains. There is some concern that the route is not wide enough to accommodate heavy construction traffic and public access. There is also some concern over the surface of the route. Due to the route's proximity to a water course the drainage board may need to be consulted on any proposals to strengthen the route to ensure it is suitable for heavy construction traffic. • Further detail is required on the intended use of the Byway for construction access. This should provide greater details on the type of construction traffic using the route and how regularly the route will be accessed so the impact on public access and safety can be properly assessed. The Byway accommodates all non-motorised users including walkers, cyclists and horse-riders so mitigation and safety measures will have to accommodate all of these types of user. 	

1.7 Post Section 42 Meetings

- 1.7.1 Following the close of consultation, a series of meetings and correspondence to assist with the scoping of assessment were held and undertaken with the following Stakeholders;

- Cambridge County Council;
- Norfolk County Council;
- National Highways; and
- Network Rail.

1.7.2 The following section provides a narrative of the discussions with these Stakeholders.

Cambridge County Council

1.7.3 The formal response from Cambridge County Council to the Section 42 consultation was provided on the 19 August 2021 and this provided a narrative for further discussions and meetings. A meeting which was held on the 21 December 2021.

December 2021 CCC

1.7.4 The meeting was arranged to consider the following issues;

- CCC comments and response to the PEIR submission;
- Changes proposed to be made to the Proposed Development;
- the Applicant's design for New Bridge Lane;
- the scoping of the Transport Assessment; and
- the scoping of the PRowMP/CTMP/ES.

1.7.5 During the meeting the Applicant confirmed a number of design changes which would be taken forward into the DCO submission. These included the selection of Walsoken as the point of connection for the Grid Connection and the intention to place it within New Bridge Lane, the A47 verge and Broadend Road. The Applicant also explained the ongoing discussions with Network Rail.

1.7.6 The results of the traffic data surveyed in October 2021 were provided. These counts had been undertaken following consultation with CCC and NH.

1.7.7 The Applicant the scope of the Transport Assessment. It was agreed that the Applicant would provide the details of the revised traffic generation calculations. These were provided on 20 January 2022 and confirmed those junctions where the threshold for assessment was triggered.

1.7.8 It was agreed that the accident data for the CCC area should be sourced from the CCC Business Intelligence Unit. This data was provided and informs **Chapter 6 Traffic and Transport (Volume 6.2)** and **Transport Assessment (Appendix 6B, Volume 6.4)**.

1.7.9 Confirmation provided by CCC that the use of TEMPro growth factors was appropriate. CCC referred to a requirement to include some committed developments which it would identify.

1.7.10 CCC confirmed that it had no objection to the traffic generation and distribution methodology.

Further CCC Consultation

- 1.7.11 Subsequent to the meeting of 21 December 2021 the following consultation has been undertaken:
- The Applicant provided the proposed design for New Bridge Lane Access improvements on 3 of January 2022 for comment by CCC;
 - The Applicant provided details on the traffic generation and distribution calculations on 17 of January 2021; and
 - CCC provided the Applicant with details of two committed developments to be included in the assessments. The developments were as follows:
 - ▶ F/YR20/0420/F - Land North East Of 25 Cromwell Road Wisbech Cambridgeshire; and
 - ▶ F/YR16/0996/F - Land At Junction Of A47 Cromwell Road Wisbech Cambridgeshire.
- 1.7.12 On 18 March 2022 CCC provided a detailed response to the Applicant's proposals for New Bridge Lane. These considered, drainage, street lighting, visibility splays, the retention of access to existing properties, pedestrian crossings and the potential for effects upon proposals to reopen the disused March to Wisbech Railway.
- 1.7.13 The Applicant modified the design for Access Improvements on New Bridge Lane in response to the comments received.

Norfolk County Council

- 1.7.14 Norfolk County Council's Section 42 consultation response was provided on 12 August 2021 and this provided a narrative for further discussions.
- 1.7.15 On 25 January 2022 the Applicant provided an email update to NCC confirming the selection of Walsoken as the point of connection for the Grid Connection. Confirmation that the Grid Connection would be placed within New Bridge Lane, the verge of the A47 and Broadend Road was also provided. The Applicant also provided an update on the discussions it was having with Network Rail to agree the use of the New Bridge Lane to access the EfW CHP Facility.
- 1.7.16 The Applicant provided the threshold that it would use to assess effects upon junctions on the highway network. The updated traffic generation spreadsheets were provided to NCC for comment.
- 1.7.17 The Applicant requested accident data from NCC.
- 1.7.18 NCC responded on 27 January 2022 confirming its understanding that the impacts upon its network would be less intensive than previously understood. Two matters were raised;
- the adoption or otherwise of the Grid Connection by UKPN; and
 - Confirmation regarding the location of the temporary construction compounds and safe access thereto.

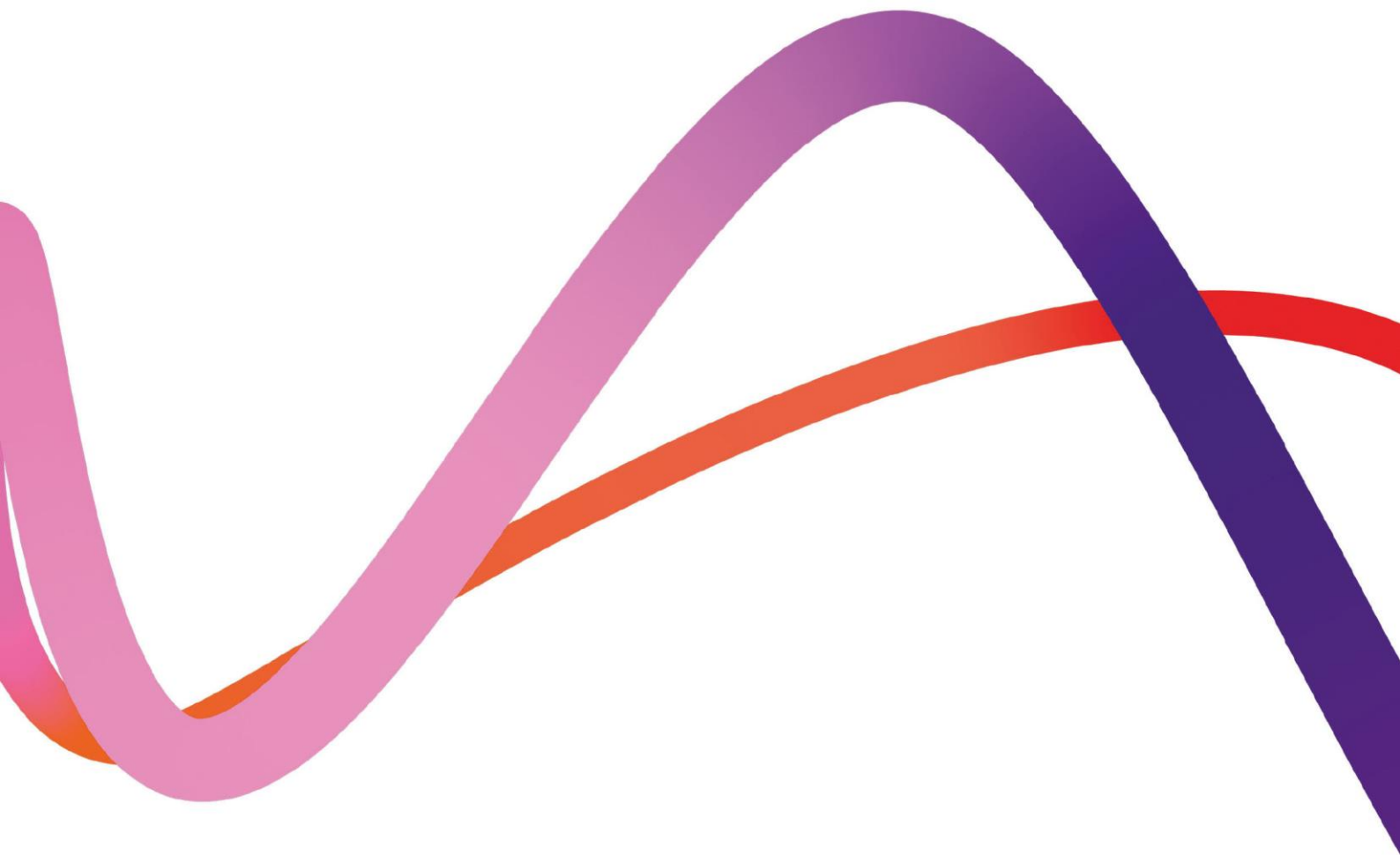
- 1.7.19 The Applicant confirmed to NCC on 27 January 2022 that there would be one temporary construction compound and that this would be sited adjacent to the EfW CHP Facility Site with a compound for the construction of the Grid Connection accessed from New Bridge Lane. It confirmed that the construction of the grid Connection along the verge of the A47 would be undertaken at night.

