



**Newhurst Energy Recovery Facility
Local Liaison Committee (LLC) Meeting
Monday 11th January 2021
from 3.00 to 1630 by Zoom**

Agenda

Meeting Link: Join from PC, Mac, iOS or Android: Join Zoom Meeting

<https://zoom.us/j/98646997564?pwd=dksxWVhTcjZTa2ZST20yVHVWTVRSZz09>

If requested please use: Meeting ID: 986 4699 7564; Passcode: 802668

Please note that this meeting will be recorded for purposes of minute preparation only. If you do not consent to this please advise Dr David Best as soon as possible.

- | | |
|---|--------------------------|
| 1. Welcome and Introductions | DPB |
| 2. Apologies for absence | DPB |
| 3. Minutes of the last meeting | DPB/ALL |
| 4. Matters arising (not covered elsewhere on the agenda) | DPB/ALL |
| 5. Presentation on R1 (including questions and responses previously provided) | M Revell/C Burdis |
| 6. Discussion of questions and responses previously circulated | DPB/ALL |

- | | |
|---|----------------------|
| 7. Terms of Reference conclusion | All |
| 8. Construction update | Covanta/Biffa |
| 9. Date and time of next meeting | DPB |
| 10. AOB and next meeting Agenda items. | ALL |
| 11. . MT (suggest Monday 14th Jan @ 1800) | |

DRAFT

NEWHURST ERF LOCAL LIAISON COMMITTEE (LLC) MEETING NOTES
MEETING HELD 11TH JANUARY 2021, 1500- 1630HRS (VIA ZOOM)

In attendance:

Cllr Christine Radford (CR)	LCC County Councillor, Shepshed
Cllr Max Hunt (MH)	LCC County Councillor, Loughborough North West
Cllr Jane Lennie (JL)	Shepshed Town Council
Cllr Peter Grainger (PG)	Shepshed Town Council
Cllr Joan Tassell (JT)	Charnwood Borough Council Shepshed West
Cllr John Savage (JS)	Charnwood Borough Council (CBC) Shepshed East
Julia Howard (JH)	Local Resident
Peter Wood (PW)	Local Resident
Peter Cunnington (PC)	Local Resident
Daniel Galpin (DG)	LCC Planning Officer
Mark Revill (MR)	Environment Agency (EA)
Ann Green (AG)	CBC Environmental Protection
David Spencer (DS)	Covanta
Craig Burdis (CB)	Covanta
John Orchard (JO)	Biffa
Mary Tappenden (MT)	Biffa
Dr David Best (DPB)	Independent Facilitator

Apologies for absence: Alan Twells (CBC) **Note** G Newborough has stated that he wishes to remain on the Committee; Ms M Havers has stood down; Mrs Howard's role dealt with under the item on Terms of Reference (ToR).

Disclaimer: Membership of the LLC does not imply either support for, or objection to, the Newhurst Energy Recovery Facility (ERF) development. Rather it is an opportunity to facilitate the flow of information between the developer and local communities and vice versa.

1. Welcome and Introductions

- 1.1 David Best welcomed members to the meeting.
- 1.2 A copy of the papers circulated with the Agenda will be available on the Newhurst ERF website after the meeting has concluded. The link for the website is:
<https://info.covanta.com/newhurst#communityengagement>
- 1.3 Noted that the protocol for the preparation of the papers and their circulation would be dealt with under AoB.
- 1.4 DPB stated that the meeting would be recorded to help prepare the meeting notes, but the recording would be deleted once these were approved at the subsequent LLC meeting. A question was asked if the recording would be available on the website. DPB replied that there may be GDPR or privacy concerns with this. He would obtain advice on this and include the conclusion of this in the minutes of the meeting.

2. Minutes of the Previous Meeting.

- 2.1 These had been previously circulated. There were no comments on them, and they were therefore adopted as a correct record, and will be lodged on the website with the rest of the papers.

3. Matters Arising not on the Agenda.

- 3.1 A question was raised as to the status of the Traffic Management Plan and the landscaping plan for the site (and post operations restoration). Covanta stated that the information required for the Green Travel plan had been submitted. Landscaping and restoration would be covered under the construction update.

4. Presentation on R1- M Revell, C Burdis

- 4.1 *Mark Revell* presented the meaning and application of R1 to the Newhurst facility. He explained as background that R1 is a shorthand for the position in the 13 stages of the Waste hierarchy contained in the European Waste directive. "R1" indicating the use of waste to generate energy. With landfill being the lowest and least favoured position on the hierarchy.

The key points were:

- Some Planning Authorities have stipulated that an assessment to provide an R number should be sought by the operator at the Planning stage.
 - The EA use the formula or method for computing the energy efficiency of the proposed plant based on the method of operation. This method is specified in the European Waste Directive.
 - In the case of the Newhurst plant the coefficient is 0.87 or 87%, considerably in excess of the figure of 0.65 or 65%% given in the directive as the necessary efficiency for an R1 assessment.
 - The EA has done this since it has the resources and capability to do so.
 - The Assessment has been done at the design stage on the basis of the method and technology of operation of the plant.
 - This rating will then be validated when the plant becomes operational based on the real-world output.
- 4.2 It was noted that the previously circulated papers contained a number of questions and answers provided by *Mr Revell*, specifically Papers 5.0 and 5.1. Papers under item 6 also refer.
- 4.3 *Mr Burdis* thanked MR for a comprehensive explanation. He added that since Newhurst was intended to be one of the most efficient plants in Europe, the current assessment provided some confidence that the efficiency, based on the Design of the plant would be high.
- 4.4 *Julia Howard* thanked MR for the answers previously given but asked if the figure excluded Heat take off, if that became a feature of the operation? She further enquired what would happen to the efficiency.
- 4.5 *MR* replied that if heat was taken off as well that may increase the efficiency measure, but that it needed to be understood that heat and electricity were complementary. Therefore, if heat was taken, then electricity generation would fall, since the heat is needed to produce

the electricity and if heat was taken then the volume of electricity produced and exported to the National Grid would decrease. The efficiency however would probably increase.

