

Rookery South CLP Meeting 15 Draft Notes

Monday 28th September 2020 – 6.30 pm

via Zoom

Present

CLP Members – Representatives from Marston Moretaine PC; Brogborough PC; Millbrook PM; Wootton PC; Marston Vale Trust; Lidlington PC; Lidlington Resident; Houghton Conquest PC; Cllr. Sue Clark (SC)

Observers/Presenters – Covanta: Tom Koltis (TK), Judith Harper (JH), Neil Grimstone (NG), Andy Smith (AS); David Spencer (DS) Ian Judd (IJ), Ian Morrish (IM); Environment Agency: Emma d’Avilar (Ed’A); Neil Goudie (NGd);, CBC: Anita Taylor (AT); Veolia – Marine Avisse (MA); Jacob Hall (JaH)

Facilitator: Bob Fisher (rmpfisher77@gmail.com)

Apologies for Absence: Cllr Tim Hill; Roy Romans (CBC); Cranfield PC

Resignations and appointments: Ian Morrish (IM) (GM Rookery South from 1st Oct)

Ian Judd (IJ) (Covanta – Facilities Manager) were introduced to the meeting.

NOTES FROM THE MEETING

- Participants were reminded of the set of ground rules originally agreed by meeting participants:
 - Keep to time
 - Keep to the agenda
 - Respect each others’ views
 - Turn-taking - Do not speak over one another
 - Mobile phones turned off/turned to silent
- In addition, protocols for conducting meetings via Zoom were proposed:
 - Microphones muted & cameras turned off
 - Raise hand & use Chat mode
 - No recording by attendees, please

The meeting was recorded by the chair so as to facilitate an accurate set of notes.

- **Approval of notes from meeting 14**

The notes had been circulated in advance of the meeting. No comments re accuracy were raised.

- **Matters arising from previous meeting (29/06/2020)**

A set of questions raised following CLP Meeting 14 were addressed by Covanta in the document Queries & Actions, which was distributed prior to this meeting.

- **Construction & Traffic Management Update - Andy Smith (AS)**

Construction update

Andy Smith (AS) delivered a review of the period since the last meeting. The key message around the construction of the project is that it continues to progress on schedule. Covid-19 has obviously been ever-present throughout this period and the company has introduced some significant additional measures on site to enable construction to continue.

Some fairly significant milestones have occurred. For example, all three of the boilers have been subjected to their pressure tests following installation and have passed these tests. The main stack has now been installed and internally, the steelwork is now substantially complete, the building envelope is reaching completion and cladding & insulation is under way. A large part of the office building is dedicated to the administration area – offices, the control room and welfare facilities – and is ongoing. As mentioned, the steelwork which supports much of the process equipment is nearing completion, as is the installation of that process equipment into the building areas. Flue gas treatment equipment, which is a crucial part of the process – has gone well there and is approaching completion.

With regard to off-site activities, those who live in the vicinity will have noticed that the works to upgrade the level crossing at Green Lane near Stewartby have been completed by Network Rail, which is an important and welcome milestone for the project.

In terms of current activity, there are around 700 people working on-site most days – which is about the peak workforce. This will start to fall away gradually now, as the project moves towards the end of construction. Since the beginning of the project the company has worked around 1.5 million person hours in the construction phase to date.

(AS) the showed visual evidence of progress over the last three months. For example, the Tipping Hall has most of its cladding on; the Bunker structure steelwork is up to its full height, as are the cranes; the Boiler House is substantially complete, with all three boilers installed and pressure-tested (see slides). The Turbine Hall and generator have now been installed – various areas of ancillary equipment are now being installed and the Ash Storage Building is looking substantially complete. Inside the Boiler House, the vibrating conveyor is part of the system which removes the ash from the process and this has now been installed. Meanwhile, installation of the Air-cooled Condenser is in progress outside the turbine Hall.

