

# insight

SUMMER 2020

## Medworth EfW CHP facility news this issue:

### Welcome from Paul Carey

### EfW and the planning process

- What are we proposing?
- What has happened to date?
- What is next?

### EfW and climate change

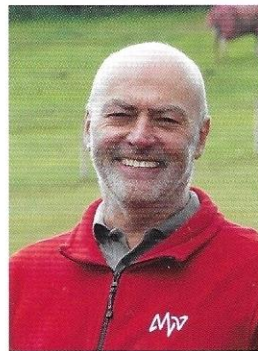
### Your questions answered:

- EfW - public health and wellbeing
- Traffic and transport
- Landscape and visual impact

### In the community

### Sharing information

### Get in touch



Welcome to the first edition of the MVV Medworth newsletter, designed to keep you up to date on news about our proposal to develop an Energy from Waste (EfW) Combined Heat and Power (CHP) facility. We will also be answering questions we've received from the community, plus you can find information on our liaison group on the back page.

I hope you will find it interesting. Please let me know if there are any topics you would like to see covered or if you have any comments. Details of how to get in touch with us are on the back page of this newsletter.

Paul Carey, Managing Director, MVV Environment Limited.

## EfW and the planning process -

We would like to summarise what we are proposing, what has happened so far and what happens next:

### The key elements of our proposal

A high efficiency EfW CHP facility designed to handle residual waste, that is taking waste left over after recycling and turning it into useful energy



INVESTMENT OF OVER **£300 million**

is likely to attract further quality development in the area around the site via supply of sustainable electricity and heat



Employment opportunities



**700**  
JOBS DURING CONSTRUCTION



**40** FULL TIME  
JOBS IN A RANGE OF SKILLED ROLES

The project will divert around

**0.5 million**

tonnes of residual waste per annum from landfill, depending on waste composition



ALLOCATION OF AN AREA FOR

**TEMPORARY CONSTRUCTION COMPOUND**



potentially including additional land for substation

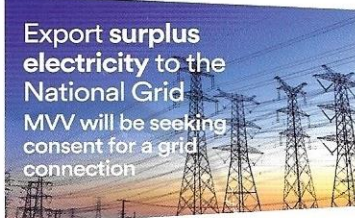
The CHP Connection will generate up to...

**53 MW**  
of electricity  
enough to power 74,000 homes

**30 MW**  
of usable steam (heat) energy

Export surplus electricity to the National Grid

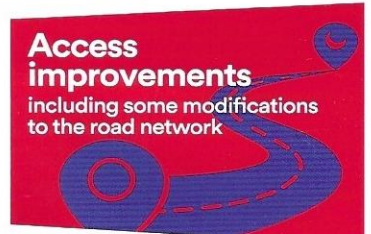
MVV will be seeking consent for a grid connection



Supply electricity and heat to local industrial customers

Access improvements

including some modifications to the road network





# EfW and the planning process - continued

## What has happened to date?

We are at a very early stage in the development of our proposals, however we need to undertake a range of environmental surveys and assessments to help us to ensure that any environmental impacts of our proposals are minimised as far as possible. Therefore some initial environmental surveys are underway.

- **Late 2019 - January 2020:** Engagement with the Planning Inspectorate about the project and our approach to environmental assessment
- **March - May 2020:** Public consultation period
- **April 2020:** Consultation events postponed due to Coronavirus
- **Spring/Summer 2020:** Bird surveys ongoing

## Surveys:



Autumn 2019	Baseline noise monitoring
Winter 2019 - Spring 2020	Winter bird survey (walkover and vantage point)
Winter 2019 - Spring 2020	Ground Investigation survey
Spring 2020	Monitoring Round 1: groundwater and surface water sampling and gas monitoring
Spring 2020	Monitoring Round 2: gas monitoring <i>4 further rounds of monitoring to be carried out on a monthly basis May – Aug 2020</i>
Spring 2020	Winter viewpoint photography
Spring 2020 (ongoing)	Breeding bird vantage point survey



## What is next?

Thank you to everyone that took the time to respond to our initial non-statutory consultation which ran from the 16th March to 4th May. We have been carefully reviewing and considering all of the feedback received and are in the process of preparing a Feedback Report which explains what you said and how we have considered it in developing our proposals. This will be published as part of our next non-statutory consultation. The most commonly raised topics are addressed in the 'Your questions answered' section of this newsletter.

Due to the Covid-19 pandemic we unfortunately had to cancel our proposed consultation events. These events would have provided an important opportunity for you to meet with us, discuss our proposals and any concerns you may have face-to-face. **Cancelling these events was as disappointing to us as it was to you and after the current restrictions have been lifted, we will re-open the non-statutory consultation, including rearranged exhibition events and document inspection locations.** This will also provide an opportunity for us to share some updates with you on our proposals.