4.6 A question was raised that the calculation has been done at the design phase? It was noted that a further in-depth assessment would be done in the operational phase to assess the then efficiency of the plant against the original assessment. The assessment of efficiency is therefore an ongoing process.

4.7 Several supplementary points were made:

- Visual aids for this type of technical presentation would be helpful. *MR and CB* both agreed that should either of them be called upon to present in future a visual element to their presentation would be helpful.
- *Councillor Hunt* raised the question as to whether it was the normal situation to provide an estimate of efficiency without a detailed technical design. *Craig Burdis* responded that the operation is being designed and built on an iterative basis and having been scoped at high level, each element of the design is being designed in detail as the timetable requires. It is usual to proceed in this way.
- *Councillor Tassell* asked if any of the heat or electricity had been offered to companies on the opposite side of the A512 to the site. *CB* noted that the large valves that *Councillor Tassell* had observed were the water supply to the plant installed by Severn Trent. He further noted that discussion on the range of options to supply neighbouring businesses were underway and every opportunity was being explored.
- *Councillor Lennie* asked if any waste would be taken in from other countries. This was categorically declared not to be the case by *Covanta/Biffa representatives*.

5. Questions and responses previously circulated

5.1 *DPB* drew attention to the papers circulated of questions posed by the *LAQPG* and by *Mrs Howard*. *DPB* Asked if there were any matters of clarification or any supplementary questions that were unanswered.

- *Mrs Howard* had raised supplementary questions, which had been previously circulated and, in part responded to, about air quality monitoring and the benchmarking against which monitoring would occur. It was stated by *Covanta/Biffa* that although there was a requirement for a great deal of data to be submitted to the regulator, the current monitoring was of NO_x to determine background levels in respect of lorry movements before the plant commences operation. The monitoring of NO_x is a requirement of the planning permission.
- *Mrs Howard* questioned how the plant would comply with the new regulations regarding <2.5Um particulates and whether *Covanta/Biffa* would provide written assurances that the plant would comply with the new regulations. *Covanta/Biffa* provided concrete assurances that the plant would comply with any and all regulations in force at the time. This will be done through the issue of a revised permit at the appropriate time.
- *Mrs Howard* raised the issue of whether there was a restoration scheme for the plant. *Covanta/Biffa* stressed that there was a scheme for the restoration of the quarry, which is part of the overall site., With regards to the plant, there is no requirement to provide a restoration scheme for the site once the plant reaches the end of its operational life. The plant has a nominal life of some 30 years. Should it become necessary redevelopment would be subject to a fresh planning

application to the standards of the day. As with all planning consents for industrial development, this is a permanent consent.

- *Mr Wood* asked if the movement of the 30% of HGV movements not controlled by Biffa/Covanta would travel to the plant by the A512. Covanta/Biffa stressed that in their view the majority (c.92%) would come via the M1 from various waste transfer sites. The point was noted, and routing would be stipulated in contracts to supply waste. Sanctions would be applied if haulier firms were found to be breaching these contracts.
- *Councillor Hunt* raised the point that what was noted was not always acted upon. *Covanta/Biffa replied that* it was stressed that the county council as well as Covanta/ Biffa were likely to monitor HGV movements very carefully.
- A question was raised as to whether the HGVs would be able to easily navigate the turn off the slave road providing site access from the M1. Covanta/Biffa responded that the latest road planning software had been used and they were confident that all vehicles turning would have adequate space to do so. It was also emphasised that the whole junction will be controlled by traffic lights (pdf of the plan attached).

6. Terms of Reference of the Committee

6.1 *DPB* invited *Councillor Hunt* to speak to his previously circulated observations (item 7.1).

- *Councillor Hunt* reiterated the points made in his paper and referred to the Covanta/Biffa response which pointed out the limit to the numbers of members established by the S106 agreement.
- *Councillor Radford* objected to the proposal to recruit more Leicestershire County Council representatives on the basis that Loughborough had been slow to take an interest.
- The radius of 3 miles versus the expansion to 5 miles was debated. After some discussion, the sense of the meeting was that 3 miles was an adequate area for members representing local residents.
- For the elected members of councils (Leicestershire County Council for example) the radius of three miles did not apply.
- *Councillor Hunt* also pointed out that Loughborough could be regarded as underrepresented on the basis of the current membership and interests of Loughborough as evidenced for example by the questions posed by the LAQPG.
- Mrs Howard had submitted suggestions as to the method of selection of members of the Committee (see paper 7.3)
- This method, of selection by a panel with the suggested selection criteria was generally accepted except for the issue of when such a selection should be made.
- In discussing the terms of office, it was pointed out that elected members served for a term concomitant with their elected term of office.
- Three years (as per the ToR) was proposed for resident members with a start date of January 2021, but was not debated.