National Highways

- 1.7.20 National Highway's Section 42 consultation response was provided on 13 August 2021 and this provided a narrative for further discussions.

November 2021 NH

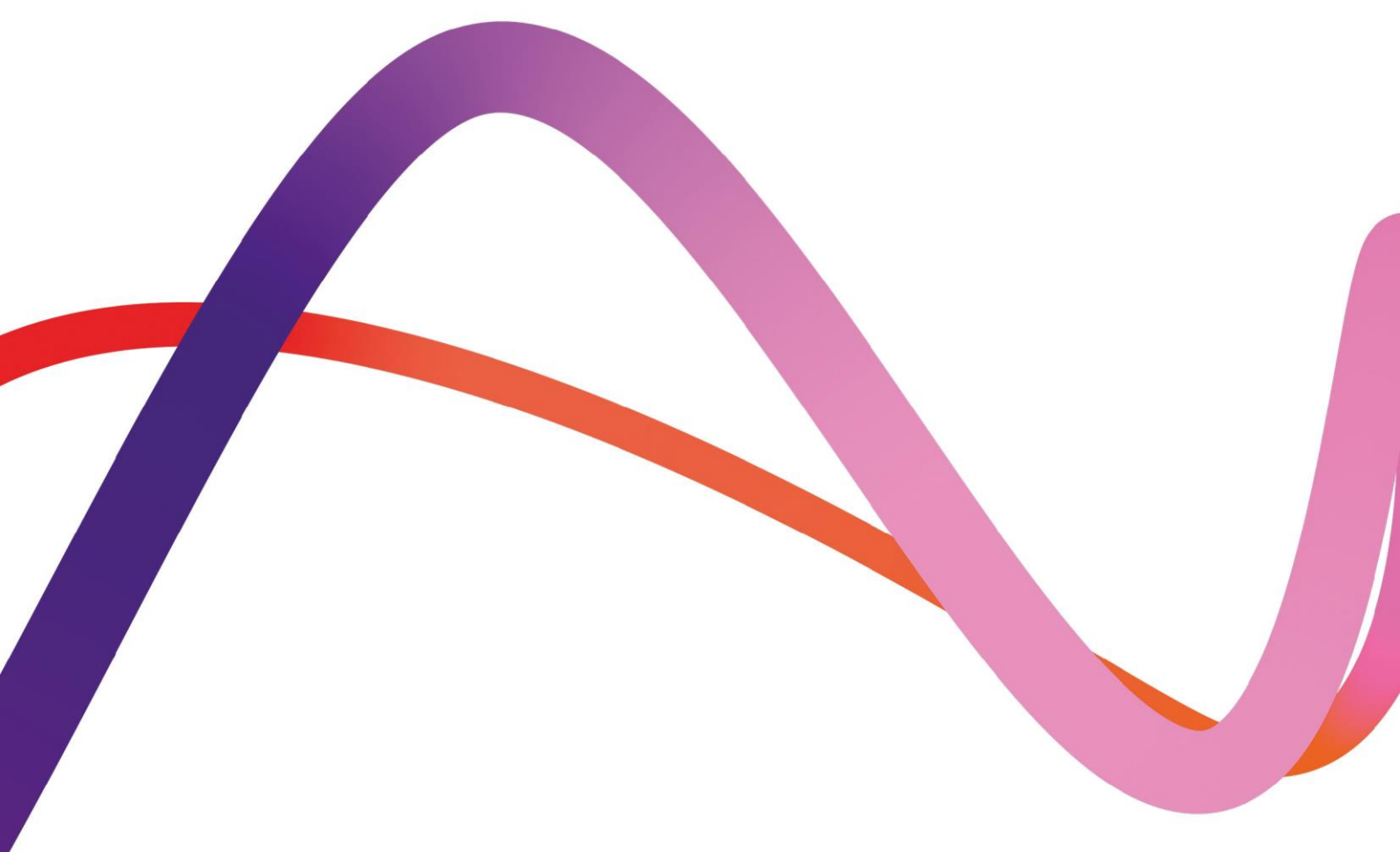
- 1.7.21 This meeting was arranged to consider the following issues;
- NH comments and response to the PEIR submission;
 - Changes made to the Proposed Development;
 - the Applicant's initial design for New Bridge Lane;
 - the scope of the Transport Assessment; and
 - the scope of the PRowMP/CTMP/ES.
- 1.7.22 During the meeting the Applicant confirmed a number of design changes which would be taken forward into the DCO submission. These included the selection of Walsoken as the point of connection for the Grid Connection and the intention to place it within New Bridge Lane, the A47 verge and Broadend Road. The Applicant also explained the ongoing discussions with Network Rail.
- 1.7.23 The results of the traffic data surveyed in October 2021 were provided. These counts had been undertaken following consultation with CCC and NH and included the A17/A47 junction.
- 1.7.24 NH agreed to provide drawings of the improvement scheme which was underway at the Guyhirn Roundabout. It also agreed to review any additional highways schemes proposed for the A47 and within the Study Area, subsequently confirming that there were none that should be considered in the future year assessment.
- 1.7.25 The Applicant the scope of the Transport Assessment. It was agreed that the Applicant would provide the details of the revised traffic generation calculations. These were provided on 20 January 2022 and confirmed those junctions were the threshold for assessment was triggered. Only one junction on the NH network required detailed assessment, the A47/Cromwell Road.
- 1.7.26 NH agreed that the use of TEMPro growth factors was an acceptable approach.
- 1.7.27 NH confirmed that it agreed with the Applicant's traffic generation and distribution methodology.



