



Norfolk County Council

Medworth Energy from Waste Combined Heat and Power Facility

Response to Examiner's Questions Prepared by Norfolk County Council

Nationally Significant Infrastructure Project (NSIP)

Reference: EN010110

March 2023

ExQ1	Question to	Question	Response
GCT.1.3	Applicant Cambs CC Fenland DC BCKLWN Norfolk CC	Can the Applicant please set out what considerations it has given to the need to develop a S.106 agreement with the Host Local Authorities (HLAs)? And, if the Applicant feels there is a need for one, what are the topics and issues that the S.016 Agreement should cover? Can the HLAs (Cambs CC, Fenland DC, BCKLWN and Norfolk CC) confirm their position in relation to the need for a S.106 agreement and confirm if any discussions or consideration has been given to this?	Norfolk County Council is not aware of any discussions concerning a S106 Agreement. It is unlikely to require one for the development that falls within Norfolk County but may need to be party to one for the monitoring of the development generally should this be deemed necessary.
AQHH.1.4	Cambs CC Fenland DC BCKLWN Norfolk CC	Are the HLAs in agreement with the Applicant's list of identified AQMAs and its approach to AQMAs? If not, please explain why.	Norfolk County Council defers to King's Lynn and West Norfolk Borough Council, the local authority which has statutory responsibility for reviewing air quality and designating AQMAs.
NV.1.1	Applicant Cambs CC Fenland DC BCKLWN Norfolk CC	Chapter 7 of the ES Noise and Vibration [APP-034] states, in para. 7.5.2 that the influence of COVID-19 on the measurement data was considered by comparison with monitoring data acquired in 2019 (prior to the pandemic) and with noise mapping data which indicates expected levels of road noise during daytime and night-time. The comparisons indicated that differences in sound levels were generally within ± 3 dB, indicating that the 2021 monitoring data were not unduly affected by variations in local conditions	Norfolk County Council defers to King's Lynn and West Norfolk Borough Council, the local authority which has the expertise and technical competence to comment on this issue.

		<p>due to the pandemic, and are therefore representative of current baseline conditions.</p> <p>Do the Host Authorities agree with this approach and the conclusions reached by the Applicant?</p>	
PP.1.2	<p>Applicant Cambs CC Fenland DC BCKLWN Norfolk CC</p>	<p>As stated in para 3.3.2 of the [APP-095] Project Benefits Report, “NPS EN-3, in its consideration of waste combustion generating stations states, at paragraph 2.5.64 that stations ‘need not disadvantage reuse or recycling initiatives where the proposed development accords with the waste hierarchy’ ”. How does the Applicant feel that the present Development Proposal meets the Waste hierarchy? The HLAs are asked to also comment on this point.</p>	<p>On the basis the Energy from Waste Combined Heat and Power Facility would be within Cambridgeshire, Norfolk County Council defers to Cambridgeshire County Council on this point and has no comments to make.</p>
SPC.1.2	<p>Cambs CC Fenland DC BCKLWN Norfolk CC Statutory Undertakers</p>	<p>A long and short list of developments for the purpose of the assessment of cumulative effects has been included in in Appendix 18A of the Cumulative Effects Assessment Appendices [APP-090]. Can the HLAs and affected Statutory Undertakers please confirm if they agree with the lists provided?</p>	<p>Norfolk County Council would question whether application FUL/2020/0044 needs to be on the list given the application was refused and therefore no development was authorised.</p> <p>Given this and other County Matter developments and permissions that fell within the scope of the current Cumulative Effects Assessment, the developer/decision maker may also wish to consider the following permitted operations and pending applications:</p>

			<p><u>Crimplesham Quarry, Main Road, Crimplesham</u> (Mick George Ltd)</p> <ul style="list-style-type: none">• Subject to three pending planning applications to prolong restoration operations until 30 April 2024 (references FUL/2022/0059, 0060 & 0061). This site is circa 19 kilometres from the proposed DCO application. <p><u>Grandcourt Quarry, Leziate Works, Leziate</u> (Sibelco UK Ltd)</p> <ul style="list-style-type: none">• Subject to two pending appeals that are being dealt with by the Planning Inspectorate after the applicant appealed on the grounds of non-determination (references APP/X2600/W/21/3289250 & APP/X2600/W/21/3289252).• The original applications, reference C/2/2018/2016 and C/2/2018/2017 sought to permit a further extension to the quarry for the extraction of industrial sand.• This extension is some 20km from the site of the DCO application and was subject to an Environmental Impact Assessment (EIA). <p><u>Land east and west of Station Road, Leziate</u> (Sibleco UK Ltd)</p> <ul style="list-style-type: none">• A permission was also granted by the County Council to extract industrial sand from land at Station Road Leziate in
--	--	--	--

			<p>August 2021 under reference FUL/2020/0021.</p> <ul style="list-style-type: none"> • That application was subject to an EIA but the permission has not yet been implemented. That site is some 20km from the site of the DCO. <p><u>East Winch Quarry, East Winch, King's Lynn (Middleton Aggregates Ltd)</u></p> <ul style="list-style-type: none"> • The quarry is currently subject to a number of applications to extend the duration of ancillary works and infrastructure (ref. FUL/2022/0064, 0065, 0066, 0067, 0068, 0069). • Whilst these applications are unlikely to have cumulative impacts themselves, the wider quarry authorised under FUL/2020/0051 where the infrastructure is located may need to be considered given that it is authorised to be operational until 2033 and that it is circa 19 kilometres away from the site of the DCO.
TT.1.1	Applicant Cambs CC Norfolk CC National Highways	Chapter 6 of the ES [APP-033] states, in para. 6.5.31 that the baseline traffic surveys were undertaken over a two-weeks between 8 October 2021 to 21 October 2021. In para. 6.5.28 of the same document the Applicant recognises that, due to the ongoing COVID-19 pandemic, the baseline traffic flows could have been skewed and therefore it was agreed with	The A47 is a trunk road and the impact to the A47 and its connecting junctions/roundabouts has therefore been assessed by National Highways. Nevertheless, County Council officers also carried out their own impact assessment to the A47/A1101 Elm High Road roundabout (as traffic will disperse south and east into Norfolk via this roundabout) but given National Highways hold the traffic flow data

		<p>the relevant highways authorities (National Highways, Cambs CC and Norfolk CC) that the baseline traffic flows could be derived from existing historic traffic counts.</p> <p>Can the Applicant please confirm how this work informed the Proposed Development and also how the baseline traffic flows derived from existing historic traffic counts differed from the baseline traffic surveys undertaken between 8 October 2021 to 21 October 2021?</p>	<p>rather than us, we were guided by them on this specific point.</p>
--	--	--	---