7. Newsletter.

7.1 *David Spencer* drew attention to the Newsletter to be sent out in the week of the 11th of January. This was to go to some 13,000 households.

- It was observed that this newsletter contained an article which invited the community to express interest in joining the LLC. The hope was that this would result in a number of expressions of interest.
- *Councillor Hunt* asked how such interest was to be responded to in light of the proposed method of selecting members.
- *Councillor Hunt* expressed the view that it was up to the Facilitator not just to chair the meeting, but to come up with compromise solutions to put to the committee on the subject of which selection and representation were good examples.
- A lively exchange of opinions ensued.
- The facilitator agreed to produce a paper recommending a way forward.

8 Construction Update

8.1 This was held over to the next meeting due to lack of time.

9. Date and time of next meeting.

9.1 The next meeting is proposed to be held on the **12th of April from 1500 to 1700** (please note the expanded time) an Agenda and invitation will be issued nearer to the time.

10. Any other business

10.1 It was noted that Ms Havers had stood down as the observing member for Charley Parish Council. Mrs Howard would continue to serve as a local resident member but had undertaken to brief charley Parish Council on the proceedings of the committee.

POSTSCRIPT

1. Please note that Mrs P Bailey has resigned from the Committee.

2. In response to *Cllr Hunt's* question on whether the recordings of the LLC meetings could be uploaded to the project website. *Biffa/Covanta* considered this request, however, due to data protection and GDPR implications, together with the personal safety of members and their properties, it was felt that this request could not be agreed to.

3. In correspondence following the meeting the resident members have expressed a preference for the three-year term to begin in January 2021.



Newhurst ERF Local Liaison Committee Project Update January 2021

Newhurst Energy Recovery Facility

	Newhurst
Location	Leicestershire, England
Capacity (gross)	350 ktpy; ~42 MW
Financial Close	February 11, 2020
Engineer, Procure, Construct (EPC)	Hitachi Zosen INOVA (HZI)
Operator	Covanta
Scheduled Completion Date	Q2 2023

Main Welfare and Offices established on site

Design (53% complete) and Procurement (28% complete) progressing on time

Manufacturing of components, including Turbine and Boiler, progressing well

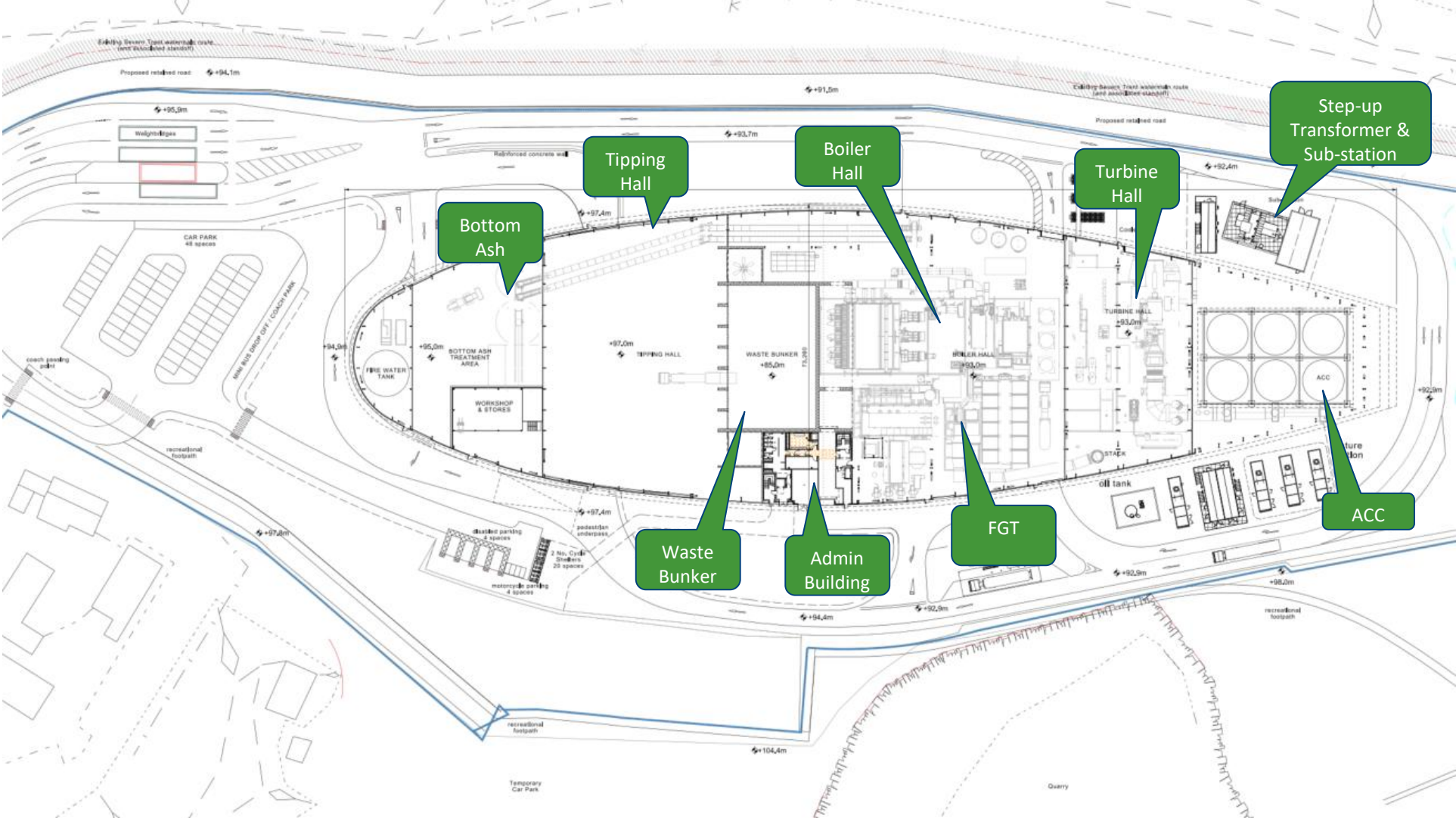
Road surfacing complete to part of permanent Site Access Road

