I note the Secretary of State approval decision letter for this DOC includes reference to a mandated £400k community payment from the applicant MVV. It says there will be a £400k payment to a community fund, referred to as the PRoW and NMU .

This appears to be an S106 agreement from the letter?

Please advise what PRoW and NMU refers to?

Also, I would like to know how and when these monies will be paid + what is the process to decide how the monies will be allocated / who will make the decisions on how the monies will be allocated?

The section 106 agreement is in the public domain and can be found here: Documents | Medworth Energy from Waste Combined Heat and Power Facility

The first payment of £200,000 has already been made to CCC and the other half is due upon commencement of the development as defined in Article 2 of the Development Consent Order.

The money is paid by MVV to Cambridgeshire County Council, for the purposes set out in the s106 agreement. It is our understanding that CCC will consult on the use of this money.

On a related matter there is (at times heated) debate in the local community about payments into a community fund from MVV. Some are talking about £200k per year for 25 years due to be paid?

We have not seen anything so far to support that statement.

Please advise if MVV do intend to make any form of payment into a community fund and if that is to take place what level of payments are anticipated?

The community fund is described in the section 111 agreement, which can be found here: EN010110-002140-C1-019 - MVV Vol 19.4a Medworth EfW CHP Facility - Final S111 Agreement (Medworth CHP Limited).pdf

£200,000 per year will be paid by MVV to a third-party organisation, who will manage and distribute the funding for the benefit of the communities closest to the Facility. Funding decisions will be made independently of MVV and the local councils. The funding will be paid for the life of the project and ceases on decommissioning of the facility.

One of the most serious impacts of building the incinerator is the increase in traffic of materials, heavy equipment and large building workforce that will approach the incinerator site via Weasenham Lane and Algores way daily, throughout the three year

construction period. This will cause a lot of stress primarily to the businesses on Algores way but also to residents, parents and school children who have to use Weasenham lane daily.

One way to alleviate all this pressure on the local community is to construct the access road from Cromwell road to Newbridge lane into the site first.

This would at a stroke immediately remove heavy traffic related issues for businesses and residents. This access road is promised anyway it would just be a case of completing it first. This could also benefit MVV as Weasenham Lane has the sorry title of having the most collapses, subsidence and burst pipes of any road in Wisbech. Road works and closures are currently running at one major incident per fortnight. Avoiding using this route for heavy construction traffic would help keep the construction of the incinerator on schedule.

Before we start the access improvements at New Bridge Lane we are required to install the acoustic fence along a section of New Bridge Lane. Some access along Algores Way will be necessary to establish the temporary construction compound and to access the main site (no more than one third of traffic).

I would be interested in knowing more about the project timeline.

The main construction activities will last about three years.

We are currently undertaking pre-commencement and enabling activities (discharging DCO Requirements, surveying traffic volumes, surveying utilities and undertaking vegetation clearance, for example). The first works will be to install an acoustic fence along a section of New Bridge Lane, followed by the junction improvements to create an access to the main site from that end – this will allow the majority of construction traffic to avoid Algores Way. We are also preparing to create the construction compound on land between the cold store and our main site – this will provide parking for contractors, as well as welfare facilities.

It might be of value to see copies of the calendars and meeting minutes of existing liaison groups at other sites to see how they are run and what issues have been of concern over the construction and operation of their sites.

Minutes from our Good Neighbours Group in Dundee and our Incinerator Liaison Committee in Plymouth are available on our main website: Links and Downloads - MVV Energie AG

A question that often comes up in discussion about this incinerator is 'How will emergency vehicles be able to quickly access both the incinerator site and areas surrounding it given that the roads and infrastructure are already liable to closure due to subsidence, accidents or jams due to the sheer weight of numbers and obviously this development will vastly increase those numbers?'
And another, 'where will your lorries go when this happens since your only indicated route is via the A47?'

The Construction Environmental Management Plan includes liaison with the emergency services over access protocols and they are identified as consultees in the construction management documentation.

Vehicles delivering waste will follow their usual protocols for dealing with congestion.

Incinerator questions

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* What controls and checks are in place to ensure maximum carbon capture within the plant, and will any non-MVV independent assessors be monitoring on a regular basis that these controls are in place and working (including checking quality of smoke being emitted from stack)?

