What is the flow rate of each chimney?	This information is available in the Environmental Impact Assessment (EIA), that was examined and updated during the DCO application process: **Volume 6.4 ES Chapter 8 Air Quality Appendix 8B REV_3 Mar 2023 REP2-006** **90.8 m^3/second per chimney** (181.6 m^3/s total) = **653,760 m^3/hour**. This figure is at maximum continuous rating and represents the worst-case scenario for modelling purposes. The flue gases leave the chimneys at approximately 130^{o}C and the visible plume is water vapour.
What will actually be measured from the air quality monitors? Will heavy metals be monitored such as Cadmium, Thallium, Mercury, Antimony, Arsenic, Lead, Chromium, Cobalt, Copper, Manganese, Nickel, Vanadium? Additional questions on air quality and emissions from the floor: 1. What would happen if your emissions go over the limits set? 2. How can we trust the monitoring if you are doing it yourselves? 3. What if your monitoring equipment breaks? 4. How quickly can the facility be shut down?	Assuming this question relates to the Local Air Quality Monitoring Strategy, the Continuous Automatic Monitoring Station (which has been ordered and will be installed ahead of construction starting) will provide near real-time measurements (<1hr) that can be used to inform ongoing levels of the following pollutants: • Oxides of nitrogen (NO, NO_X and NO_2) will be measured using a Teledyne model N200 Chemiluminescence Analyser10 • Sulphur dioxide (SO_2) levels will be derived from a Teledyne model N100 UV Fluorescence Analyser11 • Particulate matter (PM_{10} and $PM_{2.5}$) will be measured using a Palas Fidas 200 Consultation was undertaken with Local Authorities on both the equipment and location to ensure it complements existing air quality monitoring. This equipment will be installed at Thomas Clarkson Academy. The measurement methods and techniques chosen are consistent with those used by Defra in the Automated Urban and Rural Network (AURN), as well as Fenland District Council and the Borough Council of King's Lynn and West Norfolk, to determine air quality levels and trends.

5. Safe air quality has changed over the last 50-100 years…?	Nitrogen dioxide and sulphur dioxide will be monitored at additional locations through monthly deployment and collection of diffusion tubes, which are sent to an independent laboratory for analysis. Additional information is available in the approved strategy document on our website: Consultation and planning document downloads (Local Air Quality Monitoring Strategy (Requirement 27) – 8th January 2025). Monitoring **at the chimney** for other compounds (including some heavy metals) is by a Continuous Emissions Monitoring System (CEMS) in accordance with our Environmental Permit, which is also available on our project website via the link above (29th May 2024). The facility will have two sets of CEMS installed, a duty and a standby set, and monitoring of flue gases is continuous. In the extremely unlikely event that both sets fail, we would have to shut down the facility. Heavy metals covered by the Permit are: • Cadmium and thallium and their compounds • Mercury and its compounds Transition and other metals/metal-like elements that are also monitored are: • Antimony (Sb), arsenic (As), lead (Pb), chromium (Cr), cobalt (Co), copper (Cu), manganese (Mn), nickel (Ni) and vanadium (V) and their compounds These are monitored as point source emissions at the chimney, not off site where other sources of pollution exist. The Environment Agency regulate waste sites and monitor operator performance against the Permit requirements. If MVV fail in their duty to manage emissions then the EA would shut the facility down. If we need to shut the facility down, this will be done in a controlled manner, maintaining the necessary temperature in the combustion chamber with diesel oil burners to burn off any waste that remains on the grate (or grates, if both boilers need to be shut down). This process takes approximately two hours.

	Air quality has improved since the days of burning coal. Standards have been raised and allowable limits for EfW emissions have been lowered in recent years, which has ensured flue gas cleaning is more stringent.
What would happen if MVV decided to downgrade to a smaller capacity incinerator, would the planning process start again? Additional questions on planning and permitting from the floor: 1. How can the government promote electric cars on the one hand and allow this development on the other hand? 2. Notwithstanding the UK Health Security Agency (HSA) position statement, how can you risk even one single life?	The capacity is based on waste need that has been fully established through the application and examination process. MVV do not propose to reduce the capacity of the facility. Actual tonnages will vary, with 625,000 tonnes per annum being the maximum against which the environmental assessments have been done. MVV can't comment on government policy but the purpose of these facilities is to replace/avoid landfill. The Environment agency do refuse permit applications but very rarely on air quality grounds due to the very low emissions limits and stringent regulation protocols. I (Paul Carey) also have children and would not be concerned about living near an EfW facility. Jane Ford lives 500 metres from our Plymouth facility and Andy Houghton lives 3,200 metres from the main site and 1000 metres from the grid connection site.
Since HGVs will come through Welney, what will happen if the wash road is closed? Additional questions on traffic and transport from the floor: 1. Will you use Algores Way during construction? 2. How many vehicles will there be per day?	Our route restrictions don't extend as far as Welney; they are in place to prevent waste delivery vehicles travelling through the centre of Wisbech. 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 they would have to turn back or find another legal route (ie one allowing HGVs). Early construction activities include the widening of, and improvements to, New Bridge Lane to make a new access to the main site, as well as creating a temporary construction compound with offices and welfare facilities on land between the main site and the Cold Store. It will be necessary to use Algores Way while these works are ongoing.