Construction of Turbine floor slab and Boiler Hall floor slab over 50% complete

Awarded a score of 40/50 by the Considerate Constructors Scheme ('Excellent' in every category)

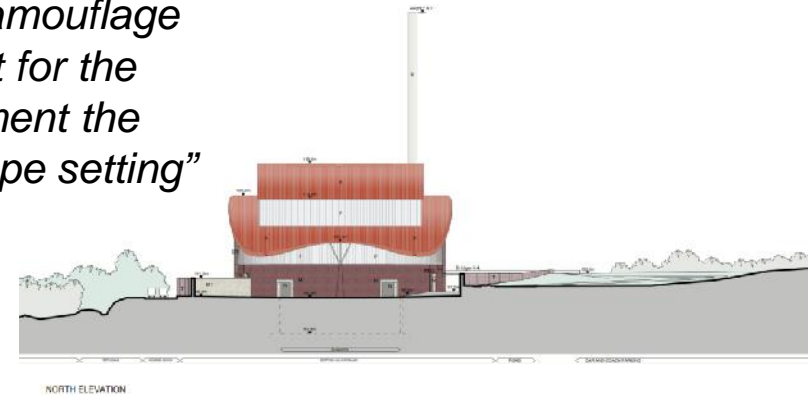
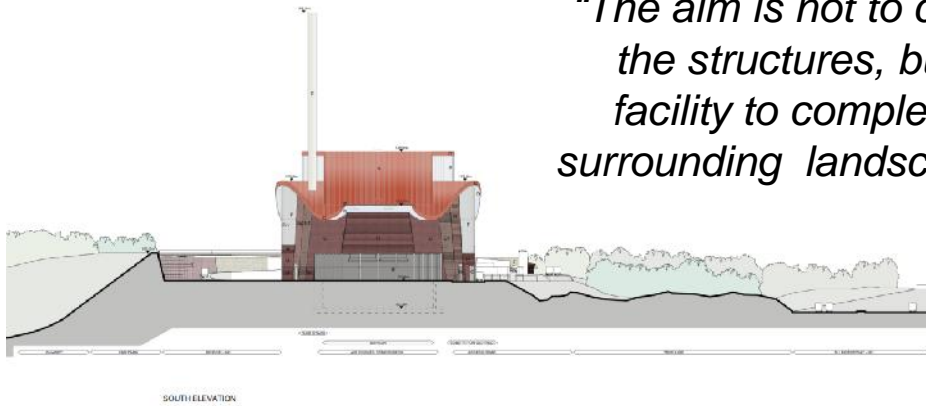


General Arrangement

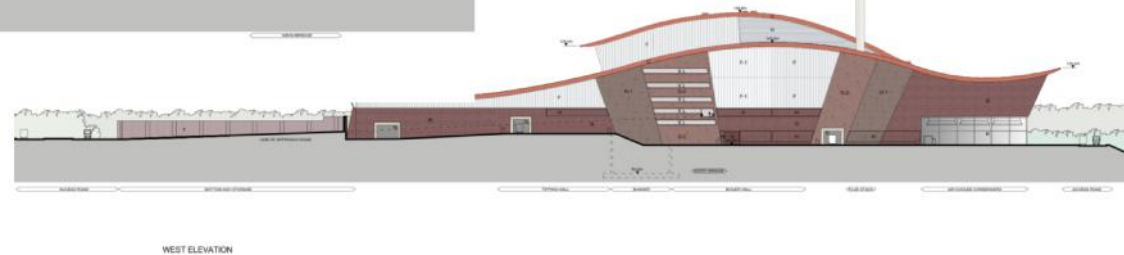
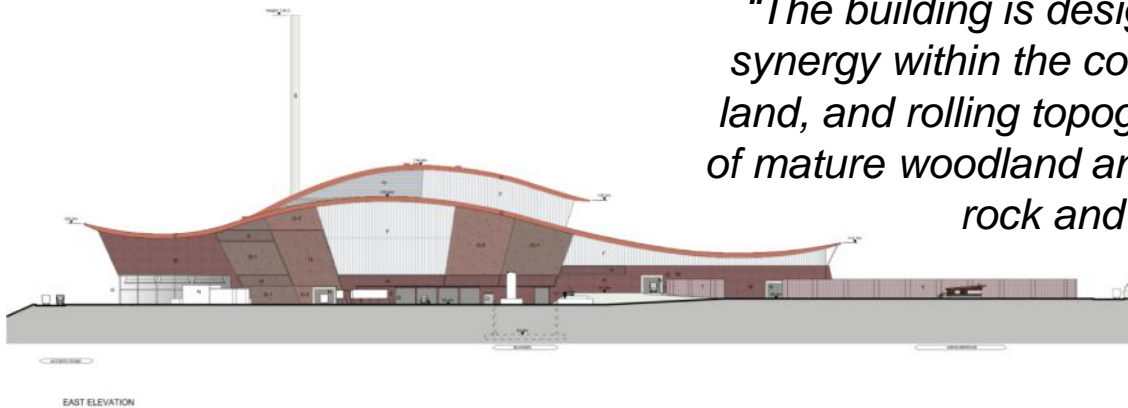