Medworth Energy from Waste Combined Heat and Power Facility



PINS ref. EN010110
Document Reference Vol 6.4
Revision 1.0
June 2022



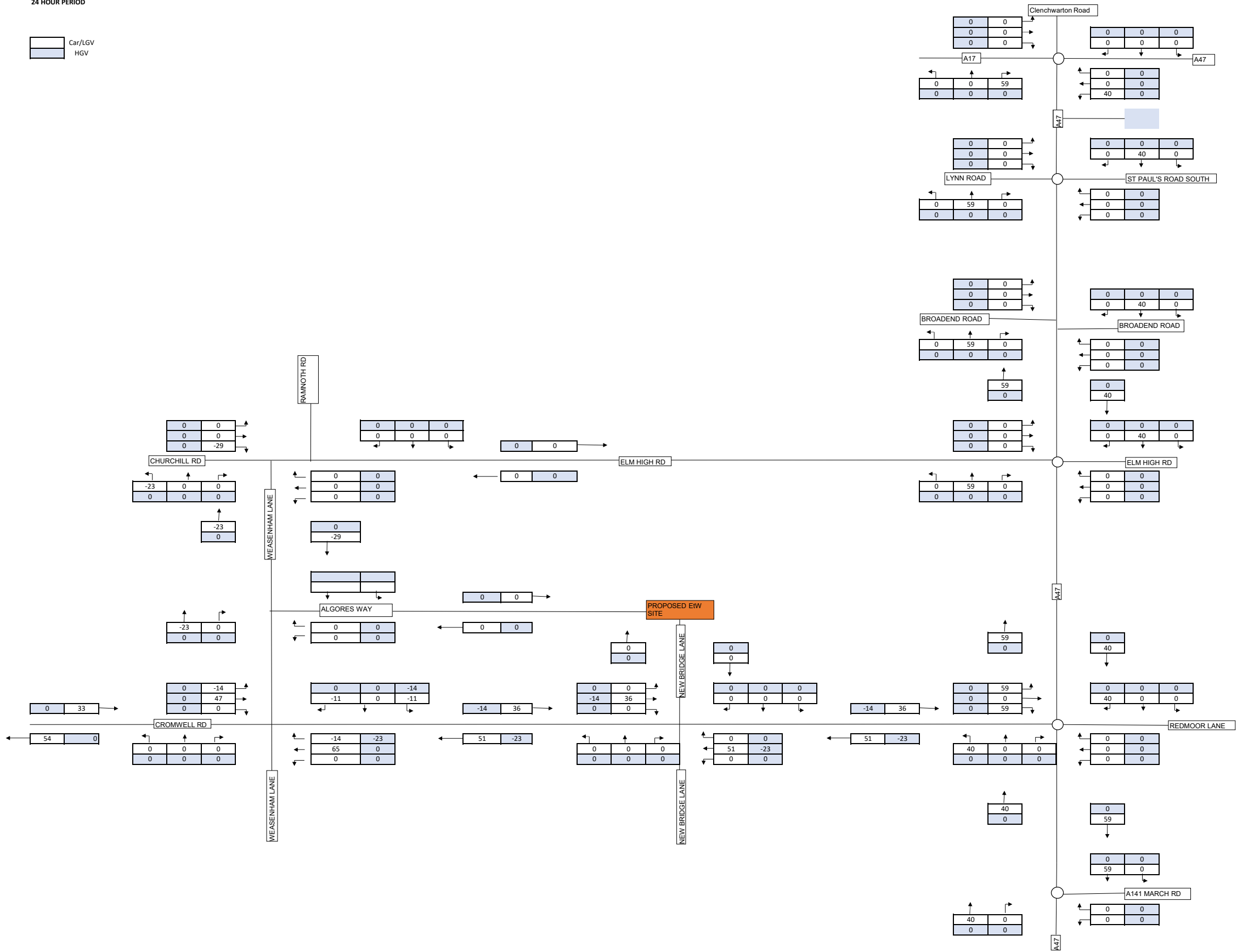
Environmental Statement Chapter 6 Traffic and Transport 6E Committed Development Traffic

Regulation reference: The Infrastructure
Planning (Applications: Prescribed Forms
and Procedure) Regulations 2009
Regulation 5(2)(a)

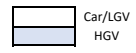
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Com Dev 1 - Movement of B1/B8 Site from Weasenham Lane to Cromwell Road
24 HOUR PERIOD