We will **advertise the rearranged dates and venues for these events** in the same way as before by **distributing leaflets, placing adverts in the local media and issuing a press release.** This delays our statutory consultation and the submission of our application until 2021.

# EfW and climate change: 50% renewable energy, that's why EfW is better than landfill

Landfill is the last resort, after all other options in the waste hierarchy have been explored and exhausted. For the sake of our planet, we should all be trying to reduce the amount of waste we produce or buy - reuse and repair as much as possible and choose recyclable products wherever we can.

Once all of these steps have been taken, there will always be some waste left over and there is another step in the waste hierarchy before resorting to landfill - energy recovery. Energy recovery has a number of benefits over landfill:

- **Reduced carbon footprint compared to landfill**
- **Increased renewable energy generation**
- **Reduced cost to councils**

In the UK there is over 15 million\* tonnes of residual waste per year that is still going to landfill or being shipped abroad for disposal. This is not sustainable and

we should be treating this not as waste but as a resource. As an alternative to landfill, thermal treatment and efficient recovery of energy offers a number of advantages including environmental and financial benefits.

Landfill sites produce methane, which is more than 25 times worse than CO<sub>2</sub>‡ as a greenhouse gas and exporting waste requires it to be shredded, baled and transported far greater distances than treating it in the UK. Shredding, baling and transport all carry an additional carbon footprint, which can be avoided with a local solution.

\* Tolvik Consulting, February 2019

‡ Intergovernmental Panel on Climate Change 2007



DECOMPOSITION of organic materials in **LANDFILLS** ACCOUNTS for around **30%** of the UK's emissions of **METHANE**

\*University of Southampton, Dr Tristan Rees-White

**NON-RENEWABLE SOURCES** ACCOUNT FOR **MORE THAN 60%** of the UK's electricity

\*UK Government - UK electricity generation trade and consumption, July to September 2019

**EfW reduces landfill and the UK's reliance on fossil fuels**



# Your questions answered...

We want to develop a two-way dialogue with as many stakeholders as possible and understand the issues that are important to you.

## EfW - public health and wellbeing

“How can you guarantee that what comes out of the chimney is safe and how does this proposal meet the UK's commitments on reducing harmful emissions that fuel climate change?”

Thanks to state-of-the-art flue gas cleaning, our power facilities comply with the extremely strict UK regulations for clean air. Sophisticated monitoring techniques throughout the process, from combustion through to filtration of the flue gases, ensure that the facility operates within the strict limits of the Environmental Permit.

The Environment Agency (EA) regulate all waste sites and act as an independent body which monitors a facility's outputs. If limits are breached, the EA has the power to shut down the plant and impose fines accordingly.

MVV monitors the majority of emissions from the facility continuously. Other trace emissions must be monitored by extractive sampling as they are present in such tiny amounts; this is carried out at regular intervals as required by the Environmental Permit. The emissions data is logged and stored and reported to the Environment Agency weekly.

*In the past, EfW facilities were a significant source of dioxins, but following reductions in emission limits in 1995 and 2000 (that came into effect more than 20 years ago), EfW now accounts for less than 1% of the overall dioxin emissions to the air in the UK. In fact, dioxin emissions from EfW in the UK have changed dramatically, with a 99.8% reduction in dioxin emissions per tonne of waste since 1990.\**

\*Environment Agency and National Atmospheric Emissions Inventory

The most recent independent review of evidence shows no link between EfW emissions and adverse health impacts.

This is upheld by Public Health England's position, that well run and regulated municipal waste incinerators do not pose a significant risk to public health, and this should reassure anyone living near or in any proximity to an EfW facility\* ■

\*PHE statement on modern municipal waste incinerators (MwIs) study, 15 October 2019

## EfW - traffic and transport

“What are you doing to consider the impacts of this project on local traffic and transport?”

MVV will carefully look at local road networks and available waste in the area in order to develop a transport plan that will minimise impact on the existing infrastructure.

A transport assessment will establish the existing levels of traffic and the level of traffic when the facility is at peak construction and peak operation. Construction and operational traffic and transport plans will be developed to mitigate traffic impact.

*The site is currently accessed from Algores Way, however we are investigating the creation of an access route off New Bridge Lane to reduce the need for vehicles to travel past sites such as schools.*

We are also investigating the impact of the facility on other transport projects in the local area, including those within the Wisbech Access Strategy. We want to ensure the construction and operation of the facility does not impact the delivery of these.

We shall be discussing the highways impacts of the project with the local highway authorities and Highways England to agree the approach to the transport assessment and obtain local knowledge of the highways network such as existing traffic flows ■

## EfW - landscape and visual impact

“Why have you chosen Wisbech and how are you planning to minimise landscape impacts?”

