

Rookery South ERF Community Liaison Panel Meeting 5

16th October 2017, 18.30 - 19.45

Marston Forest Centre Seminar Room

In attendance: R. Ivory; R.McIntyre; L. Frangiamore; M. Wright; R. Franceys; S. Marsh; S. Clark; J. Thomas; P. Neale; D. Cooper; R. Chatham; N. Webb **and** D. Cowan; N.Grimstone; T. Koltis; I. Soler; J. Harper.

Facilitator: R. Treacher – robin@quantumpr.co.uk; 07818 515770

NOTES

Introductions

Robin Treacher introduced himself as the new facilitator replacing Kate Fairweather.

It was reported Andrew Penn had stepped down from the CLP and Lidlington Parish Council has not yet nominated a replacement representative, for the CLP. Sarah Watts sent her apologies – Lisa Frangiamore substituted.

Actions from Meeting held on June 12th 2017

- Tom Koltis reported on a fire at Covanta's Fairfax facility – one of its older plants – and explained how the fire started, which was due to a natural exothermic reaction within the waste. The plant did not have thermal imaging equipment. This equipment will be installed at Rookery ERF which will lead to fires being detected quicker. Rookery ERF will also have a more automated fire suppression system than Fairfax had. Water will come from storage and hydrants for fire fighting. Water used for fire fighting will be kept on site for treatment – it will not be allowed to run off; the fact that the ERF is within a pit helps ensure this. The CLP was assured that building regulations and demands from insurers mean the plant will have high fire suppression standards. **See slides attached.**
- Sue Marsh and Judith Harper reported on traffic and whether all Rookery ERF vehicles should/could use the Marsh Leys junction. They reported that highways advice was that it was preferable this didn't happen as it could overload the junction, which is already at capacity. Therefore vehicles travelling to the Rookery ERF would use the Marston junction, then old A421 and Green Lane when coming from the south. Sue Clarke noted that developers of the three new "villages"

would have needed to take traffic using the ERF into account when they submitted their plans. This traffic consideration is still relevant as Covanta obtained its permission with traffic flows before the new housing was proposed.

Update on EA permit consultation

Ross McIntyre from the Environment Agency reported 383 people attended the drop-in session during the extended consultation period and an additional 180 people had made comments. He added many of the questions did not relate to the permit and EA remit (most were traffic and Covanta's reputation). There was criticism that the consultation period and the purpose was not adequately communicated within the vicinity. It was felt there was an over-reliance on contacting people who had responded first time around. It was also felt the drop-in sessions were under-staffed by the EA and there was a lack of personnel with project and site knowledge.

It was stated some Parish Councils were not informed of the drop-in session and there should have been advertisements in the media.

The EA said it had sent out a press release and advertised the session on its website and there had been a high turn-out. The previous CLP facilitator (Kate) had also written to all CLP members. The EA added the drop-in session was over and above the requirement for this type of consultation.

There were concerns that since the project was started, many new houses have been built in the area and the new owners were not aware of the ERF proposals. It was suggested new home buyers had not requested a detailed search be done by their conveyancing solicitors to save money. Had they done so, the project would have shown up.

Covanta to consider running some additional public information sessions.

Electricity Subsidy Scheme (see attached slides)

Neil Grimstone reported the scheme now exceeds the legal requirement set out in the Section 106 Agreement and that Grantscape of Salford had been appointed to administer the scheme.

The CEO of Grantscape will address the next CLP meeting and answer questions.

Level crossing safety (see slide attached)

Neil Grimstone reported that the Green Lane crossing will be upgraded to allow manual control of twin barriers from a signal control centre near Ridgmont station. This will replace the current system of the train activating the automatic half barriers. It will cost several million pounds and require the closing of the crossing for up to two weeks for work to be carried out. There will be no access to Green Lane via the crossing while work is carried out.

This solution will reduce the time traffic will be held up at closed barrier gates compared with the previous reported 4 minutes for the current two closures an hour (plus freight trains). In 5-6 years train frequency is expected to rise to four an hour.

Advance Notice Questions

Sarah Watts asked two questions in advance of the meeting: One relating to a lime ash leak at Covanta's Dublin plant and the other to the proposed Rookery ERF building's cladding.

Tom Koltis had already circulated the answer relating to lime-ash – a fault found in a door seal during testing. No harm to the public resulted. Staff underwent precautionary health checks.

David Cowan (Veolia) reported on the building cladding (in the light of the Grenfell disaster) and stated it was made of different materials as an industrial development and met a different and higher specification than that used on housing projects such as Grenfell. He added the building insurers would insist on a very high cladding specification and performance.

Questions on the night

Q. A CLP member reported work being undertaken on a Sunday (LLRS) at the Millbrook End of the site. David Cowan to investigate and report back.

Q A member asked who is going to set the acceptable water levels within the site as the area has flooded in the past. David Cowan to report back.

Q Will construction traffic use the same approved traffic routes as waste lorries?

A The answer was "Yes" and that the HGVs which have recently been sighted on the old A421 are nothing to do with Covanta/Veolia. Construction equipment has been delivered to the site and will largely remain onsite for the time being.

Q Does work on the building "platform" constitute a start of the construction phase?

A No – but construction might start at the end of this year or beginning of next year once pre-implementation planning conditions have been met. The plant is due to become operational in 2021.

Q Once operational what will happen if the facility receives more waste over a day or two than it can handle in the process?

A The pit has a storage capacity of about seven days to remove peaks and troughs.

Q Are there any CHP (combined heat and power) contracts in place?

A Not at the moment but C/V would welcome them and the plant has been configured to be "CHP ready" should an opportunity arise in the future which makes economic sense. Heat can be supplied over a distance of 5-6 kilometres to a single source/user. One problem with domestic users is their requirement tends to be seasonal. Veolia supplies heat/hot water in the London Borough of Southwark.

Q Could the local councils make CHP connectivity a condition of planning in the future?

A They cannot force a developer to make the additional investment necessary.

Construction phase and beyond

Robin reminded the meeting that the project is likely to now move into its construction phase. It had always been Covanta's intention the CLP continue during this phase - and then on to a monitoring role once the plant became operational. Members can continue on the Panel in the construction phase or nominate an alternative representative if they wish to.

Next meeting

It was agreed to hold the next meeting at the Forest Centre on Monday January 15th 2018 starting at 6.30pm.

The next meeting to cover

- Covanta to consider providing additional consultation/information about the ERF for new nearby home owners.
- Veolia to report back on evidence of Sunday working on site.

Held over

- Public Rights of Way improvement plan
- Community Trust and Memorandum of Understanding
- Filtration system design and bag filters