Elevations

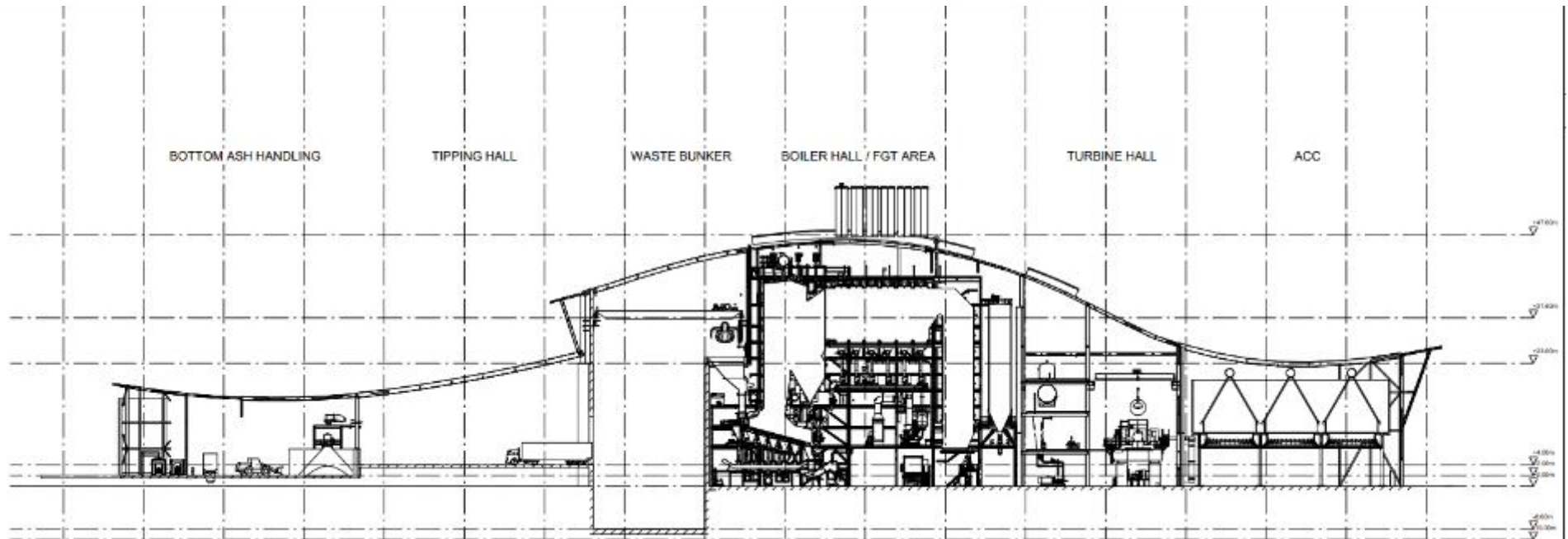
“The aim is not to camouflage the structures, but for the facility to complement the surrounding landscape setting”



“The building is designed to develop a synergy within the context of undulating land, and rolling topography with its belts of mature woodland and exposed areas of rock and earth”