The stack came in around 15 pieces and has been erected over a couple of months earlier in [September]. The Turbine is in position and much of the installation work is now taking place in that area to connect the Turbine with the rest of the process network.

One of the other key activities over that last couple of months has been the delivery of some of the larger pieces of equipment, the largest being the Turbine and the Generator. Quite an extensive rig was required to deliver this and was mandated by the Police to travel overnight via a closely-defined route, arriving at site during the night to minimise disruption for other users. All of the abnormal loads have now been delivered to site; the final oversize loads were the stack components – there are no further abnormal loads to be received.

Other off-site activities also include the UK Power Networks (UKPN) high-voltage grid connection and all physical works for this have now been completed. For this connection to be energised, final equipment is being installed at the Marston Road Substation by UKPN, while final preparations are being made at the Rookery South end of the connection. The connection should be energised towards the end of September/beginning of October.

Meanwhile, Anglian Water have also been doing work connected with the project to provide the site with water main connection. There are two parts to this work, some related to specific parts of the project, while others are wider water main improvements in the local area. The works in Green Lane are now complete and there's still work going on in Stewartby village, although it is understood that these works will be drawing to a close in the next couple of months.

Looking ahead to the next three months, the grid connection will be energised shortly to give high voltage to the site and the facility to export power in due course. Extensive quality control work is also going on at the moment - completed works are being presented for inspection and snagging. The two remaining tower cranes have started to be dismantled; the first one came down (w/c 21st September) and the second will be coming down (w/c 28th September). This signifies the end of the heavy lifting element of the construction work and over the next couple of months Covanta will complete the steel erection and cladding, process equipment construction and preparing the facility for initial commissioning, which is expected to start early next year.

The project is still on track; for example, boiler pressure testing is now complete and power-on energising is about to happen, which will enable the facility to move on to a period of cold-commissioning at the start of 2021, then on to hot-commissioning around springtime. Testing and full operations will start in the early part of 2022, consistent with previous expectations.

To elaborate on Covid-19 measures, the site has been following UK government guidelines and implemented a suite of operating procedures prepared by the Construction Leadership Council (CLC) in consultation with the government and the construction industry. There has been a strong message throughout this period that construction should continue and the economy should be kept moving, providing suitable safety measures can be implemented. These measures with regard to Rookery South have been wide-ranging, covering areas such as site transport, workforce accommodation, daily measurement of temperature for everyone at the site, a staggering of working times and splitting of shifts into different groups to avoid congestion in the busiest areas of the site. Site offices, the canteen and locker rooms have had to be expanded to allow for social distancing, additional handwashing and sanitising stations and additional cleaning. The other notable point is that there are a number of individual employees travelling to the site from overseas - for example, specialist engineering resources or subcontractors - and current arrangements in place for travellers from overseas to be quarantined for 14 days are in fact exempt for this group of skilled staff involved in the construction of waste facilities. Obviously, though, the control measures on site enable the company to check that these new arrivals do not bring the virus with them.

Moving on to *working hours* at the site, the Development Consent Order (DCO) sets out working hours as follows: 7.00 – 19.00 weekdays, 7.00 – 13.00 on Saturday, unless otherwise agreed in writing with CBC. As reported last time, Covanta sought permission to extend working hours, largely due to the effects of Covid-19, particularly the splitting of the workforce into smaller groups to work across multiple shifts, thereby enabling social distancing to work better. As noted in June, there is an existing permission to allow welding works to continue 24/7; it's getting to the point, however, that most of this welding work is taking place within the building envelop and this doesn't cause any impacts outside of the site. Earlier in September, Covanta submitted a further application to CBC for

the period from October to the end of December to extend Monday to Friday working hours to 22.00 – although there is no intention to carry out any external works over the Christmas period. It is seeking also to extend Saturday working hours to 16.00 and to work on Sundays as well. The decision on this application is pending.

