

Medworth Energy from Waste Combined Heat and Power Facility – Written Summaries of Oral Representations Made by CCC and FDC at Issue Specific Hearing 2 and Compulsory Acquisitions Hearing 2 (CAH2)

This document summarises the oral representations made by Cambridgeshire County Council (**CCC**) and Fenland District Council (**FDC**) (together, **the Councils**) at the Issue Specific Hearing 2 (ISH2) on Wednesday 12 April 2023 and oral representations made by CCC at Compulsory Acquisitions Hearing 2 (**CAH2**) on Thursday 13 April 2023 in relation to the application for development consent for Medworth Energy from Waste Combined Heat and Power Facility (the Scheme) by Medworth CHP Limited (the Applicant).

This document does not purport to summarise the oral submissions of parties other than CCC and FDC, and summaries of submissions made by other parties are only included where necessary in order to give context to CCC and FDC's submissions in response, or where CCC and FDC agreed with the submissions of another party and so made no further submissions themselves.

The document contains two separate tables – Table 1.1. for Written Summaries of Oral Representations Made at ISH2 and Table 1.2. for Written Summaries of Oral Representations Made at CAH2. Each table is structured according to the order of items in the agenda for the Hearings published by the Examining Authority (ExA) on Monday 3rd April 2023.

Table 1.1. Written Summaries of Oral Representations Made at ISH2 on Wednesday 12 April 2023

| Agenda Item | The Councils' Submission |
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| <p>3. Articles and Schedules of the dDCO (excluding Articles 3, 11, 12, 13, 25, 28 and 32 and Schedules 2, 6, 7, 10 and 11)</p> | <p>Ecology/Biodiversity:</p> <p>The Councils wished to comment on the following Requirements under the heading of Ecology and Biodiversity:</p> <p>Requirement 6, Biodiversity Net Gain (RR, 8.3 [RR-002/RR-003] / LIR, 7.3.21 [REP1-074/REP1-070]); and Requirement 25, Decommissioning (LIR, 7.5.5-7.5.8 [REP1-074/REP1-070]).</p> <p>The Examining Authority (ExA) advised that these matters should be deferred to a future specific hearing on biodiversity-related matters.</p> <p>Waste:</p> <p>The Councils wished to comment on the following Requirements under the heading of Waste matters:</p> <p>Schedule 2, Requirement 14, Waste Hierarchy Scheme (RR 14.21 [RR-002/RR-003]); Schedule 2, Requirement 22, Community Liaison management (RR 14.23 [RR-002/RR-003]);</p> <p>Schedule 2 – Additional Requirement Requested regarding Operational Environmental management Plan and priority of local waste (RR 14.24-14.26 [RR-002/RR-003]); and Schedule 12 – procedure for the Discharge of Requirements (RR 14.27-14.28 [RR-002/RR-003]).</p> <p>The ExA noted that waste, and in particular the Waste Fuel Availability Assessment, is a matter on which they have received a great many representations on, and so it will warrant a hearing in its own right.</p> |

The Councils did however reiterate their concerns that over the duration of the project, one or more other incinerator schemes may come into existence locally, which could limit the ability of the Applicant to secure the sufficient tonnages of waste from within the local vicinity, which would likely lead to a more unsustainable pattern of sourcing waste from further afield. The Council wish to propose additional requirements to control where the waste is sourced from.

The ExA advised this matter would be covered in a future hearing.

Hydrology

The Councils raised the point that Requirement 13 sets out various works in respect of which a drainage strategy must be submitted and approved, but that it does not include Work Order 5, which is effectively the construction of the facility, with the Councils wishing to ensure that the Construction Environmental Management Plan will contain such a strategy that the period of time is covered in respect of the drainage strategy.

The ExA again advised that this matter should be deferred to one of the Environmental Hearings.

Air Quality

Local Air Quality Monitoring Strategy – Requirement 27

As matters currently stand, the requirement states *“Prior to the date of final commissioning, a local air quality monitoring strategy must be submitted to the relevant planning authority for approval. The local air quality monitoring strategy submitted for approval must be substantially in accordance with the outline local air quality monitoring strategy.”* The Councils’ concern relates to the trigger date and its relationship with the ability to establish the baseline. The Councils wish for this requirement to be redrafted to ensure that there would be 12 months of baseline

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| | <p>monitoring prior to the commencement of any development and / or any commencement of operations.</p> <p>The Councils also raised that the Community Liaison Manager (Schedule 2, Requirement 22) wording currently states must be identified only prior to the date of final commissioning, and again we are concerned that there should be a single point of contact identified that people could go to during the construction and commissioning phases to ensure there is steady chain of accountability.</p> |
| <p>3. Articles 11, 12 and Schedule 11</p> | <p>The Councils' points regarding traffic and Transport and Articles 11 and 12 were deferred to CAH2 – please see Table 1.2 below.</p> |

Table 1.2. Written Summaries of Oral Representations Made at CAH2 on Thursday 13 April 2023

| Agenda Item | Cambridgeshire County Council's Submission |
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| <p>4. Site specific representations by APs</p> | <p>CCC is of the view that in two areas, on New Bridge Lane and at the junction of New Bridge Lane and Cromwell Road, where there is to be a new signalised junction, the land which is to be acquired through this order is insufficient to bring about the development of the highway and the junction to the necessary standards. This is set out in the Councils' Joint Local Impact Report (LIR) [REP1-074], paragraph 2.7.19.</p> <p>CCC's Highways Development Manager referred to drawings in the Outline CTMP [REP1-011] in relation to CCC's concern regarding there being insufficient land take in the DCO to develop New Bridge Lane.</p> <p>From a technical perspective, the New Bridge Lane/Cromwell Road signalised junction design cannot be approved by the Local Highway Authority in its current form, due to various geometric and safety issues identified by CCC's signals experts. CCC's Transport Assessment Manager shared a drawing of a similar junction which was produced by CCC on behalf of FDC for the Wisbech Access Study, in order to demonstrate the difference in land take proposed by the Applicant compared to this design. The Council is concerned that there is insufficient land around the junction area to deliver an acceptable form of signalised junction. This plan has been submitted to the Examination as Appendix B [CLA.D3.OS.A.AB] to the Councils' Comments on the Applicant's D2 Submissions [CLA.D3.OS.A.C].</p> <p>The Council's Highways Teams are in discussion with the Applicant on this matter.</p> <p>The Council was asked to submit its comments regarding inaccuracies in the Book of Reference in writing. These comments were previously made in the Councils' response to the ExQ1 [REP2-030], in answer to CA.1.4 and CA.1.5. To CCC's knowledge, the Applicant is seeking to address these currently.</p> |