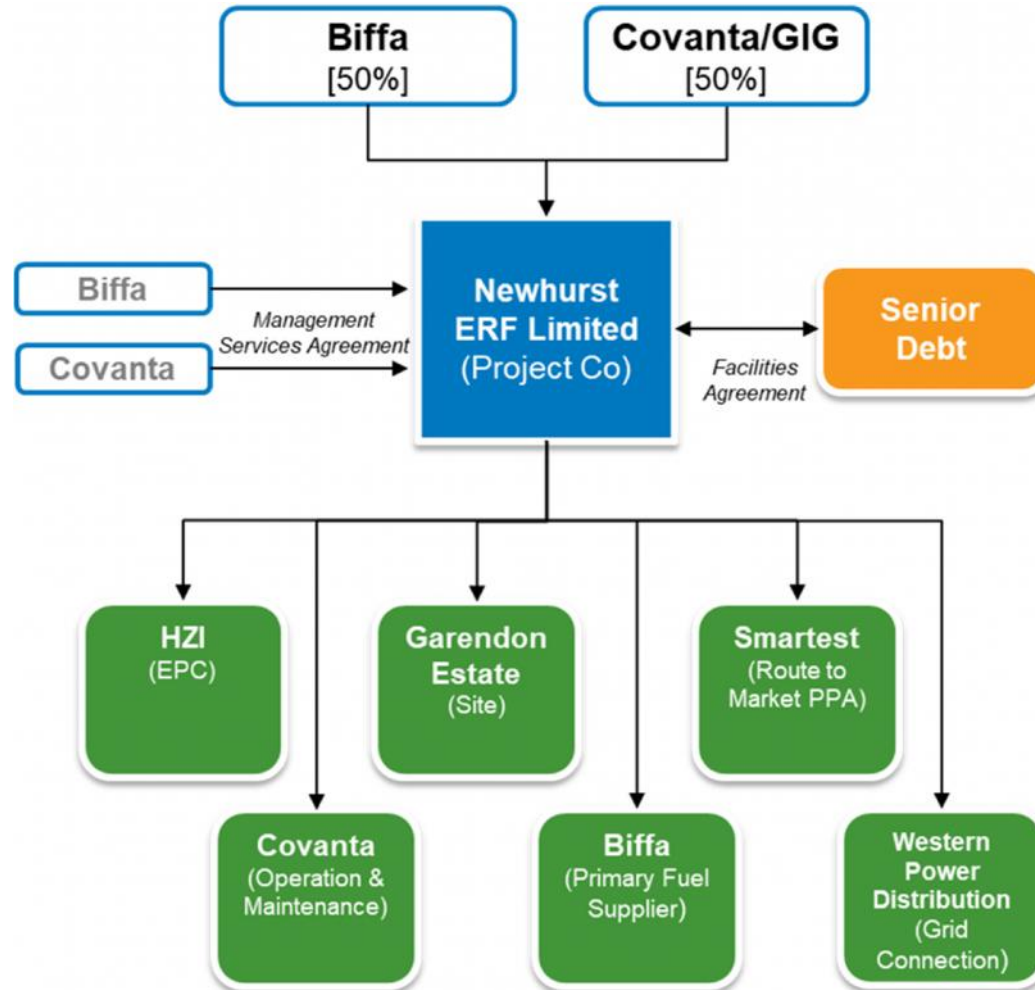


Section

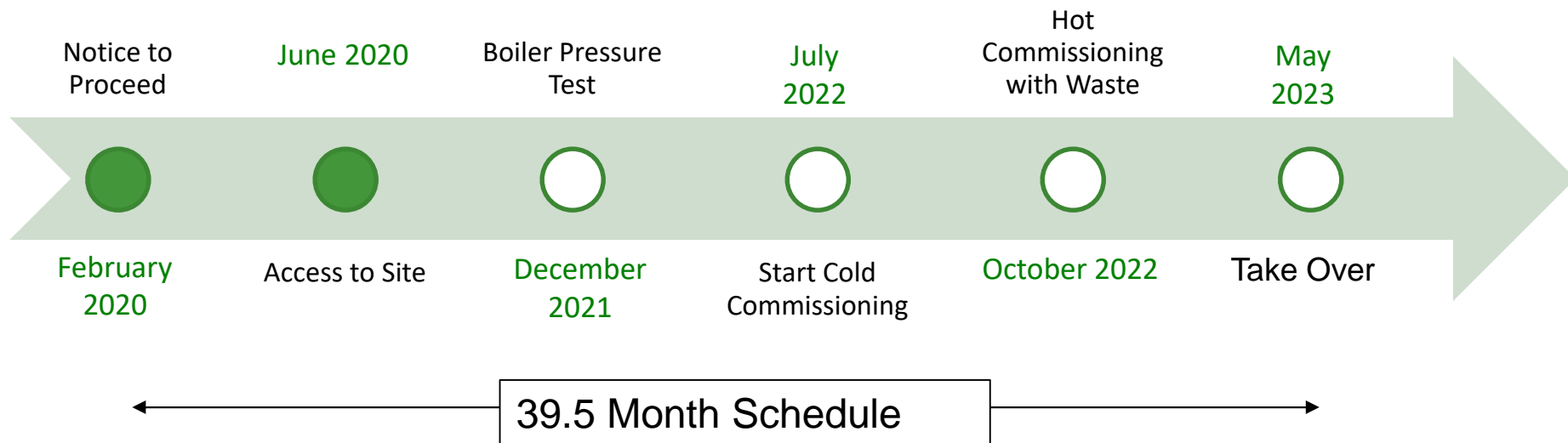


- The overall technical solution and key process technologies are robust and commercially proven
- Moving grate combustion technology

ProjectCo – Newhurst ERF Limited



Project Timeline



October 2020



October 2020



January 2021



January 2021



January 2021



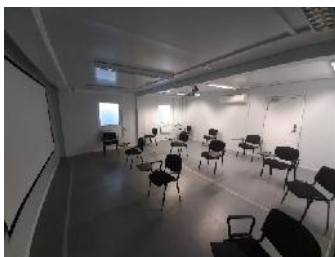
Progress Photos



COVID-19 Management & Action Plan

- All arrangements are in line with current UK Government guidance and Site Operating Procedures published by the Construction Leadership Council
- UK Government position since the start of the pandemic has been that where suitable measures can be implemented, construction sites in England should remain operational.
- The Plan for the Newhurst project includes:
 - All persons arriving at site are subject to temperature screening.
 - Workforce start, finish and break times are staggered to avoid large groups.
 - Site Welfare and Offices have been designed to be large enough to enable social distancing.
 - Additional handwashing facilities and sanitiser.
 - Expanded the site cleaning team to ensure areas are cleaned and disinfected frequently.
 - Masks are being worn when moving around offices.
 - Site support staff working from home where possible.
 - Full-time Medic on site with Covid-testing capability, should it be required.
 - 'Misting' tunnels in operation to disinfect clothing.