Q: Lidlington PC noted that the chimney stack is bright red and sticks out ‘like a sore thumb’. Was it not the case that the stack was going to be painted to blend more into the background?

(DS) stated that this stems back to the pre-planning phase, back in 2009/10. Covanta consulted quite broadly with the local community and a range of statutory consultees – for example English Heritage and Local Authorities and this response echoes those to the Q & A circulated earlier. The possible colours were discussed at length and, in the Design & Access Statement in the Consent Order itself, the statutory consultees felt that, with the Stewartby Brickworks and the four remaining chimneys behind, a “terracotta colour” would be appropriate, specifically a colour code “chorus colour coat HPS 200 ultra matt terracotta”. The reason for this choice of colour was therefore based on responses from statutory consultees and the local community.

(JH) observed that the colour was intended to reflect that of the Stewartby chimney stacks in the background, so as to continue the existing environment.

(SC) agreed that this was her recollection also, although she was not entirely sure this had been the wish of the community. It may have been the statutory consultees’ wish and her recollection was that it was felt not to have been a very good match.

Continuing the site update, (AS) noted that the approach during the works has been to address the issue of working hours on a quarterly basis. Therefore, rather than granting *carte blanche* for extended hours for the whole period of the project, the agreement with Central Beds was that Covanta would approach the Council for an extension on discrete periods of time on a quarterly basis, with specific work activities in mind. Each application has therefore been made for particular work activities for a particular time frame. The hours sought on this occasion are similar to those sought for the current quarter, which runs to the end of September. The expectation is that this may be the last requirement for extended working hours. There will be work on-site outside the DCO hours, but this already allows for internal works outside these hours and, as we approach the point where the building will be clad and the building envelope complete, it is expected that by the end of December the majority of work will be indoors, so there won’t be any need for an extended hours application.

Q: One CLP member (Brogborough PC?) wanted to hear more from Ian Morrish and Ian Judd with regard to their respective roles.

(IJ) explained that his role with Covanta is Facilities Manager – effectively the plant manager – so he is responsible for the safe operation and maintenance of the Facility during mobilisation, through to commercial operation and beyond. At the moment, his responsibility is to recruit staff and ensure that they are competent to maintain this Facility during commissioning and into commercial operation.

(IM) stated that his role is the General Manager of Rookery South Ltd, which is the business set up to build and operate this plant. It is a consortium between Veolia and Green Investment Group (GIG) and Covanta to oversee the contracts, with Covanta as owner and provider and Veolia as fuel supplier to the project. It is therefore an overseeing role, specifically for what is called the “SPV (special purpose vehicle) which is owner of the project.

(AS) A final comment to complete the construction update – the next quarterly video is now available on the project website. It was decided not to show this at the meeting, given the technical challenges involved, but if CLP members wish to take a closer look at the construction over the last quarter, the video can be found on the website – (<https://www.rookerysouth.co.uk/construction-progress>)

Environment Agency Update/Q & A

(E d'A) commented that the Environment Agency is still regulating the project. She conducted a site inspection on 28/09 and the plant is still very much in the construction stage. Permitting will come into play once the company has done some of the commissioning, but the EA likes to keep abreast of the situation. All appeared to be in order and no issues were identified.

Traffic routes and transport management (Veolia)