Car/LGV
HG



Com Dev 2 - New Service Station/Retail Proposals
24 HOUR



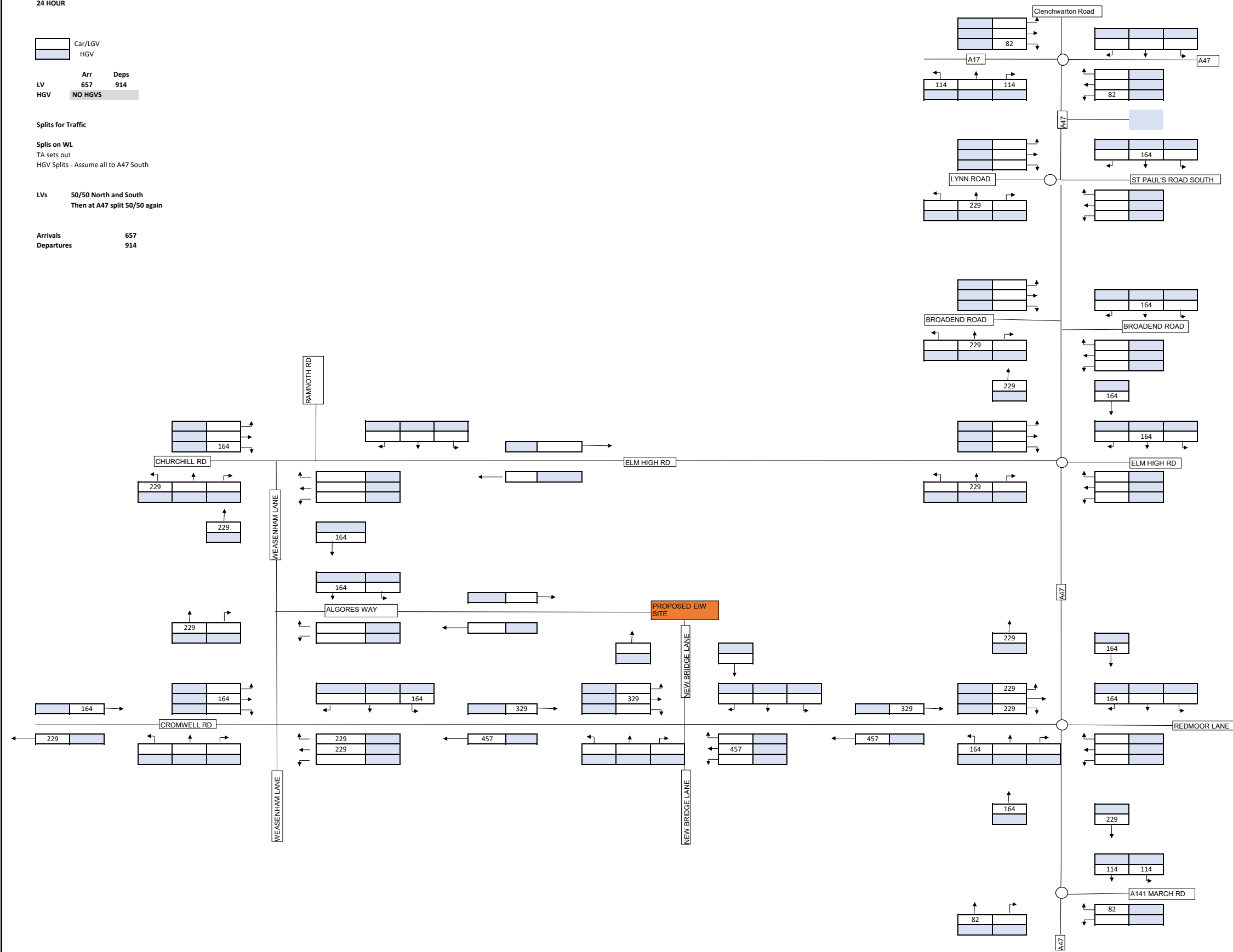
	Arr	Deps
LV	657	914
HGV	NO HGVs	

Splits for Traffic

Splits on WL
TA sets out
HGV Splits - Assume all to A47 South

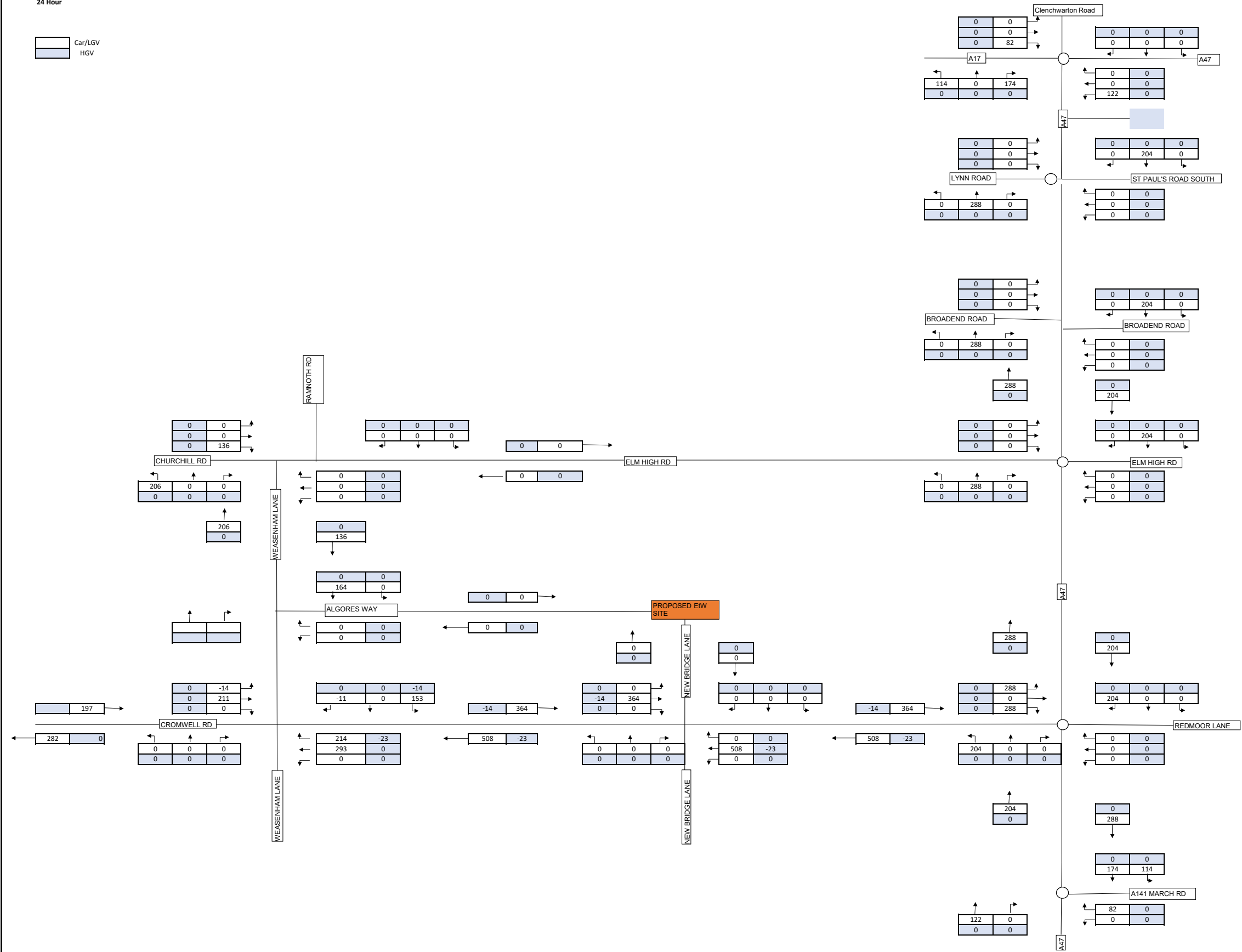
LVs 50/50 North and South
Then at A47 split 50/50 again