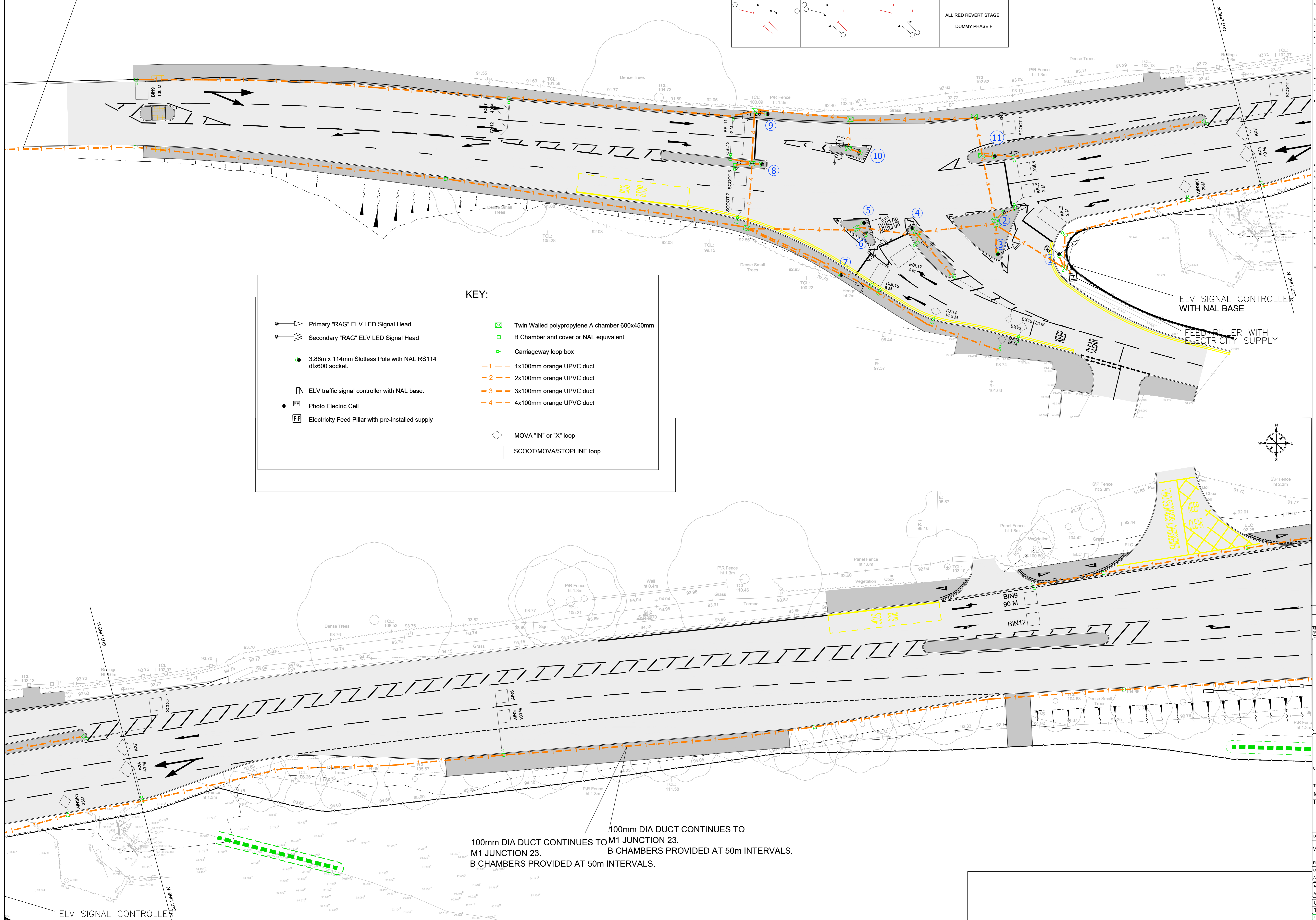
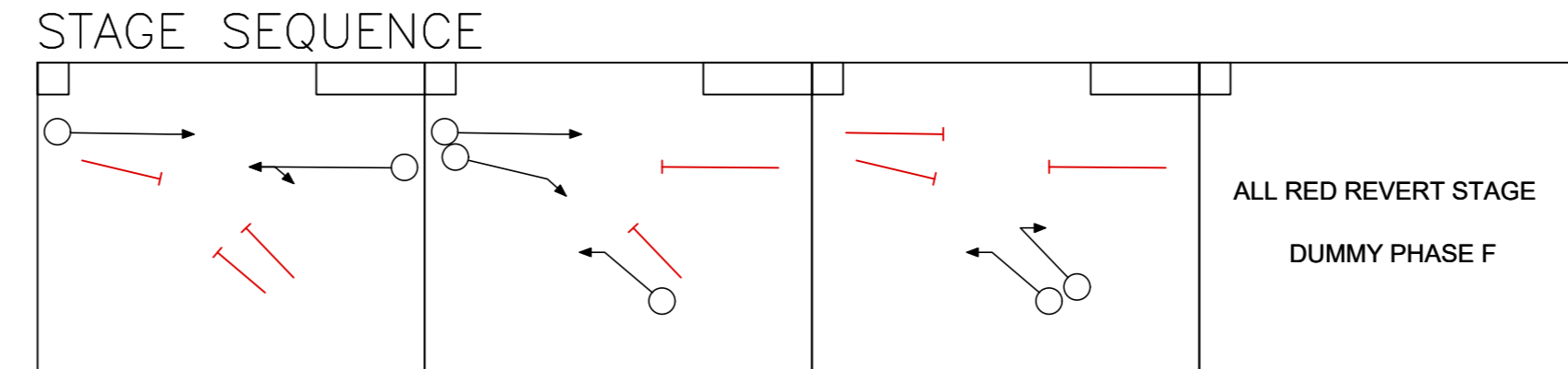
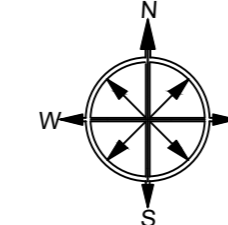
COVID-19 Site Measures



3 Month Lookahead

- Complete reinforced concrete works to Boiler Hall, Flue Gas Treatment Hall and Turbine Hall.
- Commence Building Steelwork erection, starting with the Waste Bunker.
- Continue Site Infrastructure works, including earthworks, drainage and roads.
- Factory inspections to check on manufacturing progress (remotely due to Covid-restrictions).