(MA) noted that Veolia had provided responses to the Q & A from the previous meeting, regarding concerns about haulage and the Norfolk contract recently secured. As an update, Veolia is currently preparing the commissioning delivery plan, working closely with Covanta. During the commissioning period, Veolia will have to provide the waste for the full capacity of the plant, whereas when it is fully operational, it will only supply 70% of the capacity. The commissioning volumes will be a mix of Local Authority waste and commercial waste, mainly coming from waste transfer stations (WTS), either operated by Veolia or by third parties, which means that there will be a very small amount of direct deliveries at the Facility. Veolia will try to optimise the vehicle movements and Jacob Hall (JaH) is going to be responsible for managing waste deliveries. For Veolia, haulage is quite costly, so the objective is to optimise the number of vehicle movements., The number of vehicle movements during the commissioning phase is expected to be 80-100 a day. This is far from the 590 movements a day permitted by the DCO. It will be a mix, mainly of deliveries by articulated or large vehicles, which will mean fewer movements and a very small proportion of direct deliveries from direct collection vehicles. Veolia will either do its own haulage – it has a fleet of vehicles in the UK – or may also use sub-contractors, where Veolia does not have the density of haulage to do that itself. (MA) emphasised that Veolia has a very thorough inspection and selection process for sub-contractors and they've been working with some of them for many years. The company will make sure that they are aware of which route they will need to take. They will follow the rules and Veolia will make sure they comply with these requirements.

(JaH) explained that he would be helping to run the logistics for material going into Rookery South. At the moment, using a combination of Veolia's own vehicles and reliable third party sub-contractor hauliers, which they use for deliveries to their own facilities, as well as other third part incinerators. He's in discussion with Veolia's own fleet on what they can do themselves, as well as what they're using from other locations, where Veolia doesn't have as many vehicles in that area. The delivery plan is being finalised at the moment, so at this stage there's nothing formal to share. However, there will be soon, with further updates as the time approaches.

(MA) suggested that next year, Veolia will be able to provide an exact picture of where the waste will come from, what type of sub-contractors will be used and the number of vehicle movements. Commissioning at this point is around 7 months away and Veolia is still involved in some procurement processes to secure some waste, though hopefully in January 2021, it will be possible to show the CLP a map of all the WTS that are going to be used and show the routes, so it will all be much clearer.

Q: Lidlington PC asked how much hospital waste is going to be included in the deliveries.

(MA) assured the meeting that this would be a very small proportion; at the moment, most of the waste will be Local Authority waste and Veolia are actually struggling to give capacity to their commercial depot. Most of the waste will *not* come from hospitals, although (MA) wished to clarify whether the question related to hazardous/clinical waste or general waste.

Lidlington was concerned more with general waste in the form of large quantities of PPE waste generated in response to Covid-19.

(MA) noted that clinical waste is managed by Veolia's hazardous waste team and handled separately, so it does not go into general waste; Veolia does not intend to bring this type of waste to the Facility, as it has other outlets for this. Indeed, it is actually changing the permits for some of their Energy Recovery Facility (ERF) for contaminated/clinical waste, but the company has no plans to send this to Rookery South. If Veolia brings in any hospital waste, it will only be general waste – i.e. black bag, non-hazardous waste.

Q: (SC) acknowledged that Veolia has said all contractor hauliers will obey the routes as laid out, but asked how the company would police this.

(JaH) explained that what Veolia has done previously with regard to access to the company's own WTS, as well as other facilities, is normally provide a map and, when drivers are inducted, Veolia makes sure that they are fully aware of the routes into the site. In the past, the company has used a "strike" system, so if a driver is caught going the wrong way, they are banned from site for a period of time and the haulier is informed. Veolia polices this very strictly and makes sure that this type of thing doesn't occur when they go into any third-party facility.

Q: (SC) asked whether we would need to rely on members of the public to spot, for example, a lorry going through Brogborough village or some other route that was not prescribed.

(JaH) responded by saying that all haulage vehicles are equipped with GPS tracking, so Veolia can track the vehicles and see where they go, so they can clearly see it when it's happening. Veolia can see in real time when it's happening – with their own or third-party vehicles; they can spot it and police it very quickly.

Q: (SC) asked whether Veolia would be conducting audit checks. Will there be some form of regular sampling or checking to see if drivers are behaving?

(JaH) assured the meeting that this is exactly what would take place. There is a huge amount of waste being moved and the company wants to make sure that it's doing everything right. They will be keeping a very close eye on all the third-party hauliers to ensure they are using the correct route.

