

CLG Meeting of 20th August, 2025 - Questions submitted in advance

<p>1) Fenland Gymnastics Academy have announced that they plan to move from their site in Algores way so as not to be near the proposed incinerator. This would be the second local business to move away from the industrial estate. Suddenly the net 40 jobs gain announced by MVV is shrinking. Can MVV comment on how they plan to stop more firms moving away?</p>	<p>There is no need for any business or organisation to leave their current premises on account of the Medworth EfW CHP Project. If any businesses have particular concerns, they should let us know so we can address them directly, rather than them relying on other sources.</p> <p>We are in the process of setting up a Business Liaison Group, which will support two-way communication.</p>
<p>2) The Kelvin Waste incinerator being built in West Bromwich is estimated to finally cost £400 million and yet it is only 2/3rd the size of the Wisbech incinerator. The cost of the Wisbech incinerator was stated as £300 million but that cost was calculated over 4 years ago so it's likely that the final cost of the Wisbech incinerator could be nearly double that at half a billion pounds. With the new carbon tax on waste coming into play in 2028 isn't it your duty as MD for MVV to recommend that the Wisbech incinerator not be built as it is not financially viable so as to prevent your company losing money?</p>	<p>The Medworth Energy from Waste Combined Heat and Power Facility at Wisbech represents a significant investment of £450 million for MVV. The introduction of the Emissions Trading Scheme to the energy from waste sector in 2028 will have the impact of increasing waste disposal costs for all of its customers, including local authorities.</p> <p>It is already in place for other industries. Burning anything with carbon in it will generate CO₂ and together we are all responsible for creating the Greenhouse Gas effect. Society will have to pay for the 'sins' of our ancestors.</p> <p>The mechanism for EfW is still being developed and will be paid to a Government Department – as with any tax/levy, it will be passed on to the customer. The amount will vary, based on the fossil carbon content of the waste.</p> <p>Capturing the carbon is the [relatively] easy bit, transporting it to and pumping it into the old oil fields is harder. The pipeline required from Wisbech to Bacton would be likely to generate further protests.</p>
<p>3) Why don't MVV build the access road via New Bridge Lane first so that no traffic need come down Algores way?</p>	<p>Some access along Algores Way will be necessary to establish the temporary construction compound and to access the main site.</p> <p>The New Bridge Lane widening works are early in the project's construction timetable. The aim being to divert traffic away from Algores Way and Weasenham Lane. Some traffic will still use Algores Way during construction and staff/visitors will access site via Algores Way during the operational period as well.</p>

	MVV's Construction Manager confirmed that some works on New Bridge Lane may start this year but no works on Cromwell Road will take place over the Christmas period.
<p>4) Please can you clarify for me the route the lorries are using. Where are they coming from? Will they be passing Nordelph and the side of Outwell ? These are lovely little villages with already heavy traffic.</p>	<p>An operational traffic and transport plan will be developed to minimise peak hour deliveries and ensure that delivery routes do not conflict (where reasonably practicable) with work and school traffic. Vehicles delivering waste will follow their usual protocols for dealing with congestion.</p> <p>Vehicle numbers and routes will form part of the Construction Traffic Management Plan, which will be published on our website once approved by the Cambridgeshire County Council.</p> <p>MVV's Head of Planning clarified that the figures in the application documents allowed for potential suppliers/deliveries arriving from all directions and covered a worst-case scenario.</p>
<p>5) I know they will be crossing the top of Elm towards Elme Hall roundabout. Are you aware this road is dreadful to turn onto from Elm.</p>	Traffic assessments were undertaken as part of the DCO application; national and local highways departments were statutory consultees to that process and have commented. Dilapidation surveys form part of the preliminary works for our project.
<p>6) I cannot understand why this monstrosity, with all its potential hazards, is being built near two schools and a residential area.</p>	This is not something people need to be concerned about. There are neighbours (including staff) living within a few meters of the Devonport facility. We have close working relationships with local education providers at all our sites.
<p>7) I assume you also know that Accidents occur frequently on the A10 and the Hardwick roundabout with diversions being put in place.</p>	<p>The lorries will either wait or turn around and go back to their depot. The contracts we set up will not allow any lorries to travel by other routes. Operators nowadays have intensive tracking of their drivers including where they go, when they stop and how fast they are travelling.</p> <p>Accidents and congestion happen everywhere. Tachographs monitor HGV driver activity and will force drivers to take their required breaks. If they are delayed beyond our opening hours then they will have to find somewhere to park up and rest, just as they currently do.</p>
<u>Questions from the floor</u>	
<p>8) An update on vehicles accessing the orchard from the A47 was requested.</p>	<p>MVV's Head of Planning and Construction Manager explained that two IBCs have been placed at the A47 access point and the council have replaced the bollards.</p> <p>AW confirmed that the tenant at 10, New Bridge Lane has noticed a reduction in disturbance.</p>

<p>9) Confirmation of details for the visit to Devonport were requested.</p>	<p>MVV's Community Liaison Manager clarified that that the minibus will collect attendees from the Oasis Centre to travel to Plymouth on Tuesday 9th September. Hotel rooms are booked for the night of 9th, with the site visit, discussion and tour taking place on 10th September.</p> <p>PC advised that the facility will be offline due to an extended period of turbine maintenance, which is necessary every ten years. However, there will be a unique opportunity to see inside the combustion chamber.</p>
<p>10) Concerns were raised about air quality at Thomas Clarkson Academy.</p>	<p>MVV's Head of Planning confirmed that the continuous monitoring station will be located at the Thomas Clarkson Academy and is being delivered and installed in the next 4-6 weeks. In addition to the continuous monitoring, diffusion tubes will be placed at locations agreed with the Local Authority. These will complement existing air quality monitoring to provide broader coverage.</p> <p>MVV's Communications and Community Relations Manager confirmed that similar community air quality monitoring has been in place for ten years in Plymouth. It demonstrates very clear increases in particulates as a result of roadworks and firework displays (Plymouth hosts the national fireworks championships in August, as well as the more widely celebrated bonfire night celebrations).</p>
<p>The next meeting will take place on Wednesday 17th September 2025 at the Oasis Centre</p>	