3. Will vehicles from Lincolnshire be forced to go on the A47? 4. Will traffic movements be day and night? 5. The A roads in this area are already breaking up; will MVV be contributing to the upkeep of the roads? 6. How will Incinerator Bottom Ash (IBA) be transported? 7. I saw a large blue container with MVV on the side – is it yours? 8. I am concerned about vehicle emissions whilst they are queuing and parking for 4-hourly breaks; where will they park? 9. Are exit journeys from the facility and/or rest breaks allowed in town or along Algores Way? 10. Will you publish vehicle tracking data? 11. Will you publish the route plans? 12. Will lorries deliver at the weekends? 13. Who will pay for road repairs? 14. What about precondition surveys? 15. Will New Bridge Lane become public highway once widened?	The Non-Technical Summary, which accompanied the DCO application, contains many of these headline figures and is more accessible than some of the longer, more technical documents; it is available on our website (link above), in the documents section (see documents uploaded on 28th June 2021). During the peak construction month, there will be a maximum of 643 traffic movements (two-way) which equates to 322 vehicles, including 187 lorries. These are weekday figures and there will be fewer vehicle movements over weekends and during other construction months. During operation, there will be 362 traffic movements (181 vehicles) per day; of these, 39 vehicles will be staff cars and other light vehicles and 142 will be HGVs. Again, these are weekday figures and traffic volumes will be significantly lower at weekends. Any vehicles travelling from Lincolnshire will be routed along the A47 and they can be tracked to ensure compliance. Deliveries of waste and consumables and collection of residues will only take place during the opening hours of the facility, which are 7am to 8pm. The impact of traffic due to the development, including both construction activities and the operational period of the facility have been thoroughly assessed. The assessments have taken into account increased traffic volumes over time and the full methodology is described in our DCO application documents. Through examination of the DCO application the Highways Authority considers any potential impact to be acceptable. The ash from the waste fire falls off the end of the grate into water and onto a conveyor so that it is quenched before being collected by lorry and transported off site for processing. MVV don't have any transport operations so the blue container referred to is definitely nothing to do with MVV or this development.

And will there be access to New Drove?	Drivers will use lay-bys for their necessary breaks, as is currently the case. Lorries will be required to use the designated routes and Local Authority refuse collection vehicles (RCVs) will still collect waste via their usual routes – these will necessarily use the roads in and around the town. The facility design includes space for queuing at the weighbridge. Please see attached response to written representations during Examination, which includes a diagram showing 10 walking floor HGVs (the longest type of waste delivery vehicle) on site and avoiding queuing on the public highway. The traffic routing restrictions apply to vehicles both arriving at and leaving the facility; parking along Algores Way will not be allowed. MVV will investigate the format of vehicle tracking data and how this can be reported. The vehicle routing and restrictions plans have been circulated with these Q&As; please note that these are taken from the outline documents, submitted as part of the DCO application. Specific routing and restriction plans for each stage of construction and for operation will be submitted to the Local Planning Authority for approval; once approved, these will be uploaded to our website. There will be far fewer deliveries and collections at weekends, but there will still be some. Upkeep of the roads is the responsibility of the relevant Highways Authority and repairs are funded through money from road taxes. A precondition survey of Cromwell Road only is required. The north end of Algores Way is maintained by Cambridgeshire County Council Highways department and the south end by Fenland District Council. Once operational, staff and visitors will use the Algores Way entrance. New Bridge Lane is already a public highway, apart from the bit that Network Rail own. The bollards that are currently located where the railway line crosses it will be moved further down, past number 10 and the new facility entrance, to prevent New Bridge Lane becoming a cut-through.