Q: Lidlington PC observed that some of the roads are beginning to crumble where lorries have been and wanted to know who was responsible for repairing the roads.

(JH) explained that, under the DCO, there is a Section 106 Agreement which requires Covanta to do a survey of the road along Green Lane during the construction period. A survey was conducted before the project started and she believed this has to be done every year following the construction period [for 5 years] and, if there is any deterioration in the condition of the road, the company has to make good that condition.

Q: Lidlington PC noted that the C94 is also being used – does that also come under Covanta's responsibility?

(JH) responded by pointing out that the Section 106 Agreement just covers Green Lane for the conditions survey. The C94 will be the responsibility of the Highways Authority. Some sections will be in Central Bedfordshire and some will be in Bedford Borough. It is not clear who would have the responsibility, other than the Highways Authority – because there is a lot of other traffic using that route as well.

Site Visit – Veolia

(MA) noted that the site visit took place on Weds 23/10 at the Northampton WTS, which she hoped gave attendees the opportunity to see how Veolia handles the waste which is tipped at one of its WTS, what kinds of checks are carried out on-site, to see if there were any contaminants in the waste delivered to the facility and also, to see the different streams separated in different bays and how the waste is loaded onto trucks. She hoped that this provided some reassurance that the necessary procedures are in place and stressed that Veolia is happy to organise another visit to another WTS if that is helpful. The company is also happy to organise a visit to an EFW facility – obviously, this would be a Veolia-operated facility, but it would at least provide an overview of the process.

Site Visit – Rookery South

(AS) commented that a similar site visit was discussed at Rookery South. Unfortunately, however - with the further deterioration of the Covid-19 situation, and as outlined earlier in this meeting, some of the challenges the company was facing during construction, with a workforce of 700 on-site and construction at the stage it is – it was felt that it would be very challenging to arrange a visit at the moment, whilst at the same time continuing to keep everyone within the guidelines in place. Reluctantly, therefore, it was not possible to arrange a visit right now, with the current workforce and measures around social distancing in place; however, the company will keep this under review and, in the event where cases do start to ease off, it will look at this again.

Q: Brogborough PC asked where in Northampton the Veolia site was.

(MA) said that it was in one of the industrial estates in Edgar Mobbs Way

(JH) stated it was situated near Sixfields – just behind the football ground.

Rookery Newsletter

(DS) announced that the latest copy of the newsletter is currently in draft form and that the company expected it to be delivered to approximately 10,000 households in the area. Because new houses had been added to the Post Office list, they will be distributed across the Marston Vale area very shortly.

New subjects have been added to the newsletter, so there will be items on the level crossing upgrade, the arrival of new members to the CLP (for example, IM and IJ). There will also be an item on the latest construction progress, as described by (AS) earlier. If people wish to see this after the meeting, it is on the *Construction Progress* page.

One important point is that this will be the final print edition of the newsletter and from this edition onwards, it will be moving to an E-edition-only format. It's felt that this is a better way to impart information to people and it's considerably more environmentally-friendly. Also, there's increasing interest in various aspects of the construction phase and, in particular, the stack construction. A host of FAQs on the stack have been added as a consequence, so if CLP members are interested in finding out more, that will be the point of information.

Q: (SC) asked whether Covanta had a substantial bank of email addresses. She was concerned that, while appreciating the reasons for opting for an E-edition, putting a paper newsletter through 10,000 letter boxes reaches people in a way that an email might not.

(DS) acknowledged this was a fair question, although he also noted that other similar projects are moving, or have moved to an E-format. In answer to the question, the company does not have a bank of email addresses, because this would have a number of GDPR implications. However, the company will feature it prominently on the Home page of the Rookery South website and other areas of the site as well – along with other news, events and archive features.

Q: (SC) was unsure how effective this would be and asked whether this had been discussed with the Local Authorities.

(DS) replied that it hadn't, but if other parish councils would like to receive the newsletter in E-format – as, for example, Stewartby had requested – he would be happy to send it on so that parish councils could put it on their websites. This would ensure that local communities would get a chance to read it as and when it is published.

