

CLG Meeting - 22nd April 2026

Questions submitted in advance

1. I live in Wisbech and I don't really have an issue with the incinerator however as a business consultant I have an issue from a business perspective.
2. Why are you building a huge incineration unit that will require lots of lorries (the more lorries you can get waste from the more income) on an industrial estate with poor access via busy single lane roads when there is a dual carriageway with lots of open space where lorries can get easy access off the dial carriageway just 2 miles up the road?
3. It would have also been easier to connect into the National Grid.
4. You would also not have had hardly any hassle from locals either and would have saved a fortune in legal fees?

- 1) The business case is based on a regional need for landfill diversion.
- 2) The choice of site was based on a number of factors, primarily land use – it was an existing waste management site and therefore allocated in planning terms for this use – and proximity to potential energy customers for both electricity and heat.
 - The facility will treat waste that is currently being landfilled or exported and therefore already on the local road network
 - The capacity is based on the available waste that needs moving up the hierarchy (i.e. away from landfill and/or export)
 - Access to site for waste and consumables deliveries, as well as for removal of ash, will be via a new entrance off New Bridge Lane; construction of this new entrance will take place this year so that larger process parts for the construction of the facility can also be delivered that way
- 3) We will connect to the National Grid at Walsoken and have agreements in place for this; the alternative would have been Walpole substation, which is significantly further away.
- 4) Whilst we are fully aware of, and sympathetic towards, local feelings, it is a simple fact that waste treatment facilities are never going to be popular. The legal fees associated with the project relate to securing the Development Consent Order and necessary land rights for its construction and operation.

<p>5. Just this month there has been a large fire at a recycling centre near March which took six appliances 24 hours to put out. Then, just today, a large fire at a landfill site near Ely, which they are still fighting. It is thought that the likely cause is exploding lithium batteries. Are MVV sure that they have adequate fire safety strategies in place to deal with a large fire inside the building?</p>	<p>5) Yes, MVV's facilities have robust fire detection and suppression systems in both the tipping hall and waste bunker.</p> <ul style="list-style-type: none"> ○ The tipping hall has a suppression (sprinkler) system in case waste arrives hot or smouldering – in this instance, the weighbridge operator would inform the tipping hall staff who would inform the control room staff; hot/smouldering loads are tipped and immediately removed from the tipping bunker to the hopper (straight into the fire) ○ The waste bunker has a thermal imaging system that constantly scans the temperature of the stored waste and identifies hot spots; this will set off a warning on the main control panel at 60°C and an alarm at 80°C - the control room staff will manually move hot/smouldering waste into the hopper ○ The waste bunker also has directional fire canons and a complete quench system in case the hot/smouldering waste cannot be moved to the fire quickly enough to avoid it spreading ○ Management of the waste in the bunker reduces the risks associated with landfill, where waste sits in one place and builds up heat – constant mixing and feeding of waste into the furnace prevents this
<p>6. Why was there police tape at the top of Boleness Road? Is it true that someone tried to break in and steal the diesel?</p>	<p>6) MVV's Project Director noted the police tape at the time and checked on the tenant at 10, New Bridge Lane as a courtesy. The reason for the police tape is unknown and there is no record of any attempt to access site or steal anything. There is 24-hour security on site.</p>
<p>MVV's Project Director shared photographs of progress on site since the last meeting in January. Main activities include: completion of secant piling for tipping bunker walls; installation of box culverts for IDB drain crossings; creation of temporary and permanent ponds; commencement of excavation of the tipping bunker.</p> <p>The group were invited to hold their next meeting at the construction site offices, subject to attendees confirming in advance (up to a maximum of 20 people).</p>	

Questions from the floor on construction:

1. How deep are the piles?
2. Is there still an open dyke at either end of the box culvert?
3. Is groundwater an issue?
4. What are the temporary ponds for, and what will the permanent pond eventually be used for?
5. Is water causing problems for construction?
6. Is construction work going according to the programme, and what is the end date?

- 1) The secant wall piles (walls of tipping bunker) are 18m deep and the continuous modular column (CMC) piles are 12m deep
- 2) The culvert does not extend the full length of the ditch; it is only boxed where roads need to cross it
- 3) The secant piling prevents water ingress from the sides (tipping bunker, due to depth of structure) and a grout plug will be created to prevent water ingress from below; a dewatering ring has also been installed as an additional precaution
- 4) The temporary ponds will store surface water run-off and ground water removed by the dewatering ring; water can only be discharged into the IDB drains at green field run-off rate so the ponds regulate this
 - o The permanent pond will be planted with vegetation around the banks as a biodiversity area
- 5) The measures implemented to control water ingress have been successful so far (secant piling, grout plug, slurry wall and dewatering ring)
- 6) So far, the project is on track for operations to commence in August 2029 – we are still at an early stage of construction

The next CLG meeting will be on Wednesday 22nd July 2026 at MVV's offices on the construction site.

Please note: if you would like to attend this meeting on the construction site, you will need to confirm with Alan (alan.wheeldon6@yahoo.com)

Numbers are limited to 20, so places will be allocated on a first come, first served basis