

Key	
SC: Statutory Consultee	GLA: Greater London Authority
LA: Local Authority	HBC: Hertsmere Borough Council
LO: Landowner	HSE: Health and Safety Executive
CC: Community Consultee	LBE: London Borough of Enfield
	LVRPA: Lee Valley Regional Park Authority
	LWL: London Waste Limited
	WCC: Westminster City Council

Ref	Issue	SC	LA	LO	CC	CC Respondent IDs	Response
1. Traffic and Transport							
1. 1 Impact on road traffic levels							
1.1.1	Concerns regarding increased traffic during construction and operation, particularly during peak hours. Specific roads mentioned are the North Circular, Fore St, Cook's Ferry Roundabout, Great Cambridge Road, Montagu St and Conduit Way				10	16, 19, 24, 25, 26, 40, 45, 48, 10016, 10020	A full assessment of the potential effect on traffic during construction and operation for the highway peak hours and for the hours when the site generates the highest traffic flows is being undertaken. This includes the A406 North Circular Road, Fore Street, Cook's Ferry Roundabout, Great Cambridge Road, Montagu St and Conduit Way. The findings of the assessment will be set out in the <i>Transport Assessment</i> to be submitted with the DCO application. An interim draft of the <i>Transport Assessment</i> will be available during Phase 2 Consultation. This will include the detailed trip generation and assessment of these trips on the local transport network.
1.1.2	Concern regarding cumulative traffic				1	24	The <i>Transport Assessment</i> will include an

	impact of the proposals in combination with works at the nearby sewage plant and local housing development.						assessment of the cumulative effects of the scheme in combination with other projects. This assessment will include all local housing and other projects. Works at Deephams Sewage Treatment Plant will be completed prior to commencement of construction and therefore will not be included in the cumulative assessment, however it will be included in the future baseline used in the assessment. The findings of the cumulative assessment will be set out in the <i>Transport Assessment</i> to be submitted with the Development Consent Order (DCO) application.
1.1.3	Proposals may lead to reduced traffic overall as more waste treated locally		WCC		1	9	An assessment of the potential transport effects is currently being undertaken. Initial findings indicate that there would be a slight overall increase (less than 10%) in traffic across a 24 hour period when compared with the existing volume of traffic generated at the EcoPark. The findings of the detailed trip generation exercise will be included in the <i>Transport Assessment</i> to be submitted with the DCO application.
1.1.4	Move freight by water or rail to reduce requirements for road transport and associated impacts	GLA	LBE		4	11, 39, 46, 10016	The use of the River Lee Navigation for transporting waste/materials has been fully explored. However, the overall cost of doing this out-weighs the benefits and as such, this would not form part of the transport strategy for the site. The findings of the water transport study will be included in the <i>Transport Assessment</i>

							to be submitted with the DCO application.
1.1.5	Travel at night time/outside of peak hours		LBE		3	5, 21, 10019	<p>During construction, certain activities may be undertaken outside of the peak hours or at night time. As set out in the <i>Code of Construction Practice (CoCP)</i>, this will be agreed with LB Enfield and TfL for each activity where works are required outside of the core working hours. The <i>CoCP</i> will be available during Phase 2 Consultation and be submitted with the DCO application.</p> <p>During operation the site would operate over 24 hours and therefore some trips to/from the site would be undertaken at night-time and outside of peak hours. However, as is currently the case, the majority of waste deliveries would be received between 06:00 and 17:00.</p>
1.1.6	Support for new access points to relieve traffic congestion				2	10006, 10020	Support for the new access points is welcomed and noted.
1.1.7	<p>Other suggestions to mitigate impact of increased traffic including:</p> <ul style="list-style-type: none"> • separate construction operation entrances; • hubs where fewer but larger vehicles are filled locally; • sensible traffic regulation during all phases; • do not park on the North Circular slip road. 		LBE		6	5, 16, 24, 36, 37, 48	<p>Construction and operational traffic would use separate entrances so far as is reasonably practical.</p> <p>Waste from some of NLWA boroughs is currently bulked and brought to the site in larger vehicles. This would continue to be the case in the future.</p> <p>The <i>CoCP</i> includes mechanisms for traffic management during construction. During operation, traffic would be managed in a similar manner to the</p>

						existing site. No parking would be permitted on any A406 North Circular Road slip roads.
1.2 Impact on residents						
1.2.1	Concerns regarding the impact of increased traffic on residents' quality of life				2	24, 10018 Routes to and from the site would be predominantly away from the residential areas. While the route to and from the northern site access would pass close to the residential area to the north of the Montagu Recreation ground, the small number of additional trips to this entrance during construction and operation is not anticipated to introduce any new significant environmental effects as the area is already characterised by high traffic flows including heavy goods vehicles travelling to the industrial area to the north of the EcoPark on Ardra Road. <i>As part of the Preliminary Environment Information Report (PEIR) the potential effects of the construction and operational traffic have been assessed. The PEIR will be available during Phase 2 consultation. A full Transport Assessment and Environmental Statement will also be submitted with the DCO application.</i>
1.2.2	Minimise night time traffic in residential areas				1	47 As with the current site operation, the majority of waste deliveries would be received between 06:00 and 17:00. The EcoPark would continue to operate over 24 hours meaning that a small number of trips, such as staff trips would be undertaken at night-time and outside of

