

The data presented for traffic required to deliver the fuel for the incinerator does not appear to allow for any reduction in the energy supplied by changing regulations and recycling practices. It is likely that during the lifetime of the site in order to maintain the site's output a greater volume of waste will be needed to generate the same power output and this will require much more traffic.

At the earlier meetings it was stated by a representative that there would be a need for scaffolding at the plant on a nearly permanent basis. This would require addition staff and vehicles and raises the question of why this scaffolding would be required. Is the plant to be modified on a regular basis and if so why? The visual impact if the plant would not be improved if it was permanently shrouded by scaffolding.

The intended improvement in air quality the government wishes to achieve by electric vehicles will not take place in Wisbech if there are massively increased lorry movements, at least initially by diesel vehicles. This will be particularly bad during the construction phase when there are likely to be few electrical powered lorries available.

Even if post construction electrical lorries were used there remains the pollution from vehicle movement on roads. There will anyway be the the pollution from waste delivered to the plant and from the release of products of combustion of the waste.

Local manufacturers, food processors, horticulturists and agriculture will be in danger of having their products contaminated by emissions.

There appears to be little consequence if operators fail to conform to their stated emission limits in the absence of financial consequences. The failures of water authorities demonstrate the inability of controls on environmental pollution to be enforced and it is clear from evidence already presented about other incinerators that this industry is unable to meet its own emissions criteria.