

Community Liaison Group

Wednesday 21st May 2025 (6-8pm)

Questions submitted in advance [*copied verbatim*]

MVV have promised 40 jobs however firms have started to move out of the industrial estate where the incinerator is to be built and so at this rate there will be a net loss of jobs for Wisbech. Here is a statement by the MD of a local firm. I don't know if I'm the first, but fairly certain I won't be the last... I'm moving my offices out of Europa Way next week. Wisbech has been a fantastic place for us and the business for the last 11 years, and I'm truly grateful for that. But! My staff and I have been talking about the incinerator and the problems we expect - traffic congestion not just on the estate but throughout Wisbech and well beyond, parked lorries reducing access/visibility, roads damaged even more badly than at present, drivers (who have to take breaks by law) with no facilities, pollution, smell, God-knows-what toxins being pumped out - for a long time, so when we were offered offices last month on the outskirts of March, we decided to move there instead. (Also via social media, submitted by Amanda Jeffries, Franchise Owner of Driver Hire, Europa Way).

N.B. This is a statement, not a question

There are many reasons why businesses choose to relocate. We were contacted by one business who had been misinformed and we were able to reassure them. We are not aware of a mass exodus of local businesses.

According to a study by Song, and others in the Journal of Hazardous Materials February 2023, waste incineration is a major source of environmental Dioxins. So, although you say that cooking bacon can release toxic Dioxins, with 90 incinerators currently operational in the UK, it is likely that a major source of the Dioxins accumulating in animal fat is via ingestion of contaminated feedstuffs from Dioxins released from incinerators.

N.B. This is a statement, not a question

Dioxins and furans are destroyed at the temperatures our facilities operate at. Any re-formed particles will be adsorbed onto the activated carbon (making them part of larger particles) so that they can be captured on the filters. Dioxins and furans are present in such tiny amounts that they can only be detected via extractive sampling, which will be undertaken routinely in accordance with the Environmental Permit.

Several EfW incinerator projects in the UK, amounting to 20 million tonnes of capacity, that have already gained permission for construction, have been scrapped or abandoned as they have realised that current trends show that in the near future there just won't be enough waste to burn. This is because legislation via the Environment Act 2021 is starting to come online. Deposit return schemes are being trailed [sic] in the North and here in Fenland food waste is starting to be collected separately. Both these schemes are to be rolled out Nationally within the next few years. In addition, manufacturers and supermarkets are having to increase the

use of recyclable material or face penalty taxes. All these measures are designed to increase recycling to 65% and more and aim to reduce landfill and thus burnable waste to only 10% of current levels. Shouldn't MVV pause construction and re-evaluate the incinerators financial viability as within 3 to 4 years it takes for the incinerator to come online there just won't be enough waste to burn.

There are a number of reasons why consented facilities may not be built, such as project finance and the common case of a speculative developer securing consent without the knowledge and expertise to build, operate and maintain a facility. Our Waste Fuel Availability Assessment considered scenarios including increased recycling rates. We actively support waste minimisation efforts and run educational activities and events for schools and other groups to promote this. All of the initiatives mentioned are steps in the right direction and we look forward to a future without the sort of waste streams that currently require landfilling or thermal treatment.

Often projects don't get built because they are in the wrong location. MVV are regularly 'offered' such sites but we say no because the east and south of England are the only regions in the UK that are still under-capacity for residual waste treatment.

Questions from the floor

Why can't it be on the outskirts?

Because it is sited close to energy users and other industrial sites.

Can we make improvements?

Yes.

Surveys were done in lockdown.

N.B. This is a statement, not a question

Some surveys were conducted during lockdown but all were done with the knowledge, consent and agreement of Cambridgeshire County Council.

What about traffic on Salters Way?

New Bridge Lane will be the access point for traffic going to and from our facility so Salters Way won't be touched.

(Additional information from Gary Parkinson, Construction Manager)

Widening of New Bridge Lane is at the design stage, which includes discussions with the Internal Drainage Boards and Highways. This will make it a full width road to our entrance and traffic lights will be linked to those at the Tesco junction on Cromwell Road. Tracking and turning points work is currently in progress and the design takes

into account all of the existing infrastructure (shops, take away outlets, drive throughs etc).

How will the road be maintained?

The design has to be approved by CCC Highways and constructed to an approved standard. Once complete it will become part of the adopted public highway network.

The bollards on New Bridge Lane will be moved to the other side of our entrance so that it doesn't become a rat run.

Operators/owners of the lorries delivering to and collecting from our facility will all be paying their road tax, which funds highways maintenance works (amongst other things).

But traffic surveys were done in lockdown.

N.B. This is a statement, not a question

That point is already covered above and not all of the surveys were done during lockdown. Lorry numbers have not changed since the DCO application.

You'll be gone in a couple of months, leaving us to live with this.

N.B. This is a statement, not a question

We won't all go away; we have already employed AH who lives locally and will remain here. Other MVV staff will be recruited at the appropriate time and will also be in the local area.

What about air monitoring?

(Information from GP)

Baseline air quality monitoring has already been undertaken, over a two-year period, as part of the Environmental Impact Assessment for the DCO application. New equipment will be installed before we start construction.

Can you put one in Meadowgate and Orchard Schools?

The location of the particulate monitoring equipment has been agreed by CCC and there will also be diffusion tubes at various locations to enhance existing air quality monitoring data.

Will you be open all year? What about Christmas?

There will be no waste deliveries on Christmas Day or some other Bank Holidays.

There will also be periods of maintenance.

(Additional information from Peter Knapp, Managing Director)

Planned maintenance outages last between two and four weeks every year, depending on the work that is required. In addition, there can be around 700 hours of unplanned shutdowns for unexpected repairs. As this is a two-line plant, we will avoid shutting both boilers down at the same time; this avoids interrupting waste treatment and electricity/steam supply to customers. There are some common parts, such as the turbine, which would require a complete shutdown of both lines.

Will there be a big maintenance team?

(Information from PK)

Yes, we will have an on-site team and contractors.

Is it non-recyclable waste?

Yes, it's black bag waste collected by local councils as residual waste.

Additional notes:

1. The deadline for signing-up for the trip to MVV's Devonport Facility in Plymouth is 13th June
2. The next Community Liaison Group meeting will be held at the Oasis Centre on Wednesday 18th June 2025 from 6pm