Carbon capture is an emerging technology, which we are actively involved in developing. Monitoring will be in line with government and/or EA requirements, once these are confirmed.

The specific process has yet to be decided but it will most probably be one of the standard, technically proven, liquid absorption systems. The timescale for implementation is between 2030 and 2035, subject always to gaining the necessary approvals at the time.

Emissions of particulate are controlled to very low levels and the flue gases are monitored continuously by equipment installed in the chimney; these emissions are regulated by the EA and weekly emissions are published on our website. The visible plume is water vapour condensing when it meets cooler air above the chimney.

* What procedures will be implemented to ensure as much as possible that recycleable waste composed of plastic is not incinerated?

Our dedicated Community Liaison Manager will develop a waste education programme to support council-led initiatives and improve personal

responsibility and behaviours towards consumer choices and waste minimisation.

* Will any controls be installed to combat noise pollution at the plant given it is likely to run 24 hours a day 7 days a week?

Engineering design, materials and equipment selection will all play a part in reducing any external noise. The acoustic barrier at New Bridge Lane will minimise any disturbance from vehicle movements.

The Environmental Impact Assessment includes baseline background noise assessments; Environmental Permit and Order Requirements include an operational noise management plan.

* What route(s) will be used in situations where trucks cannot access the planned route through newbridge road/algores way due to accidents and road works?

Vehicles will either wait or return to their depot.

* will the building plans for underlying structural foundations of the plant allow for the high likelihood of flooding and subsidence especially as the planned area for the incinerator is near marshes?

Yes – the piling design will take account of the ground conditions.

* if there are water bursts and power cuts caused by the incinerator build, will businesses be compensated for this?

This will not happen. Utilities searches have been undertaken and a connection to the grid has been agreed with UK Power Networks/National Grid for the construction site.

Please clarify if there will be two chimneys built and if so why in such a flat landscape they need to be so much higher than on similar sites.

The facility will have two boilers therefore two chimneys; these are lower than the Devonport chimney, based on dispersion modelling.

1. Scientists have warned that incinerators are a “disaster” for the climate. Analysis by the BBC in October found that burning waste produces the same amount of

greenhouse gases for each unit of energy as coal power so what are you doing to offset this?

As the primary purpose of an energy from waste facility is to treat residual waste*, the comparison with other means of energy generation which cannot treat waste is erroneous – partially renewable energy (in the form of electricity and heat) is a by product of the necessary treatment of waste. Energy generated by burning waste is legitimately classed as 50% renewable energy due to the biogenic carbon contained within.

***Energy from waste has its place in the waste hierarchy, with reducing, reusing and recycling measures preceding it; it provides a more sustainable alternative to landfill and export, where the remaining residual waste is then treated in energy recovery (incineration) operations.**

2. Incinerators emit toxins such as VOCs, heavy metals, dioxins, sulfur dioxide, carbon monoxide, mercury, carbon dioxide, furans, organic chemicals including known carcinogens into the air, what will you be doing to ensure residents are not breathing this in?

The flue gases are monitored continuously by equipment installed in the chimney; these emissions are regulated by the EA and weekly emissions are published on our website.

Emissions limits are set by the EA and specific to each facility, taking into account the local geography and population. Flue gas cleaning systems constitute approximately two thirds of the mass of the facility and include:

- **Neutralisation of acid in the gases with lime (alkali)**
- **Reduction of oxides of nitrogen with urea/ammonia**
- **Destruction of dioxins and furans with time, temperature and turbulence – followed by adsorption with activated carbon to allow collection on the fabric filters before release to air**
- **Vaporisation of heavy metals due to the high burn temperature followed by adsorption with activated carbon to allow collection on the fabric filters before release to air**

3. Waste contains materials that are derived from fossil fuels, like plastics. Energy produced from waste incinerators is therefore not clean or renewable so how are you supporting net zero? Also incinerators require highly skilled staff so without adequate training programmes for local people how does this support economic growth?

Energy generated by burning waste is legitimately classed as 50% renewable energy due to the biogenic carbon contained within. It remains a better alternative to landfill and/or export.

Not all roles will be highly skilled, for example our waste acceptance team will require GCSE level entry qualifications. We are already working with the Jobcentre and local college to support training programmes and ensure local people and providers know what skills will be required.

