

Notes from CLP Meeting 15/7/19 – Meeting 11

Judicial Review update – Judgement has been reserved and decision is pending. No further information

Community Energy Initiative – The cut-off date for applications for the subsidy had closed at the end of June. Over 3,400 applications had been received from over 10,000 eligible households and 23 not-for profit organisations. The subsidy will be indexed linked and is currently £64.35 per annum (up from £60).

Community Trust Fund – This will probably be managed by Grantscape as well. Final decision will be made towards the end of the construction

Construction update - Marie Silven gave an update. There have been over 8,000 piles put in place on the site. The continuous concrete pour has been taking place over the past few months and will go on into August. This is to create the waste bunker as one complete concrete structure. Civil engineering will last until the end of 2020, mechanical and electrical engineering during 2020. Testing, cold commissioning and hot commissioning from 2nd half of 2020 to end of 2021 with live date early in 2022. There will be road closures over the summer to get the UKPN cables from the site to a sub-station on the A421. There will also be a water connection from Stewartby to the site that AW will be working on at the same time. 150 construction staff on site at present.

Monitoring Report – Beds B.C (Roy Romans) - Roy and his team oversee 168 sites across Beds Borough and Central Beds with approx. 100 active sites. Roy assured the CLP that any breach of the DCO would result in a prosecution if it was in the public interest to prosecute. He was asked how Covanta will be monitored. Covanta will self-monitor and CBC and the EA will also monitor and investigate any complaints that they receive. Concerns were raised as to whether the quality of the concrete and the pour were being independently inspected. Covanta confirmed no independent inspection at present.

Network Rail – Stewartby Level Crossing – Green Lane crossing currently a half barrier crossing operated by trains approaching the crossing. This will be changed to full barriers with CCTV operated from the Ridgmont signal box. Barrier down time will increase to 3-4 minutes. Work to start Summer 2020. New signals, new level crossing deck, new barriers and signage. Operational towards the end of 2020. It was confirmed that the Kempston Hardwick crossing was being considered for a bridge and that the Marston crossing is to be replaced with a bridge so why not one at Stewartby? There was some discussion as to whether a bridge could be paid for as part of the development of the Stewartby brickworks site. It was advised that any new bridges would have to be built to a height that would accommodate electrification of the line at a later date.

Newsletter – Covanta want to make a downloadable version available to all local Parishes so that it can be published on parish websites, facebook pages etc. It was confirmed that the next newsletter was still in production.

Next meeting 14th October 2019