Arrivals	657
Departures	914



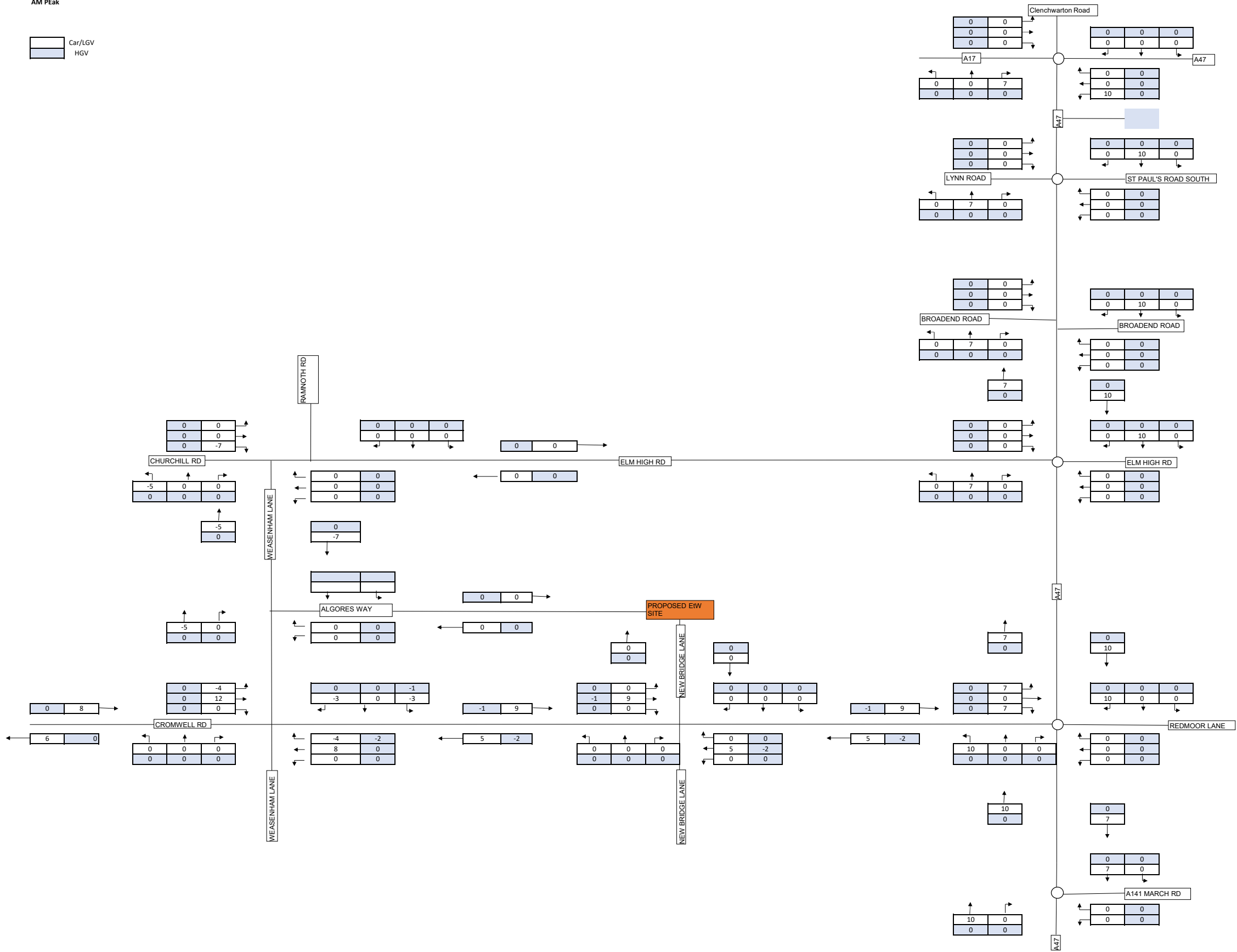
TOTAL COM DEV (COM Dev 1 + Com Dev 2)
24 Hour