My understanding is that the lorries containing the waste will be brought into Wisbech via Cromwell Road and then immediately down New Bridge Lane until it reaches the site. And that routing the traffic through Wisbech and down Weasenham Lane will not be done. So my question is what will happen when/if new bridge lane is closed, how will waste gain entry to the site then? And a follow up question is, I am sure you are aware that a site on the dock is looking to be used to hold waste. If this is for the incinerator that you are building, how do you plan to get this from the dock to the site without bringing this waste through Wisbech (which you have said you will avoid).	The routes and restrictions noted are correct. If New Bridge Lane is closed for any reason, diversions will be implemented by the local Highways team. Salters Way may be used if this is the Highways diversion implemented. If completely closed, for example by an accident, vehicles won't be able to access site. For planned closures, we will be notified and will advise our waste customers accordingly. The Port of Wisbech application is completely unrelated to our development and we have no plans to take waste from the dock.
Questions on waste from the floor: 1. Will you take waste from London? We know that Bristol does! 2. How do you monitor things like batteries in the waste? 3. So do you just burn anything? 4. Waste gets spread on fields and stinks so yours will too...? 5. Will the doors be closed between each waste delivery?	The Bristol plant takes waste from London by rail. Our facility is a regional one. MVV don't undertake any pre-sorting of the waste. This responsibility lies with individuals to separate materials according to their local collection schemes. The Thalia facility at Waterbeach has tried but failed to separate recyclables once they are mixed in with residual waste. We can only treat waste that is allowed under our Environmental Permit. This specifies the waste codes that we can accept and can be downloaded from our website: Consultation and planning document downloads (uploaded 29th May 2024).

6. There will be odour from the lorries delivering waste and an acoustic fence won't help the resident at 10, New Bridge Lane because the lorries are higher than that. 7. Can you clarify where the waste will come from? 8. Do you have waste for the facility? 9. What happens to the waste during maintenance periods when the facility is shut down?	Combustion air for the waste fire is drawn from outside, through the tipping hall and the waste bunker. This system ensures that waste odour is internalised and doesn't escape into the wider area. The tipping hall doors will not routinely be closed between deliveries. The draw of air for the furnace works, even when the tipping hall doors are open. It is true that any development will inevitably have some impact on individuals. Waste is transported in enclosed vehicles which are the responsibility of the collection companies. They should not smell while transporting waste. The purpose of the acoustic fence is to mitigate noise disturbance, not provide an impenetrable barrier for the resident there. Whilst we cannot discuss any commercial arrangements, the waste already exists and is being collected by a mixture of Local Authorities and private waste/haulage companies – it is already travelling around the local and regional road network. Your council-collected residual waste is currently being taken to Waterbeach (for Cambridgeshire residents) or Bedfordshire (for Norfolk residents). If/when either or both councils tender their waste contracts, MVV will bid for it/them; if successful, that waste will come to our facility instead of its current destination, saving significant waste miles. As the facility will have two lines (2 x boilers), we won't usually shut both down at the same time so waste will continue to be delivered to the facility and processed.
Miscellaneous questions from the floor: 1. Why Wisbech, out of the whole country? And why next to a school? 2. You offered to buy land, have you paid for it yet?	We went through a lengthy and legal process where all aspects of the project were thoroughly assessed and examined. There are only two regions in the UK that remain undercapacity for residual waste treatment, the east of England and an area in the south of England – this is highlighted in Defra's waste capacity note, published 30th December 2024: Residual waste infrastructure capacity note - GOV.UK and attached with these Q&As. The site is an existing waste management site with the opportunity to supply energy to local businesses. The UK Health Security Agency recently (June 2025) published a review of epidemiological evidence for the UK and the EU on the health impacts of waste

3. You said you would compulsorily purchase land from FDC. 4. How much of the UK has incineration? 5. What about all the complaints of smell at Plymouth, including this week? 6. There are two types of ash, one is recycled and the other is spread on fields as fertilizer…? 7. I'm doing a CSCS course but have discovered that additional qualifications are needed – will MVV pay or provide this training and will it be local? 8. How long does your application last and what if it is not built in, say, five years? 9. How much CO_2 will be produced per day? 10. What about the contracts the government is awarding for carbon capture projects? 11. Will food factories close because of rats and are they worried? 12. How many people will you employ? 13. How volatile is IBA and what happens to the quench water?	incineration following implementation of the Waste Incineration Directive: Epidemiological evidence review in the UK and EU, following implementation of the Waste Incineration Directive - GOV.UK and attached with these Q&As. We have bought the house at 9, New Bridge Lane and the orchard between the Cold Store and the A47. Algores Way was built by a developer and adopted as public highway as far as number 19 but remains privately owned by FDC to the south of that. FDC have placed signs on lampposts as a reminder. Some businesses along Algores Way have a legal right to use the privately owned section, as do MVV under the DCO. Some businesses may not have those explicit rights. Whilst we have the power under the Order to compulsorily purchase land, we prefer to negotiate and are talking to FDC. There are around 60 operational energy from waste facilities in the UK at the moment – see also Defra's waste capacity note (link above and attached). As previously explained, there were some issues with odour during the first ever shutdown at Plymouth in 2016. The root cause was identified and modifications made to prevent recurrence. Whilst we are aware of the allegations on social media, we work closely with EA officers to investigate all complaints. We have shut down systems to prevent odour escaping during periods of maintenance but it must be noted that there are other sources of odour in the area, including a sewage treatment works. The two types of ash are Incinerator Bottom Ash (IBA) and Air Pollution Control Residues (APCr) which includes fly ash. The IBA is quenched and processed as secondary aggregate – please note that MVV do not have a contract with Johnsons Aggregates for processing, neither are we in discussions with them – the APCr/fly ash is <3% by weight of the waste that has been processed and is sent to specialist landfill. Lime (an alkali) is added to the flue gases to neutralise acids and activated

