

CLG Meeting of 19th November 2025

Questions submitted in advance and additional questions from the floor

<p>Fleets of Mick George lorries are going backwards and forwards from the incinerator site carrying what looks like soil. They are using Weasenham Lane and going past the school.</p> <p>1) Are they contracted by MVV and 2) Will any contractors that are used by MVV [be] given the freedom to use any routes throughout the town that they see fit?</p>	<p>1) At the time of query, MVV had not yet taken possession of the land and, aside from initial clearance and surveying, had not initiated any project work on the site. MVV took over the site at the end of October. Mick George has been operating in the area for a considerable length of time and was contracted by Alboro Developments to clear the site and take down the shed. That area was securely fenced off to allow the shed to be taken down whilst Kanadevia Inova commenced setting up.</p> <p>2) As previously stated, there will be limited and controlled use of Algores Way during the construction phase, with contact options for local businesses and residents to raise any concerns.</p>
<p>Questions from the floor on vehicles/traffic movements:</p> <ol style="list-style-type: none">1. Who is monitoring the vehicles?2. Is the monitoring just in place for the early days of construction?3. What about visibility splays for Algores Way?4. Parked cars were more of an issue on Friday 14th November. <p>It was noted that the situation has improved since Monday 17th November.</p>	<p>1) Our Engineering Procurement and Construction (EPC) contractor, Kanadevia Inova (KVI) monitor the vehicles and MVV's Project Director has personally followed trucks leaving site to check that they are following the correct route(s). MVV's Head of Planning also performs compliance checks and Cambridgeshire County Council do their own monitoring of compliance with the approved documents (in this case, the Construction Traffic Management Plan - CTMP).</p> <p>2) Monitoring of the CTMP will continue for the whole of the construction period. Signage for the highway has now been approved by CCC to help direct construction traffic along the correct route(s). MVV's Head of Planning showed the route restrictions map from the CTMP and talked through routing and the Temporary Construction Compound (TCC). Signage will be put up along the dark purple line on the route map.</p> <p>3) The Highway Code requires vehicles not to block entrances and all drivers should adhere to that. MVV/KVI will get some additional signage for Algores to reinforce this.</p> <p>4) MVV's Project Director witnessed the garage bringing multiple cars out onto Algores Way and parking them along the side of the road; this is not related to construction activities.</p> <p>MVV's Project Director explained that the shed area on site was intended for the temporary construction cabins but was not removed in</p>

	<p>time. Now that it has been removed, construction staff have an area on site to park and, therefore, no need to park on Algores Way or the surrounding roads. The TCC will be ready in March 2026 and the majority of traffic along Algores Way will be staff cars. Construction vehicles will use the improved New Bridge Lane access, once this is complete.</p>
<p>Government legislation means that all food waste over the whole of the UK must be collected separately to be treated in biodigesters. It is calculated food waste makes up over 25% (37% in Fenland) of the total waste available to burn. Local authorities including Fenland are planning to do this next year. This will dramatically reduce the amount of waste heading to incinerators. Legislation to increase recycling will mean manufacturers will have to use more recyclable packaging which will also dramatically reduce the availability of burnable waste. These measures will make it harder for MVV to obtain the 650,000 tonnes of waste it needs to fulfil its 50Mw target. Add the fact that a carbon tax is being introduced for waste incinerators and that construction costs for the new incinerator have rocketed to near half a billion pounds, do you think MVV should repeat its due diligence to see if this project is actually financially viable?</p>	<p>No reassessment is needed. Waste composition changes over time anyway. The 50% residual waste reduction targets are coupled with increasing population growth, so there will still be residual waste to deal with.</p>
<p>I have a couple of questions regarding the letter about starting work on the incinerator if you wouldn't mind.</p> <ol style="list-style-type: none"> 1) Will the construction HGVs be using Redmoor Lane, Begdale Road or Elm village during the construction phase? 2) Will you be using BioMarsh during the construction phase for removal of waste water or for other reasons? 3) After completion, will lorries use the above roads to transport waste to site or then use that route when they leave? 4) After completion will you be engaging with BioMarsh for their services? 	<ol style="list-style-type: none"> 1) The Construction Traffic Management Plan specifies routes and restrictions as detailed above. 2) This will be a decision for the EPC contractor, who are obliged to try and use local companies. Biomash are an Essex-based company and currently nothing to do with us. 3) Construction traffic restrictions apply to traffic in both directions; operationally, restrictions will also be in place to ensure waste deliveries and residue removal is via the New Bridge Lane entrance - operational route restriction plan does not include Redmoor Lane (RCVs will continue to collect from there but bulkers and artics would be better off using wider /more main roads). Operational traffic along Algores Way will be staff, visitors and (eg) coaches bringing school groups. 4) If they are an appropriate, responsible and suitable company we may discuss use of their services but it is too early in the project to know - the preference is always to use local companies.

