

## CLG Meeting of 16<sup>th</sup> July, 2025 - Questions submitted in advance

<p>1) I have found documentation showing anticipated traffic from King's Lynn, Downham Market and Peterborough, but nothing from the south. What is the preferred route from the south - through Welney on a single lane road, or using the A142 / A141 through Chatteris? Are all south-north routes unrestricted?</p>	<p>Route restrictions don't extend as far as Welney; they are in place to prevent waste delivery vehicles travelling through the centre of Wisbech.</p> <p>Traffic from Welney would come up the A1101 to the Elm roundabout and then turn left along the A47 to Cromwell Road. If the Wash Road is closed, the vehicles would have to turn back or find another legal route (ie. one allowing HGVs).</p> <p>The operational route restrictions map (circulated and published by Alan) shows that the Downham Market route, rather than Welney, would be used.</p>
<p>2) How many MT of waste do you plan to incinerate per day?</p>	<p>The maximum permitted per year is 625,600 tonnes (from the Environmental Permit), giving an hourly rate of 78.2 tonnes (based on 8,000 operating hours per year) = 1,876.8 tonnes per 24-hour period.</p>
<p>3) How much IBA will be generated per MT of incinerated waste?</p>	<p>IBA (incinerator bottom ash) is approximately 23% by weight of waste processed (230 kg per tonne).</p> <p>The above are averages based on the maximum allowable throughput. In reality, the amount of waste processed will vary from day-to-day based on its energy content (calorific value or CV); the higher the CV, the less waste will be processed and vice versa.</p>
<p>4) At the last meeting you mentioned IBA may be going to Whittlesey (not minuted, but from my notes). Will that site have sufficient IBA capacity when you are fully up to speed or will you be considering other sites?</p>	<p>MVV have no agreement with the site at Whittlesey. We currently use Rock Solid for IBA processing, a company that meets our own standards and who we trust. It is likely we will work with them on this project as well.</p>
<b><u>Questions from the floor</u></b>	
<p>5) Will MVV report drivers who follow the wrong routes and who will get the fines they are charged?</p>	<p>The only sanction we can impose is to stop that driver from delivering to us. We should be able to produce data on vehicle routing but not individual names or vehicle registration numbers.</p> <p><i>Comment from Saxongate resident: In our area, people report vehicles 'misbehaving' to the Operations Manager and the company/site provides feedback to the public (eg. 95% of vehicles followed the correct routes this month/year).</i></p>

<p>6) If IBA is 23% water then overall water usage will be much higher than previously stated – will there be enough water?</p>	<p>For clarification, the 23% figure is the proportion of the waste that is left over as ash (IBA) after burning. The ash is quenched in water when it falls off the grate and this water is mainly waste water. The ash will then dry out in the separate IBA storage bunker before being transported off site for processing.</p> <p>We are constantly working to improve on the application documents, for example by including rainwater harvesting in the detailed design. We are also working with Anglian Water to minimise disruption and additional major works. Under the DCO, we are permitted to install a new water main (potable water connection) but, through discussion with Anglian Water, it is now likely that this won't be necessary.</p>
<p>7) Do you need to be connected to a well-maintained water supply (eg. for fire safety)?</p>	<p>We will have water storage on site for both process use and firefighting. If the water supply is completely shut off then we would eventually have to shut down.</p>
<p>8) Can you stop the boy racers from using the orchard?</p>	<p>There was no evidence of tyre marks when we visited recently but TM found the gates open and some fly-tipped green/garden waste today.</p> <p>MVV can block access to the orchard but this will need to be done in such a way as to allow access for the IDB at all times.</p>
<p>9) The shut down at Plymouth is long this year (4th June through to August). What can you tell us about the odour issues that have been reported by a resident there?</p>	<p>Devonport is a single line plant and has to shut down completely once a year for maintenance. This year marks ten years of operation and the turbine has been removed for a full service and inspection, which started in June.</p> <p>Operationally, smelly air is drawn through the waste bunker and burnt. It is true that we have received a large number of complaints and experienced some minor issues due to the hot weather and fan maintenance – but not all of these complaints relate to us. We are currently back online and burning waste but with no steam going to the turbine. We continue to accept waste from the local councils, under our contract with them, but the commercial and industrial (C&amp;I) waste was stopped before, and during, this outage.</p> <p>We will need to stop burning waste again to reinstate and recommission the turbine and a qualified nose will be employed (either via the EA, or an EA officer) to monitor the effectiveness of the additional measures that we have put in place. These include: reducing openings by closing off tipping bay chutes – this will increase the draw of air from outside, sucking any smelly air through the filter system more effectively; using anti-grease cleaner more regularly in the tipping hall (this has a slight bubble gum smell); and spraying an odour suppressant.</p>