Car/LGV
HGVS

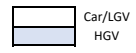


Com Dev 1 - Movement of B1/B8 Site from Weasenham Lane to Cromwell Road
AM PEak

	Car/LGV
	HGV



Com Dev 2 - New Service Station/Retail Proposals
AM Peak



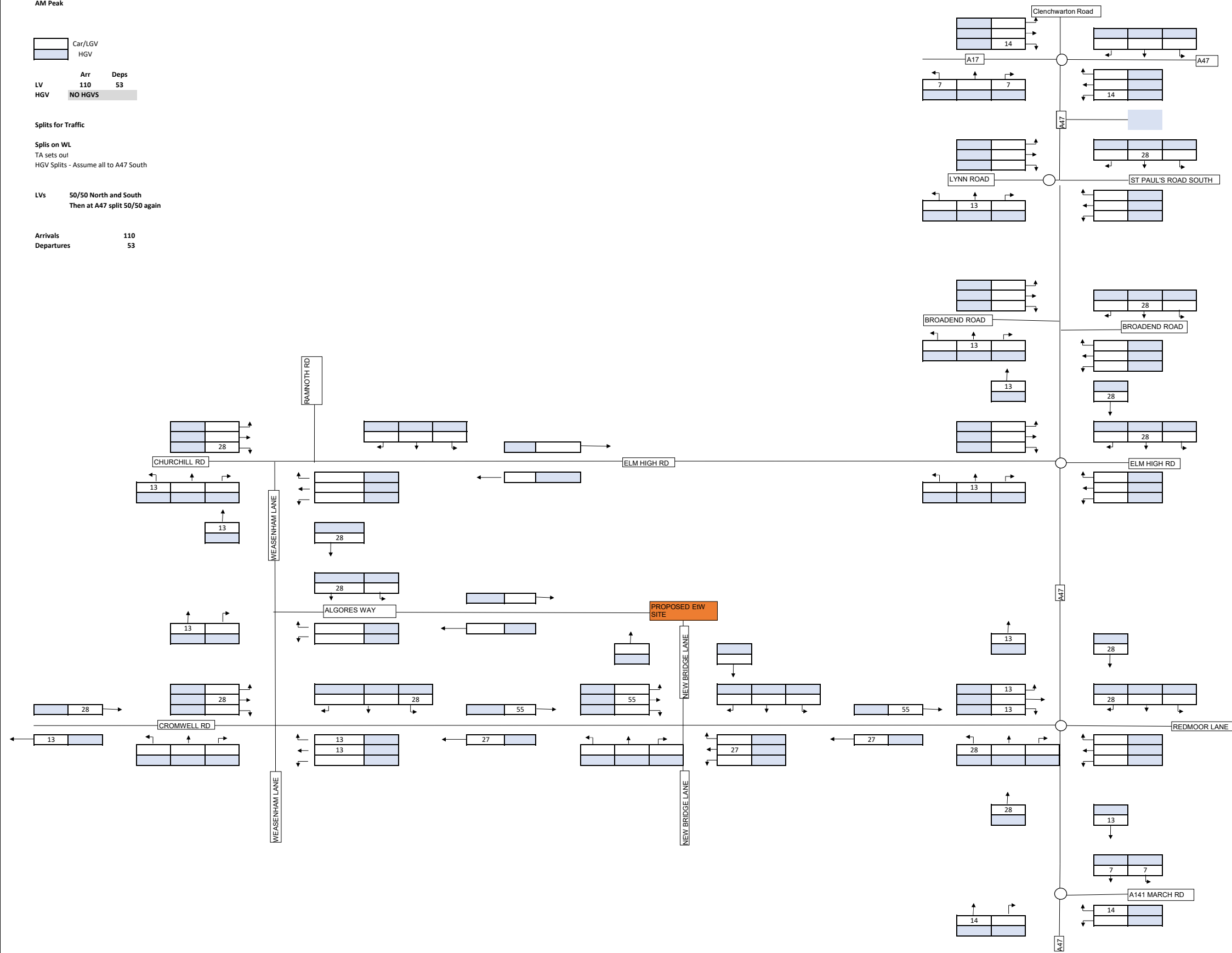
	Arr	Deps
LV	110	53
HGV	NO HGVs	

Splits for Traffic

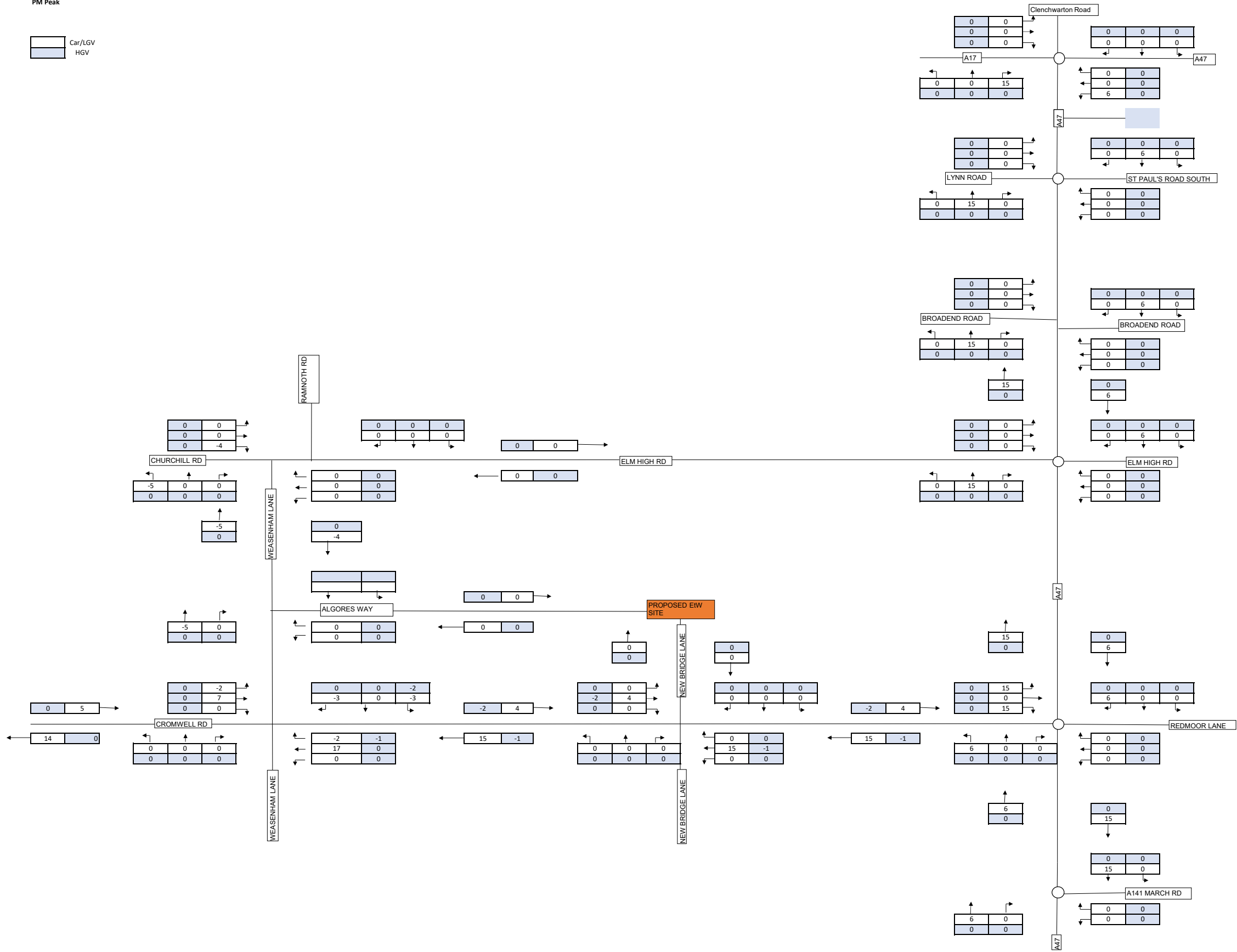
Splits on WL
TA sets out
HGV Splits - Assume all to A47 South