4. Wisbech has had sink holes and flooding previously; what are you putting in place to compensate for this, as it will be exasperated by thousands of lorries using roads that were not designed for this quantity and weight of vehicles?

The waste delivered to our Facility is already on the road network, including some which is currently being delivered to the existing waste transfer station on Algores Way. Feedback from the Highways authority is that no upgrades to the wider road network were necessary.

Germany is one a half times the size of the UK, was there nowhere there for the incinerator?

The well-established proximity principle requires waste to be treated as close as possible to source. The waste we will treat is in this country, not in Germany, and is currently landfilled or exported to mainland Europe to generate energy there.

I am writing to have a question answered at tonight's meeting at the Oasis Centre tonight.

I have read about dioxins etc being harmful to the farmland and food being produced in the surrounding area.

I am very concerned about this as are many other people so could you give an explanation as to how this would not be possible! Thank you

Dioxins are the result of burning certain organic compounds and are known to be harmful to human health. For this reason, a minimum burn temperature of 850°C is set for waste incineration; our facilities burn at around 1000°C. At these higher temperatures, the molecular structure of these molecules is 'unravelled'. We use a combination of time, temperature and turbulence to destroy them in the first instance and then prevent them from reforming as the flue gases travel towards the chimney and cool down.

Time = residency time on the grate and in the combustion chamber itself

Temperature = >850°C

Turbulence = tortuous path from combustion chamber to chimney (three passes in the boiler itself, a superheater section and three passes through the economisers).

Filter bags before the chimney capture any minute particles that have accumulated, including reformed dioxins. As some of these particles are very tiny, activated carbon is injected just before the filter bags to act as a 'flying sponge' by adsorbing the particles.

Questions raised during meeting held on Wednesday 5th February 2025

- VB requested clarification regarding a question from the previous meeting about funding (raised by Dr Mayor Nik Johnson)

MVV will pay for the hire of the hall and whatever else is necessary to facilitate meetings with the community. A full time Community Liaison Manager will be appointed (and paid for) by MVV in the near future and announced when they start.

- Question from the floor: what is the budget for winning hearts and minds?

MVV will issue newsletters and mailshots, arrange and attend meetings, recruit a full-time dedicated employee, maintain the project website and explore the best/most appropriate methods of sharing information with/for the specific community in Wisbech.

    - What about the project timeline and milestones? Do you have a plan?

Yes, there is a project plan but we are still at an early stage and don't have firm dates to communicate yet.

- Saxongate Residents Group raised the Public Rights of Way and Non-Motorised Users (section 106) payment to Cambridgeshire County Council and queried why more people don't know about the community fund (section 111)

Links to the two agreements are provided in the Community Q&A document and a map of the area covered by the PRoW/NMU funding is included with these notes.

- Question from the floor about Fenland District Council land

MVV would prefer to negotiate with landowners but do have compulsory purchase powers over some land, granted under the Development Consent Order, if required. Formal notices can be issued to enter/occupy land under temporary possession powers while we continue to negotiate.

- Question from the floor: will vehicle tracking be used, as it is at Whittlesey, for routing control and monitoring?

GPS tracking is now commonplace and MVV's Community Liaison Manager will be the point of contact for concerns over vehicle movements.

- Question from resident of Weasenham Lane: how loud will the turbine be?

From outside the turbine will be very quiet because it will be housed inside an insulated building. This is quantified in the Environmental Impact Assessment.

- Question from the floor: how many staff will there be in total?

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- Question from the floor: what is the technology and timeframe for carbon capture?

MVV has run a pilot plant in Mannheim, using a hot potassium technology, and PC is due to visit a pilot plant in the UK (not an MVV one) later this year. MVV are exploring the use of the Bacton gas terminal and connected, depleted, gas fields for storage of CO2. This is in collaboration with other emitters in Kent. There are two seed-funded experimental projects in the north of the UK which have received substantial government funding and are both using amine systems. It is understood that these still need further development.

The timescale for implementation in the UK, set by the government, is 2030-2035 and business cases are being considered by MVV and others.

This project is decarbonisation ready.

- Question from the floor: why does the TV say that EfW is the most polluting way to generate electricity?

This depends on what is being measured and, in this case, they are talking about CO_2. See also the related question and response in the 'Community Q&A' document.