							peak hours however these trips would be accessing the site from the A406.
1.2.3	Large vehicles should avoid Hall Lane				1	22	Hall Lane is not one of the primary access routes to the EcoPark. However a small number of trips, predominately from waste collections in the local area, would use this route.
1.2.4	Avoid schools				1	21	Construction traffic routes would be agreed with LB Enfield and TfL prior to construction and your point is noted. The routes for vehicles travelling to/from the site are expected to remain similar to the existing routes.
1.3 Impact on other road users and pedestrians							
1.3.1	Concern regarding impact of large vehicles on road users generally and specifically in terms of safety				2	9, 11	The composition of vehicles visiting the EcoPark would not be significantly altered from that of the existing site.
1.3.2	Concerns regarding safety risk to cyclists and pedestrians Suggestion to introduce safety standards/measures such as zebra crossings, vehicles with safety technologies, and vehicle safety standards compliant with London Cycling Campaign's recommendations. Promote measured/responsible driving through driver awareness training and ensuring mobile phones are not used by lorry drivers whilst driving. Provide cycle facilities such as segregated cycle lanes, or segregated			LVRPA	6	6, 9, 10, 11, 21, 10006	Construction vehicles would be fitted with the most up-to-date safety technology and drivers would be required to undergo safety training. This will be secured through the <i>CoCP</i> which will be available during Phase 2 Consultation. New cycle facilities would be provided along Lee Park Way and a safe crossing point would be provided for cyclists where this intersects with National Cycle Network Route 1. A safe crossing point would also be provided on Lower Hall Lane where the cycle route is intersected by the access to the construction layover area.

	pedestrian and cycle lanes along Lee Park Way						
1.3.3	Concerns regarding impact of vehicle residue and dirt on pedestrians and motorcyclists				2	6, 23	Wheel washes would be provided during the construction period to ensure that all vehicles leaving the site are clean and would not contribute to an increase in dirt on the local highway network. This will be included in the <i>CoCP</i> which will be available during Phase 2 Consultation.
1.3.4	Liaise with local road planners to ensure safety of all road users				1	9	LB Enfield and TfL have been consulted throughout the development of proposals and will continue to be engaged.
1.4 Impact on existing infrastructure and nearby development							
1.4.1	Concern regarding impact of traffic on National Grid gas pipeline, Lee Navigation Corridor and Lee Park Way	National Grid		LVRPA	0		<p>Measures would be put in place to protect the National Grid gas pipeline.</p> <p>The potential traffic impact on Lee Navigation Corridor and Lee Park Way has been assessed and the preliminary findings will be set out in the <i>PEIR</i> which will be available during Phase 2 Consultation. The full assessment will be set out in the <i>Transport Assessment</i> to be included in the DCO application.</p> <p>Vehicles would access the eastern side of the EcoPark from along Lee Park Way. This route is currently closed to members of the public and as such there would be an increase in the number of vehicles using this road. However only a 200m stretch of this road would be used and this route would only be used by light vehicles (cars/vans). New pedestrian and cycle</p>

							<p>facilities would be provided along Lee Park Way to ensure its continued safe operation as a pedestrian and cycle route.</p> <p>The transportation of waste by water is not proposed and as such there is not anticipated to be any significant effect on the Lee Navigation.</p>
1.4.2	Concern regarding potential road damage caused by heavy vehicles				1	10006	<p>The area is already characterised by a large number of heavy vehicles. The proposals would see a small increase in the number of vehicles travelling to the site when operational and the main increase in traffic associated with construction would be employee (light) vehicles. The potential effects of heavy vehicles will be assessed in the <i>Transport Assessment</i> to be included in the DCO application.</p>
1.4.3	Safeguard pipeline from construction traffic by using a temporary raft at crossing points and ensuring early liaison with National Grid	National Grid			0		<p>Measures would be put in place to protect the National Grid gas pipeline.</p>
1.4.4	Improve / maintain existing transport infrastructure including Lee Park Way, the road and bridge over the Lee Navigation Corridor and local access roads around the A406.			LVRPA	2	5, 10010	<p>New cycle facilities would be provided along Lee Park Way and a safe crossing point would be provided for cyclists where this intersects with National Cycle Network Route 1. A safe crossing point would also be provided on Lower Hall Lane where the cycle route is intersected by the access to the construction layover area.</p> <p>The visibility and road markings at the</p>

							junction of Lee Park Way would be improved.
1.5 Further assessments are required							
1.5.1	<p>Further studies/detail requested on the following:</p> <ul style="list-style-type: none"> the Construction Logistics Plan to include more information on management of trips, deliveries and parking; more detail on sustainable transport measures; baseline employee trips assessment; ongoing review by TfL 	GLA	LBE		2	25, 10016	<p>A <i>Code of Construction Practice (CoCP)</i> has been prepared and forms part of the DCO application. The CoCP provides information on how construction trips and deliveries will be managed as well as the provision of parking during construction. The CoCP also includes details the Construction Management Plan that will be prepared prior to commencement of construction</p> <p><i>The Transport Assessment</i> which will be included in the DCO application, will include a Framework Construction Travel Plan and Framework Operation Travel Plan. These sets out details of the sustainable transport measures. The Operational Travel Plan to be completed prior to the completion and occupation will provide details of the baseline employee assessment.</p> <p>TfL has been consulted regularly throughout the pre-application process. Details of engagement will be set out in the <i>Consultation Report</i> and <i>Transport Assessment</i> to be included in the DCO application.</p>
1.6 No concerns/proposed measures are sufficient							
1.6.1	No concerns/would have minimal impact/proposals are necessary				4	18, 19, 10008, 10009	Noted

1.6.2	Proposed mitigation measures are sufficient				3	26, 27, 40	Noted
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