The proposed site is in the Medworth ward of Fenland District Council. The facility fits into the industrial setting, on a site that is currently used as a waste transfer station. This industrial area in Wisbech offers opportunities to achieve high efficiencies with Combined Heat and Power (CHP).

This means that some of the steam produced by burning residual waste could be used for heating or industrial processes, avoiding the use of fossil fuels.

Such steam supplies would also increase the efficiency of the proposed facility by increasing the amount of energy put to good use. We have already started talking to local companies about the opportunities to do this.

In these early stages of the proposal, some elements of the scheme's design may be influenced by the feedback provided by you via the consultation process. We have already shared some simple drawings in the consultation booklet, these provide a basic indication of form and scale of the building we propose ■

*Our non-statutory consultation later this year will provide a further opportunity for you to let us know your thoughts.*



# Bringing back the railway to Wisbech

Many people have assumed that our proposal would prevent the railway being brought back to Wisbech – this is simply not true. Our proposal to lay a steam pipeline along the line of the old railway would still allow the suggested single track line to be built when the time comes. Our view is that there is even room for a cycle way.

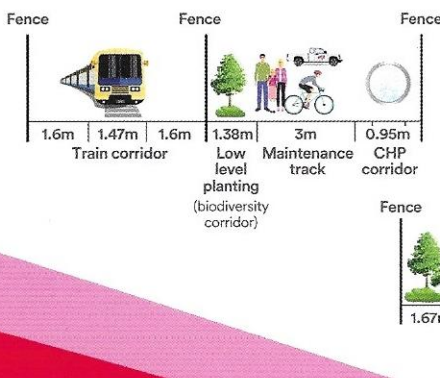
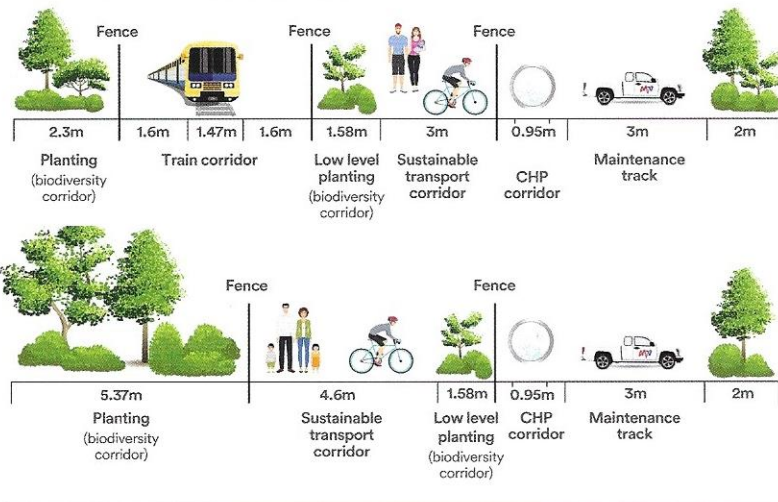
The plans for the railway are being dealt with by others; MVV will work with the relevant authorities to ensure the railway can still be reinstated.

There are currently a number of options being explored that will enable a biodiversity corridor for landscaping and wildlife. In addition, a cycle and footpath could run alongside the CHP corridor. The CHP steam pipe will supply energy to local businesses. This still leaves space for a maintenance track.



## 17.5m corridor with and without rail...

Please note: all measurements are approximate.



## 10m corridor with and without rail...

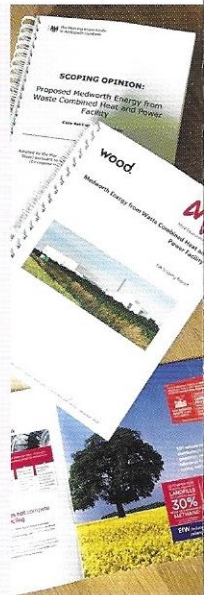
Please note: all measurements are approximate.

## Sharing information - where you can obtain materials

For the most regular update on where we are in this process, visit our website [www.mvv-medworth.co.uk](http://www.mvv-medworth.co.uk).

Here you will find more information on EfW, the process and how it works, more about MVV and the projects we've worked on, updates on planning and consultation, documents on this project you can download and view at home, and frequently asked questions.

In addition to our public consultations, we would like to set up a liaison group. For more information and to express interest in joining the group please see our contact details below.



# get in touch

We want to hear from you

MVV recognises the importance of local people and knowledge to any new project. We want to develop a two-way dialogue with as many stakeholders as possible and understand the issues that are important to you.

Contact us via email [medworth@mvvuk.co.uk](mailto:medworth@mvvuk.co.uk)

Telephone the team 01945 232 231

Visit our website [www.mvv-medworthchp.co.uk](http://www.mvv-medworthchp.co.uk)

Or send us post using the freepost address: "Freepost MVV"