LVs 50/50 North and South
Then at A47 split 50/50 again

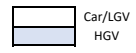
Arrivals	110
Departures	53



Com Dev 1 - Movement of B1/B8 Site from Weasenham Lane to Cromwell Road
PM Peak



Com Dev 2 - New Service Station/Retail Proposals
PM Peak



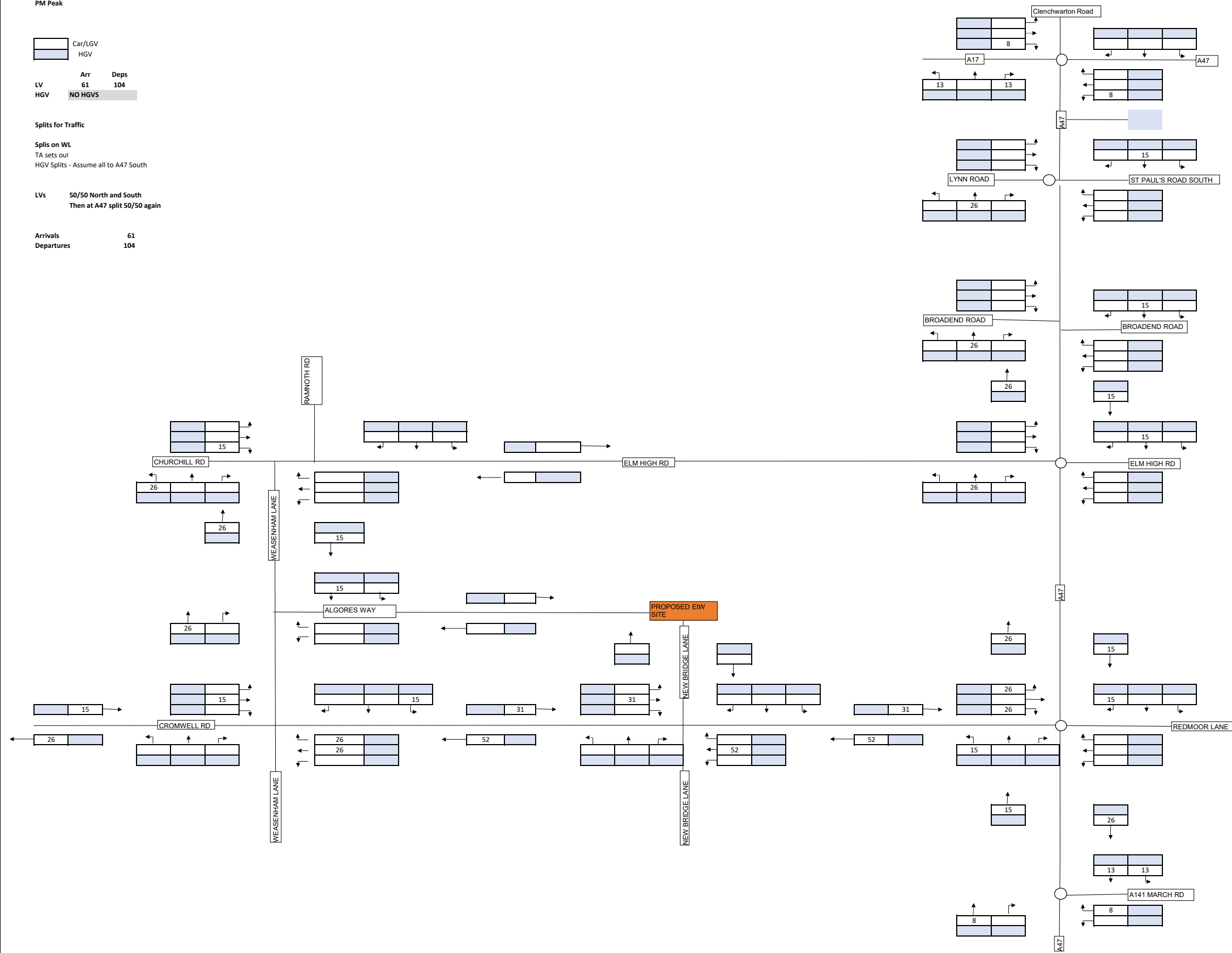
	Arr	Deps
LV	61	104
HGV	NO HGVs	

Splits for Traffic

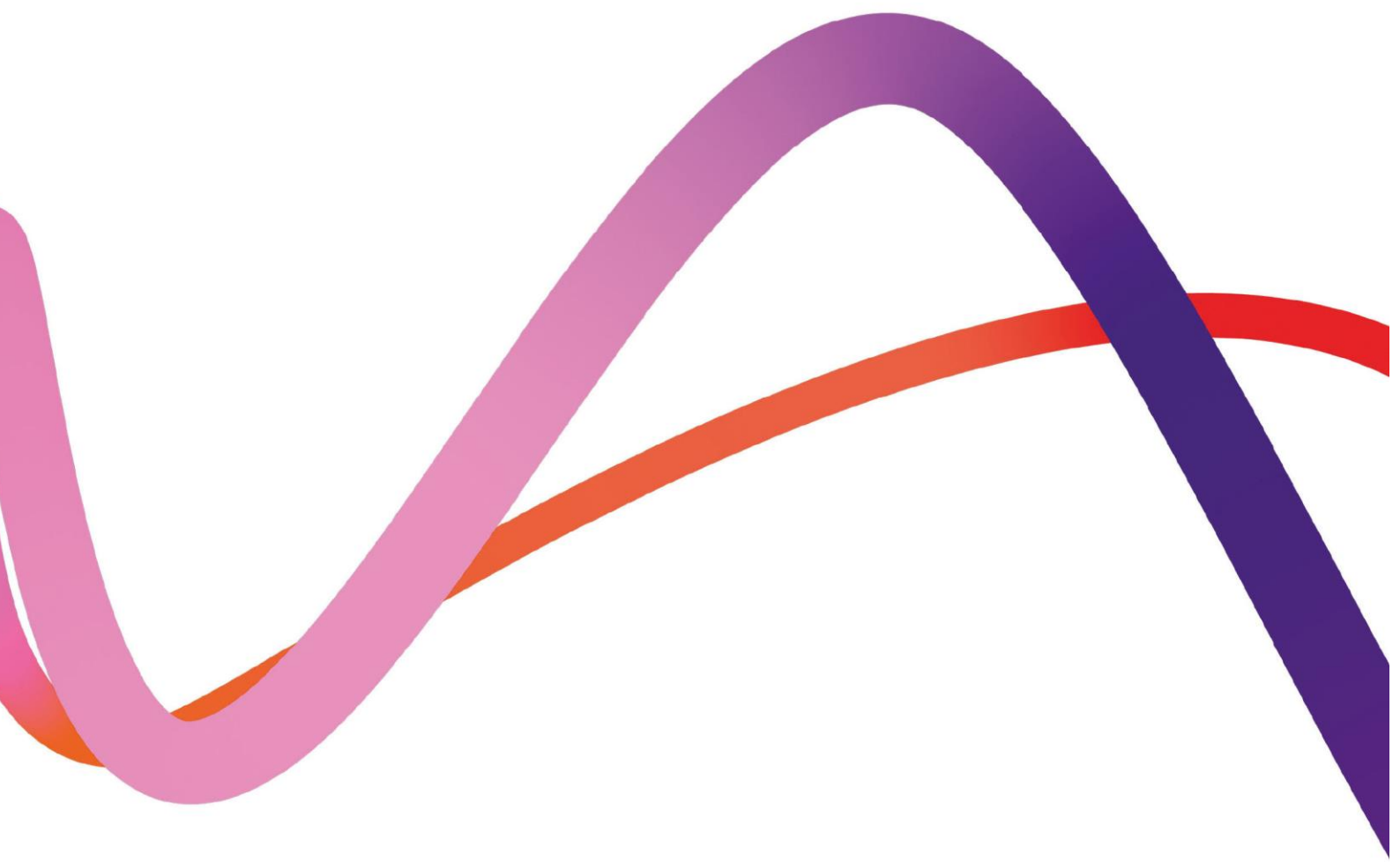
Splits on WL
TA sets out
HGV Splits - Assume all to A47 South

LVs 50/50 North and South
Then at A47 split 50/50 again

Arrivals	61
Departures	104



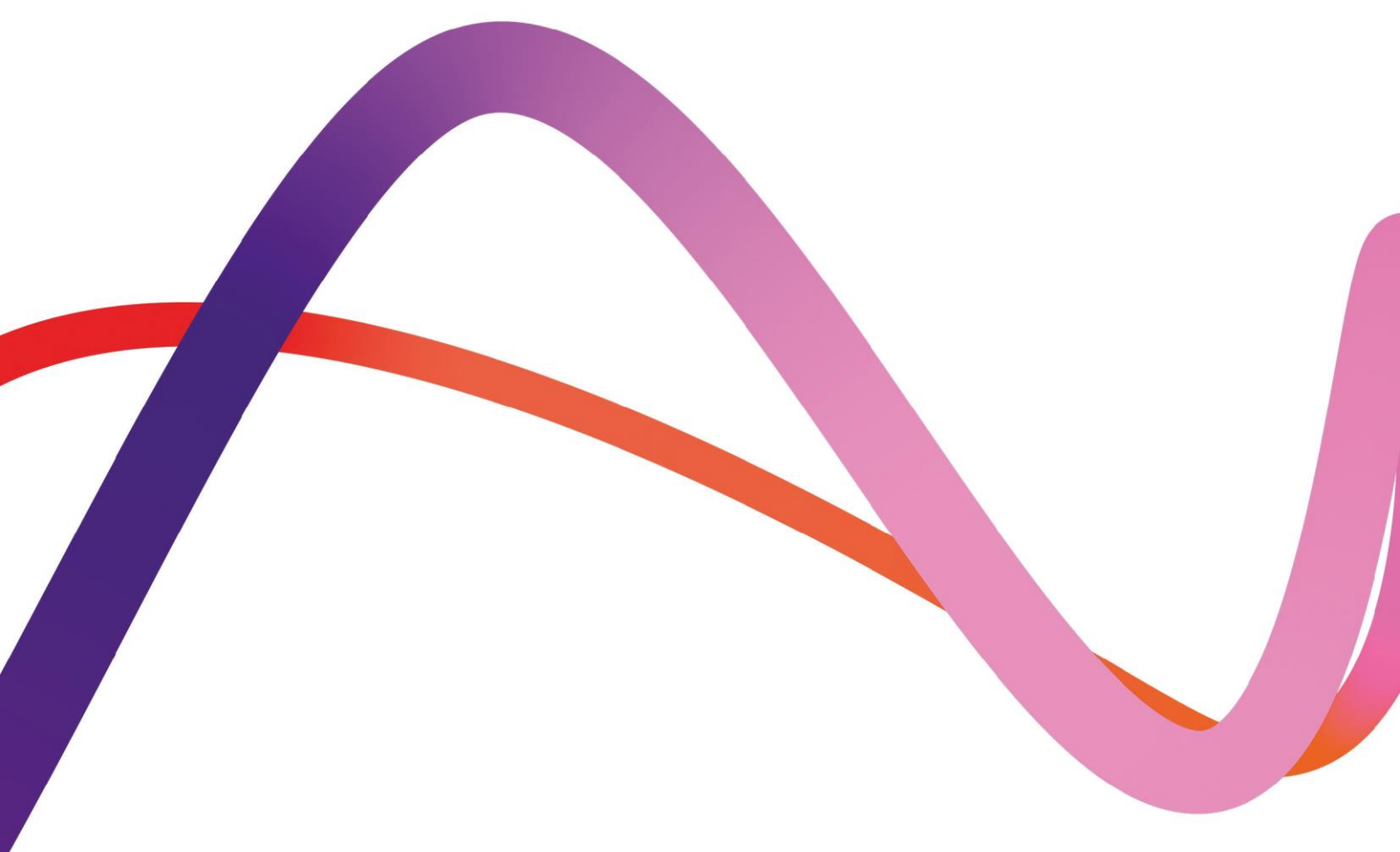
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Medworth Energy from Waste Combined Heat and Power Facility