Q: (SC) agreed this would be a good idea; it could then also be distributed on Facebook pages. However, there was still a concern about relying on people casually going on to the website. When canvassing, it is striking how many people do not do emails and (SC) asked how other parish councillors felt about this.

Houghton Conquest noted that there was a high proportion of older residents, many of whom do not have or use the Internet. He felt concerned that it would not be easy for these people to be updated and felt that moving away from hard copy was related to reducing costs, hidden behind a green agenda.

(DS) responded by saying that this was not related to cost. However, he noted the strength of feeling about this and will take this back to the project team and discuss whether it is possible to continue with the print editions or move forward with the E-edition. He will come back with a response for the CLP via (BF).

Marston Moretaine PP commented that they have used the E-format for the Parish News, as well as providing hard copy in the post office and are therefore able to cover most people in this way.

(SC) agreed that a 'mixed economy' might be a good idea.

(DS) commented that all CLP members receive an E-copy as well, so he can send it to PC clerks directly or distribute it via CLP members. Provided distribution is increased as much as possible, people can find out about construction progress and raise any questions or issues they might have.

Q: (SC) asked whether this could be sent directly to the clerks.

(DS) stated that he had written to the clerks in the past to ask whether they would like to have a copy of the E-edition; there was quite a low response rate at that time, but he would ask again.

Q: Brogborough PC agreed with what had been said about many residents not having access to email and asked if Brogborough would have a copy of the newsletter.

(DS) said he would send parish clerks an E-edition and also organise a limited run of hard copies of this edition for delivery. Considering the points raised this evening, this matter will need to be reviewed to see if it is possible to continue in hard copy format for the 10,000 households.

Brogborough would appreciate the hard copy and asked if she could receive the E-edition, so that it could be put on the parish website.

In response to further similar requests from (SC), Lidlington PC and Lidlington Resident, (DS) confirmed that he will report back to the project team and update the CLP accordingly. He also confirmed that the E-edition was sent to the parish clerks and they publish it in any form they wish. No-one is expected to deliver the hard copy newsletters; Covanta has a local distribution firm that does this and the printers are sourced locally as well (they are based in Bedford). He will check the file to make sure all the parish clerks have an E-copy of the newsletter, doubled up by the print editions delivered to households.

Local Authority Monitoring (AT)

Since the last meeting in June, (AT) reported that one outstanding application by Covanta for further extension of working hours was approved in July, for the period 01/07/2020 to 30/09/2020. In August CBC received further applications to agree to extra working on Saturdays, which would align with that approval – and this would also cease on 30/09.

As noted earlier in this meeting by (AS), another application for works had been received from 01/10 to the end of December. However, if the Christmas period is taken out, this would cease on 24/12/2020 and approval for this was granted on 28/09/2020. This will run for a specified set of operations and specified extended hours period.

CBC deliberately looked at giving these approvals in 3-month periods because it allows Covanta to see whether any proposed activity might have caused a specific nuisance and CBC to have a review process every 3 months to see how things are going – and on the whole this has worked quite well. (AT) confirmed that no further extensions will come in to CBC.

In addition, (AT) noted that she was informed on 01/09/2020 that works had taken place on August bank holiday Monday (31/08/2020) and these works had not been approved by CBC. (AT) had made it clear to Covanta that these works had not been agreed and, having had a formal response from the company, along with subsequent conversations, she wrote to them to state that it was her understanding this had been an isolated incident – but also to request that Covanta reiterate the legal requirements of the DCO and ensure that any site manager is aware of these.

(AT) also spoke of the revised lighting strategy. This has been under review for some months but she wanted further information, which has just come in. CBC is working with Covanta & JH on the Rights of Way Strategy, under Section 106.