	At Medworth, we will have two lines (two boilers/furnaces) and, consequently, it will be extremely rare to have a complete shutdown.
<b>10)</b> A meeting was held with FDC and barristers, where the amount that FDC had spent trying to stop MVV was discussed – did MVV have a barrister there?	I (PC) can only say what I know, as I am not aware of the meeting described. FDC applied for a Judicial Review (JR) of the Development Consent Order (DCO); the Defendant was the Secretary of State, who would have employed a lawyer. MVV also appointed a lawyer to make representations. All of the barristers involved wrote their representations and the judge made their decision 'on the papers'. So, FDC were the Claimant, DESNZ were the Defendant and MVV were an Interested Party. The application for a JR was refused by the judge.  It may be possible to get more information from FDC by asking under the Freedom of Information Act.
<b>11)</b> An EA report states that there have been 29 complaints: 27 for odour, one for noise and one for fire...	Fires are usually due to lithium batteries and we actually have more at Dundee than Plymouth. The one mentioned in the EA report was (we think) due to a marine flare and smoke in the bunker prevented our site team from fire fighting as effectively as normal. However, the fire was out by the time the fire brigade arrived.  Of the 26 odour complaints, 23 came to us via the EA and we were, therefore, not alerted immediately. As an example, 16 were received on 23 <sup>rd</sup> June, of which seven were more than 10 days old. Two complaints were received by phone and one via our website. Only eight complaints in total included location data, making it extremely difficult to investigate the others. The EA have issued us with an improvement notice.
<b>12)</b> Will Wisbech residents be given a phone number for emergency enquiries/complaints?	Yes.
<b>13)</b> Mark Greenwood, from FDC, has confirmed ownership of the end of Algores Way and the land beyond it but rights have also been granted to MVV under the DCO. FDC Members oppose selling this land to MVV.	Compulsory Purchase (CP) powers have been granted to MVV under the Order. So far, we have only exercised the option to enter that land and are talking to FDC's land agents. We would prefer not to use CPO but, instead, enter into a voluntary agreement.  We plan to start initial works around the middle of September and to reach a lease agreement with FDC for the land. We will buy it if necessary and a legal process exists for that if an agreement can't be reached.

<p><b>14)</b> What are the filter bags made from and how often do you have to change them?</p>	<p>There will be multiple boxes (or chambers) of filter bags (like giant socks) stretched over metal tubular frames, which are made from a Goretex material. The socks hang down in the path of the flue gas, which is sucked from the outside of the socks up through the middle before passing out of the chimney. They work like a vacuum bag in reverse, because the dust, fly ash and by products of flue gas cleaning stick to (are captured on) the outside of the filter bags (this is called 'filter cake'). The pressure differential is measured across the bag house to monitor when the bags are getting clogged up and/or a hole develops. Some filter cake on the outside of the bags is a good thing, as it stops finer particulate from passing through, but too much and it needs dislodging; this is usually done with pulses of air shaking the filter cake off. Filter cake, or, more formally, Air Pollution Control Residues (APCr), is classed as hazardous and is stored in sealed silos for collection and disposal at an appropriate site.</p> <p>We can detect even the slightest tear or hole in a filter bag and isolate a single chamber to replace it without shutting down. We will have plenty of redundancy built in to the process, to ensure we remain well within the legal limits for dust and particulate during filter bag replacement.</p> <p>Before we took over the Dundee Energy Recovery Ltd (DERL) plant, there was an issue with its bag house and black soot emissions during operation. We replaced the filter system at the start of our operations there.</p> <p>The filter bags usually last around ten years.</p>
<p><b>15)</b> What fuel do you use to burn the waste?</p>	<p>Oil burners are used to heat the combustion chamber before feeding waste onto the grate – burning at high temperature is the first stage of flue gas control. Once the rate of waste onto the grate is at operational throughput, the fire is self-sustaining.</p>
<p><b>16)</b> Regarding compulsory purchase powers, all councils will become Unitary Authorities so will you have to renegotiate?</p>	<p>We will work with whoever we need to throughout every stage of the project.</p>
<p><b>17)</b> When and how will you communicate with businesses?</p>	<p>We are in the process of securing a database of local businesses to send out an electronic flyer (by email) inviting them to form a business liaison group similar to this one. Information will also be posted on our website and will be mailed and/or hand delivered, as necessary.</p>
<p><b>18)</b> If you plan to start in September, what materials will be delivered and how will they arrive? We have concerns about</p>	<p>Initially, materials will be delivered by lorry and some of them will need to use Algores Way. The new access, along New Bridge Lane, is due to be completed by the end of 2025 and the phasing of the new traffic lights will be linked to the existing Tesco ones.</p>

traffic at the junction with Cromwell Road and Tesco.	As a percentage of existing traffic, the additional HGVs will be negligible.
<b>19)</b> Has planning permission been granted for the new road?	Our permissions are all captured in the DCO but the detailed design needs to be approved by CCC Highways.
<b>20)</b> You mention improvements on the requirements, as an example, Viridor have shown how far below the emissions limits they operate.	We don't aim for the upper limits and our emissions data is also published weekly on our website: <a href="#">Links and Downloads - MVV Energie AG</a>
<b>21)</b> IBA is mirror hazardous, ie. it can be hazardous and/or non-hazardous, and always toxic.	We demonstrate dry IBA but always wash our hands afterwards. IBA is subject to testing in line with EA requirements and is classed as a 'mirror entry' in the European Waste Catalogue, due to its composition being dependent upon that of the waste burnt.
<b>22)</b> If the practice of sending APCr to landfill changes, will we be told?	APCr is the residue from the filter bags, from lime, urea and activated carbon treatments of the flue gases – including fly ash. MVV have undertaken a recycling trial but this was not viable; others are also trying to find ways of moving it up the waste hierarchy.
<b>23)</b> Is there sufficient due diligence around the use of treated APCr in construction?	We have secured a main Engineering, Procurement and Construction (EPC) contractor, who will have sub-contractors and sub-sub-contractors, etc. We have gone through a rigorous process to secure a reliable EPC contractor and will make as much information available as we can.