PINS ref. EN010110
Document Reference Vol 6.4
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June 2022



Environmental Statement Chapter 6 Traffic and Transport 6F:TEMPPro Factors

Regulation reference: The Infrastructure
Planning (Applications: Prescribed Forms
and Procedure) Regulations 2009
Regulation 5(2)(a)

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Dataset Version:	72
Result Type:	Trip ends by time period
Base Year:	2021
Future Year:	2024
Trip Purpose Group:	All purposes
Time Period:	Average Day
Trip End Type:	Origin/Destination
Alternative Assumptions Applied:	No

Dataset Version:	72
Result Type:	Trip ends by time period
Base Year:	2021
Future Year:	2027
Trip Purpose Group:	All purposes
Time Period:	Weekday AM peak period (0700 - 0959)
Trip End Type:	Origin/Destination
Alternative Assumptions Applied:	No

Growth Factor

Area Description		All purposes	
Level	Name	Origin	Destination
E02003744	Fenland 003	1.0635	1.0562

Future Year - Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
E02003744	Fenland 003	238	337

Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
E02003744	Fenland 003	3,746	5,999

Future Year

Area Description		All purposes	
Level	Name	Origin	Destination
E02003744	Fenland 003	3,984	6,336

Results

NTM Traffic Growth Calculations

1: Select NTM Dataset:

NTM Dataset Description	From	To
RTF 2018 Scenario 1 - Reference	2015	2050
NTM AF15 Dataset	2010	2040

2: Select Areas to make up the geographic region:

Fenland 003 (E02003744)

3: Select area type:

Urban
 Rural
 All

4: Select road type:

Motorway
 Trunk
 Principal
 Minor
 All

5: Select which area it serves:

Region
 England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
E02003744	Fenland 003	1.0946

Growth Factor

Area Description		All purposes	
Level	Name	Origin	Destination
E02003744	Fenland 003	1.0359	1.0359

Future Year - Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
E02003744	Fenland 003	729	736

Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
E02003744	Fenland 003	20,308	20,465

Future Year

Area Description		All purposes	
Level	Name	Origin	Destination
E02003744	Fenland 003	21,038	21,200

Apply Alternative Assumptions

Normalise Alternative Assumptions

Area	Current Assumptions				Alternative Assumptions			
	Base HH	Base Jobs	Future HH	Future Jobs	Base HH	Base Jobs	Future HH	Future Jobs
Fenland 003 (E02003744)	6265	12285	6558	12395	6265	12285	6558	12395

NTM Traffic Growth Calculations

1: Select NTM Dataset:

NTM Dataset Description	From	To
RTF 2018 Scenario 1 - Reference	2015	2050
NTM AF15 Dataset	2010	2040

2: Select Areas to make up the geographic region:

Fenland 003 (E02003744)

3. Select area type:

Urban
 Rural
 All

4. Select road type:

Motorway
 Trunk
 Principal
 Minor
 All

5. Select which area it serves:

Region
 England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
E02003744	Fenland 003	1.0624

Dataset Version:	72
Result Type:	Trip ends by time period
Base Year:	2021
Future Year:	2027
Trip Purpose Group:	All purposes
Time Period:	Weekday PM peak period (1600 - 1859)
Trip End Type:	Origin/Destination
Alternative Assumptions Applied:	No

Dataset Version:	72
Result Type:	Trip ends by time period
Base Year:	2021
Future Year:	2027
Trip Purpose Group:	All purposes
Time Period:	Average Day
Trip End Type:	Origin/Destination
Alternative Assumptions Applied:	No

Growth Factor

Area Description		All purposes	
Level	Name	Origin	Destination
E02003744	Fenland 003	1.0703	1.0704

Future Year - Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
E02003744	Fenland 003	1,429	1,441

Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
E02003744	Fenland 003	20,308	20,465

Future Year

Area Description		All purposes	
Level	Name	Origin	Destination
E02003744	Fenland 003	21,737	21,905

The screenshot shows a software interface titled "NTM Traffic Growth Calculations". It features a sidebar on the left with various navigation and selection options. The main workspace is divided into several sections:

- Select data type:** Includes radio buttons for "Growth factors", "Future year", "Base year", and "Future year".
- 1: Select NTM Dataset:** A table with columns "NTM Dataset Description", "From", and "To". It lists "RTP 2018 Scenario 1 - Reference" (2015-2050) and "NTM AF 15 Dataset" (2010-2040).
- 2: Select Areas to make up the geographic region:** A list box containing "Fenland 003 (E02003744)".
- 3: Select area type:** Radio buttons for "Urban", "Rural", and "All" (selected).
- 4: Select road type:** Radio buttons for "Motorway", "Trunk", "Principal", "Minor", and "All".
- 5: Select which area it serves:** Radio buttons for "Region" (selected) and "England".
- Calculate the adjusted local growth figure:** A button to execute the calculation.
- Results:** A table showing the output:

Level	Area	Local Growth Figure
E02003744	Fenland 003	1.1054

Growth Factor

Area Description		All purposes	
Level	Name	Origin	Destination
E02003744	Fenland 003	1.0578	1.0633

Future Year - Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
E02003744	Fenland 003	344	276

Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
E02003744	Fenland 003	5,961	4,355

Future Year

Area Description		All purposes	
Level	Name	Origin	Destination
E02003744	Fenland 003	6,305	4,631

Results

NTM Traffic Growth Calculations

1: Select NTM Dataset:

NTM Dataset Description	From	To
RTF 2018 Scenario 1 - Reference	2015	2050
NTM AF15 Dataset	2010	2040

2: Select Areas to make up the geographic region:

- Fenland 003 (E02003744)

3: Select area type:

- Urban
- Rural
- All

4: Select road type:

- Motorway
- Trunk
- Principal
- Minor
- All

5: Select which area it serves:

- Region
- England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
E02003744	Fenland 003	1.0953