In addition, the rail feasibility study, also required by Section 106, was signed off for this year. It is a rolling requirement that Covanta looks at whether any waste might come in via rail and that is a rolling 5-year study. The report submitted to CBC was signed off this year and the next study will need to take place in 5 years' time.

(AT) visited the Rookery South site on 17th September and was quite surprised how far it has come along; this was her first visit since lockdown and it was looking quite tidy and a lot of infrastructure has been installed to ensure that people can still work during Covid-19.

Q: (SC) was very interested in the rolling rail report. She had received quite a lot of correspondence from a resident over the summer asking about rail access – is the report in the public domain? If so, would it be possible to obtain a copy of the report?

(AT) felt this would be possible; she will get back to the CLP if that were not the case. If she can obtain it, she will email it through to SC directly and she would also forward on the agreement letter from CBC.

AOB

Q: Marston Moretaine asked, with 60% EU labour working on the site, what effect a no-deal Brexit might have on the construction timeline.

(AS) responded by saying that this had been on the project's radar for some time, given that a large number of EU employees work on the site. The positive aspect of this is that the project is nearing the end of the construction period, with peak workforce at the moment and this will tail off significantly towards the end of the year. On the basis that the Brexit transition period comes to an end at the beginning of December, the limited number of EU workers – such as commissioning specialists that will be needed during the commissioning phase – will still be permitted to travel. However, the main contractor, HZI, are Swiss-based and are acutely aware of Brexit being on the horizon. They have their own contingency measures in place to resource remaining requirements on the project; it is, however, difficult to predict.

Q: (AT) asked whether she needed to respond to the Highway condition order.

(JH) responded that this was with reference to the earlier question regarding potholes and damage to the road on the C94. (JH) further noted that the DCO addresses a conditions survey in Green Lane, but not the C94.

(AT) was not sure of the answer to this – it may be split between Bedford Borough and CBC. For the part of Green Lane that dips into CBC, there is an agreement between the two authorities that Bedford Borough undertakes any work that needs to be done in that area on CBC's behalf, but she didn't know where that split was on the C94.

Lidlington Resident commented that this referred to only a small section of the C94 – from Marston Moretaine to Stewartby.

(SC) advised that any issues with potholes in that area need to be reported on the Highways online portal. Both CBC and Bedford Borough have a reporting system and, if Lidlington PC has identified any particular potholes, please contact her.

Items for January meeting

Lidlington Resident is particularly interested in emissions – not just CO2. The latter were covered to some extent in the Queries and Actions document, but she was more interested in the wider issue of emissions and anything that was potentially carcinogenic.

(NGd) suggested that the EA could deliver a short presentation on emissions and their environmental impact at the next meeting. If CLP members wish to elaborate on any particular issue, the EA can shape the presentation to that.

Lidlington Resident explained that she was interested in anything to do with health implications; e.g. cancers, people suffering from COPD or asthma; not so much the green agenda.

Lidlington PC also wished to discuss footpaths at the next meeting, while (SC) asked this to be extended to footpaths, bridleways and cycle ways.

Q: Marston Moretaine asked about the build-up of traffic movements. Is there a plan for the next 18 months for how the local traffic will start to increase – from 80 to 200/300 movements per day.

(MA) stated that, from Veolia’s perspective, the commissioning and operation movements will not change because they have to deliver in the same volumes of waste. What may change is for the output and the pollution control residues, but it shouldn’t move too far from these figures, because during commissioning, there will be a point when they are almost at full capacity.

At the next meeting in January, when the delivery plan has been fully finalised, Veolia will be able to show the ramp-up for vehicle movements delivering waste.

Houghton PC clarified that, what he and Marston Moretaine are trying to understand is, while there is a plan for vehicle movements, the effect of these movements has not actually been seen. He asked whether there is to be a planned monitoring in the early stages as the vehicle movements ramp up to see what the real effect is.

(BF) suggested the next meeting should take place on Monday 11th January 2021, but will confirm this with members in due course.