- Question from Saxongate Residents Group: what about $PM_{2.5}$ and PM_{10}?

Particulate is measured continuously and data is fed to the EA.

  - Is it raw data or manipulated?

Limits are set by the EA and we report direct to them.

- Question from the floor: how are you educating people?

Annual visitor numbers to MVV's facility in Devonport, Plymouth, are around 6,000 per year. We work closely with local councils to ensure consistency of messages.

- Question from the floor: is it cheaper to recycle or are MVV undercutting that cost?

This is a question for the local council.

- Question from Saxongate Residents Group: will you report exceedances?

Yes, operators are required to report these to the EA using a Compliance Assessment Report (CAR) form, which then becomes publicly available.

- Question from the floor: if most of the construction will be undertaken by sub-contractors, how will locals get jobs?

MVV will arrange a 'Meet the Buyer' event, in conjunction with the Engineering, Procurement and Construction (EPC) contractor. We have already tried to use a local contractor for some early preparatory works but some local people scared them off and deprived them of legitimate business.

In Plymouth, 74% local labour was achieved during construction.

- Question from the floor: will the waste be stored inside?

Yes, and air for combustion will be sucked from outside into and through the tipping hall door and across the waste bunker. Waste deliveries will only be allowed between 07:00 and 20:00.

The figure of 142 vehicles (average) per day includes waste deliveries, other deliveries and residues leaving site as well as staff and visitor vehicles.

- Question from the floor: what about the report of metals in the hair and nails of children? It is not known if these are in high enough quantities to cause leukaemia.

Without reference to a specific report or document, we are not able to comment but the UK Health Security Agency (formerly Public Health England) statement is clear: modern, well run and regulated municipal waste incinerators are not a significant risk to public health.

PHE statement on modern municipal waste incinerators (MWIs) study - GOV.UK

- Question from the floor: can a visit to the Plymouth facility be arranged?

Yes! 12 people in the room were interested and it was requested that the visit be during warmer months. MVV will pay for transport and an overnight stay in a local hotel.

- Question from the floor: a lady at the Friday Bridge consultation event said the safety of the emissions and the waste cannot be guaranteed and the waste can include asbestos but you can tweak the systems.

If any member of the MVV development team had said such a thing they would be disciplined and likely sacked. It is true that the waste delivered will contain whatever people put in their residual waste bins; the only tweaking would be to control emissions by adjusting the amounts of chemicals added to neutralise acids and/or reduce oxides of nitrogen. See also the related question and response on flue gas cleaning in the 'Community Q&A' document.

- Question from the floor: will you clean Algores Way if it gets muddy?

Yes. There will be a wheel wash station for all vehicles leaving the construction site and the Community Liaison Manager's contact details will be publicly available.

    - Will you promise that businesses along Algores Way won't be forced to close for roadworks, utilities connections, foundations etc?

Yes. Where works along Algores Way require traffic management, this will be advised in advance by local letter drop and handled by the local highways team.

MVV understands that the businesses along Algores Way are arranging and holding their own meetings to discuss their specific concerns. MVV will attend those meetings if requested and the businesses will elect a representative to join the operator-led liaison group (along with VB and AW from this community group).

- Question from the floor: can you outline your vision for an education programme at the next meeting?

We will be happy to major on that topic and share key points from the approved Employment and Skills Strategy as well as MVV's experience at other facilities.

    - What about monitoring impact? Anglian Water have run very successful education campaigns resulting in measurable water saving initiatives in local schools.

MVV welcome the opportunity to discuss metrics for measuring the impact of waste minimisation education – whilst recognising that waste isn't metered like water supply is. Anecdotally, JF can attest to an apparent change in attitude over the ten years that she ran the education programme at Plymouth. In the early days, visitors often asked, "Why should I bother recycling?" This changed dramatically over time to, "How can I make better and more sustainable choices when I am shopping?"

- Point of note from the floor: a resident received and shared a news notification that FDC have applied for permission to store waste (as Refuse Derived Fuel) at the port of Wisbech for export.
    - Two residents pointed out that would be worse than treating it locally
    - Saxongate Residents Group suggested that people read up on the application and formally comment via the planning portal
    - One resident stated that they would prefer local waste to go abroad for treatment