<p>The boundary fence erected by MVV has been placed across the railway line at New Bridge Lane.</p> <p>1) Has MVV obtained permission to do that from Network Rail?</p> <p>2) Also the Bramley line heritage railway trust is clearing the railway line from March to Wisbech so that it can operate as a light railway between the two towns. What will MVV do when they reach the fence and want access?</p>	<p>1) Yes. The boundary fence was installed to secure the site for safety reasons. MVV have a legal agreement with Network Rail to use their land and the land either side of the line is not public highway/footpath. All activity relating to Network Rail (or any other statutory/relevant authority) requires, and receives, full approval prior to work commencing. The temporary fence could be removed now that KVI's fence is in place.</p> <p>2) The line is still 'live' as far as Network Rail are concerned. Whilst MVV can remove the Heras fence, permission would be required from Network Rail to undertake any work along it. We actively welcome the reinstatement of a Wisbech/March rail link; it is clearly in the interests of our broader infrastructure needs and of the community surrounding our site. Any use of the rail network, as the previous question infers, requires the relevant permissions and agreements. The Bramley Line would have to cross the A47 before reaching the section on New Bridge Lane, so we will discuss the situation with them at that time.</p>
<p>Aviva PLC is placing three UK incinerator power plants into administration. Inadequate supplies of burnable waste has resulted in the plants underperforming in electricity output. As a result, Aviva has had to write off over £350 million in investments already. Do you think that MVV should re-evaluate the financial viability of the Medworth incinerator that was conceived over 5 years ago?</p>	<p>From our market knowledge, these are three small plants which all failed on a technical basis, not due to lack of waste. Other small plants exist and consistently they don't work.</p>
<p>I found the Devonport visit very interesting and would love to see the local equivalent as it develops. Is there any chance of interested parties being shown around the Medworth Facility as it is being built?</p>	<p>Yes, definitely. Discussions are already underway with our EPC contractor about the appropriate procedures, including Health & Safety considerations. MVV's Community Liaison Manager will arrange these, in due course.</p>
<p>The incinerator at Beddington was opened just 6 years ago and uses up to date modern filtration methods as proposed for the MVV incinerator at Wisbech. Yet a 2025 UK governmental report by the Environment Agency showed 219 breaches of pollution limits from emissions by the Beddington incinerator. How can you be sure that MVV will perform any better?</p>	<p>Our operational experience evidences this. The Beddington facility was operated by Viridor, who have since been taken over by an American company. They have moved from landfill to energy recovery relatively recently, whereas MVV's experience is much longer and better.</p>