14. How much process water will you use and will you capture rainwater? 15. How do you cool steam from the turbine, has noise been assessed and how many cooling units will you have? 16. When will you break ground? 17. Why have you chosen a built-up area? 18. I am concerned about loopholes in legislation and accountability; can you give a personal promise of accountability? 19. Do you have funding and where will the money come from? 20. Is it cheaper to incinerate waste than to landfill it? 21. What happens at the end of 40 years? 22. Have you got plans if the railway comes back? 23. What compensation is there for the community?	carbon is added to adsorb (particles stick to it) heavy metals, dioxins, furans and fine particles. MVV will provide (and fund) any necessary training, including industry qualifications accredited by the Chartered Institution of Wastes Management (CIWM). So that local people can access relevant training, MVV will either provide transport to the training or bring the trainer to Wisbech for delivery at a local venue. This is a 45-year project. Three years to build the facility, 40 years of operation and two years to decommission it. The Development Consent Order specifies that, "The authorised development must not commence after the expiration of five years beginning with the date on which this Order comes into force." The Order came into force on 13th March 2024, so we must start the development before 13th March 2029. Very approximately, burning one tonne of waste will generate one tonne of CO_2. The government have been supporting setting up Carbon Capture Usage and Storage (CCUS) clusters around the country. EfW will be subject to the Emissions Trading Scheme (ETS) from 2028 – this is also known as the carbon tax. As a carbon emitter, we will need to measure and report on the CO_2 we emit from 2026. We will need to either capture the carbon or pay the tax on it. Space has been reserved on the EfW CHP Facility main site for a carbon capture plant and the cost of building and operating it has been estimated. Once captured, CO_2 would need to be liquefied for transport off site or pumped under the North Sea via a pipeline. MVV are involved in the potential development of the Bacton cluster and pipeline. Food factories already monitor for vermin, including rats; our site will do the same. In reality, rats will arrive at the facility in waste vehicles and be dropped into the waste bunker from where they cannot escape. We have spoken to a small number of concerned food companies to assure them that their fears are unfounded. The facility will employ 42 staff.

	IBA is classified as non-hazardous and subject to rigorous (daily) testing during the first weeks of operation of a new facility, before any is allowed to leave site. Testing continues but with reduced frequency, as required by the EA. Some of the water used to quench the IBA will be taken off site when the IBA is collected, the rest remains in the conveyors. At the processing site, it will dry out and be processed and graded as a secondary aggregate for civil engineering projects. The process requires 10.39 tonnes of water per hour but it is a closed loop system and low temperature and pressure steam from the turbine is condensed and returned to the boiler as water. An air-cooled condenser, with nine cooling fans, will take the exhaust steam from the turbine and return water to the system. Noise assessments have been undertaken for all aspects of operation, including the cooling fans. The building design includes rainwater harvesting. Main construction is currently scheduled to start in the last quarter of this year. The site is an existing waste management site, close to the A47, in the centre of a region without alternative landfill diversion and the opportunity for energy customers – see also previous answers on this topic. We are a UK company with a German shareholder and we follow their example of obedience and honesty. We have the funds to deliver the project, secured by our German parent company; we will have to pay it back. EfW is cheaper than landfill and competes with landfill or other EfWs. At the end of operations, the facility will be decommissioned and the site returned to the original state that it was handed over to MVV. If the railway is reinstated, we would welcome the opportunity for waste deliveries by rail. The DCO application includes options for crossings and/or a flyover, depending on the type of rail that is planned. The logistics and detailed design work will be done

	if and when that happens. If a bridge is required then MVV will be responsible for that cost. In addition to employment, education and training benefits, there is £400,000 for improvements to Public Rights of Way and for Non-Motorised Users. This money is with CCC, who are consulting on how it should be spent. There is a community fund of £200,000 per year that MVV will pay to the Cambridgeshire Community Foundation (CCF). This will be awarded to projects that benefit those living within 5km of the facility; the approved document detailing this fund is on our website and accessed via the consultation and planning documents downloads link above (uploaded 18th February 2025).