<p>There is a dyke running parallel to New Bridge Lane in front of the proposed incinerator site. The dykes in the Fens were put along the edges of fields to take excess water to prevent flooding. MVV have filled part of the dyke on New Bridge Lane to allow lorries to cross the dyke and access the MVV site. However, they have not put a culvert down. Are the Environment Agency and the drainage board aware of this?</p>	<p>MVV have made use of an existing crossing with all necessary permissions and approvals; it is not part of the IDB network and the statutory bodies did not want a culvert. Where any site access requires a dyke to be crossed, the project solution has full, prior approval from the relevant agencies, including the Environment Agency and the appropriate Internal Drainage Board, both of whom we are in regular contact with. In fact, our on-going water monitoring activities will help to ensure the quality of the local waterways - both environmentally and ecologically. Operationally, proper road drainage will be in place.</p>
<p>Construction traffic is using New Drove to access the site entrance on New Bridge Lane. This route was not outlined in the planning application. New Drove is a residential area with almost 200 houses, with residents using it for access. Many children walk down New Drove to attend Thomas Clarkson school, which sits just opposite New Drove. Can you get the construction workers to access the site via Algores way or, better still, just move the bollards apart on New Bridge Lane by the railway line then they could come through there and not bother anyone.</p>	<p>The only MVV or contractor traffic travelling via New Drove is in relation to the acoustic fence that we are installing at 10 New Bridge Lane, where no other access route is available. These are light vans only and it should be noted that there is another small construction project being undertaken in the area, which is not related to MVV's activities. The acoustic fence work is in the first stage of the project, is minimal and very temporary. It should be noted that other organisations and residents (ie. not our contractors) habitually use New Drove. In time, and in accordance with the overall programme, the 'bollards' near No.9 New Bridge Lane will, indeed, be relocated because widening of that road, to provide direct access to our site, is a key part of the project. All HGVs and fence panels were delivered via Algores Way and the main construction site.</p>
<p>Additional question from the floor on the acoustic fence: Won't noise go over the top of the fence?</p>	<p>No, it is to mitigate traffic noise and science/experts dictate the design, including the appropriate height.</p>
<p>Does MVV plan to purchase New Bridge Lane from the A47 to just beyond the railway line and restrict movement of traffic and pedestrians along that stretch?</p>	<p>No. Whilst we have been granted certain rights under the Development Consent Order (DCO), MVV has not purchased any of the access routes around the Medworth site; these remain the property, and the responsibility, of the relevant local authority. Once completed, the improvements to New Bridge Lane will be adopted by CCC, as a public highway. MVV and visitors will retain the same access rights as previously allowed. Additionally, MVV has committed significant funding to developing public rights of way in the area (£400,000 under a Section 106 agreement). Additional funding of £200,000 per year will be managed by the Cambridgeshire Community Foundation to provide grants to community projects.</p>

<p>I was just enquiring about the wastewater during the build of the incinerator and more importantly after it is in full production:</p> <ul style="list-style-type: none"> • Will you be treating wastewater on site before discharging it to the sewage system, and if so what process will you be using? Water, say, from the flue gas cleaning process or other processes. • I assume there are instances where water cannot be fully cleaned within acceptable limits and has to be removed by other means • Would you confirm how this would happen and where it would be taken for safe disposal? 	<p>The water from the boiler is in a closed loop system and is demineralised on site for the process.</p> <p>Water from the waste is used in the ash quenching conveyors.</p> <p>The water from the combustion and flue gas cleaning processes is in the form of vapour and passes up the chimney. In cold weather, a plume may be visible as this warm vapour meets cooler air above the chimney</p> <p>Construction and operational site toilets are/will be connected to the main sewerage system. A temporary and (once construction is complete) permanent lagoon will be created to settle out any mud or solids from surface water. Clean water from the lagoon will be discharged into the IDB drains at a defined (agreed) flow rate.</p>
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Further questions from the floor

<p>What is the point of a Community Liaison Manager if they ignore emails? People have asked where he is!</p>	<p>All emails have been answered and Andy has been on leave. The specific emails received last week (10th and 11th November) coincided with a kick-off meeting between MVV and KVI so Paul, Jane and Andy were all in the same place. It just happened to be the case that Jane was sat next to KVI's Civils Project Manager, who was able to take immediate action which Jane relayed to you. Andy is sat here and has had direct contact with a number of businesses and individuals.</p>
<p>Did you pile drive and did you come across salt water?</p>	<p>No, pile driving was not used. Auger piling will be used.</p>
<p>These Community Liaison Group meetings will be moved to quarterly, to align with the Operator Liaison Group meetings. Additional meetings can be convened, if necessary, based on site activities. The next CLG meeting will be on Wednesday 21st January 2026 at the Oasis Centre.</p>	