100MM DIA DUCT CONTINUES TO INGLEBERRY ROAD JUNCTION WITH TYPE B CHAMBERS PROVIDED AT 50M INTERVALS.



KEY:

- Primary "RAG" ELV LED Signal Head
- Secondary "RAG" ELV LED Signal Head
- 3.86m x 114mm Slotless Pole with NAL RS114 dxf600 socket.
- ELV traffic signal controller with NAL base.
- Photo Electric Cell
- Electricity Feed Pillar with pre-installed supply
- Twin Walled polypropylene A chamber 600x450mm
- B Chamber and cover or NAL equivalent
- Carriageway loop box
- 1 — 1x100mm orange UPVC duct
- 2 — 2x100mm orange UPVC duct
- 3 — 3x100mm orange UPVC duct
- 4 — 4x100mm orange UPVC duct
- ◇ MOVA "IN" or "X" loop
- SCOOT/MOVA/STOPLINE loop

100mm DIA DUCT CONTINUES TO M1 JUNCTION 23. B CHAMBERS PROVIDED AT 50m INTERVALS.

NOTES:

Particular Specification for the Supply and Installation of Traffic Signal Equipment at A512M1/23 Roundabout Improvement.

Your tender will allow for the following:

- 1.1 The traffic signal equipment sub-contractor to be determined but will be selected from the County Councils approved list (Dumfries, Dymally or Tarrant unless otherwise approved). Consideration to be given to the following:
 - 1.2 Not used
 - 1.3 Not used
 - 1.4 The signal contractor will allow for all cable connections for the communications system.
 - 1.5 The contractor will have UKAS certified OPLAs with compatible MOVASCOOT.
 - 1.6 The tender shall include for cabling and connections between the contractor and pre-installed feeder pillars with dedicated power supply for safety signals.
 - 1.7 The Traffic Signal company will allow for provision/installation of RouteNetwork Extender and any other equipment required to enable correct MOVASCOOT link between Controller 1 and Controller 2.
 - 1.8 Supply and install a 100 core link cable between signal controller 1 and 2 for coordination.
- 2 **Delivery of other equipment**
 - 2.1 The signal equipment shall be delivered to site during installation.
- 3 **Coordination**
 - 3.1 Where any part of the Installation Contractor's works have to be co-ordinated with the work of other parties, or is dependent on the completion by other parties, the Installation Contractor to be notified from commencing the work for a significant period of time, so that he/she will be able to make any necessary arrangements for an additional claim for payment, shall inform the Contractor (Contractor) and provide a copy of the notice to the Client.
 - 3.2 Any variations/ written instructions must be submitted through the Contractor. Any instructions from the County Council representative will be given through the Contractor.
- 4 **The Construction Design and Management Regulations 2015**
 - 4.1 This contract will be subject to The Construction (Design and Management) Regulations 2015.
 - 4.2 The Planning Supervisor for this scheme is Leicestershire County Council.
- 5 **Use of Sub-contractors**

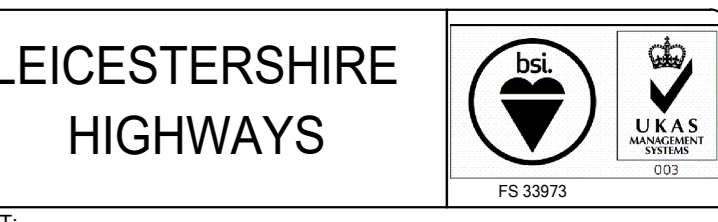
"Please note that if you are intending to use a sub-contractor to carry out any installation work on this site, the sub-contractor must be approved in advance by Leicestershire County Council. It will be the Contractor's responsibility to ensure that any work undertaken by any approved sub-contractor fully complies with the requirements as stated in the Contract Agreement, the schedule of Prices, the latest version of the Leicestershire County Council Specification for Traffic Signal works, the Technical Specification, the working drawings and any other relevant Documentation or instructions issued by the Client. Any failure by a sub-contractor to meet the Client's requirements in full must be notified to the Client before they begin any additional work. The Client reserves the right to refuse to accept the work of a particular sub-contractor if the Client's representative is not satisfied that the sub-contractor can carry out the installation work to the required standard. If you intend to use any sub-contractor you must declare this at the time of quotation otherwise any subsequent objection to use sub-contractors will not be accepted at the time of installation."
- 6 **Programming of works**
 - 6.1 Refer to the schedule of materials with regard to programming of works.
 - 6.2 The Signal Company will be expected to co-ordinate their works with the site setting contractor. All top roads are to be in place before any setting commences.
- 7 **Phase 1 tasks**
 - 7.1 All poles are to be galvanneal prior to the application of paint.
 - 7.2 The position and orientation of poles within a site is to be agreed by Leicestershire County Council Engineer prior to installation.
 - 7.3 All cable management to be co-ordinated with earth contractor including hoist for servicing or installing / aligning signal heads.
- 8 **Signal heads**
 - 8.1 Where signal heads are to be ELV LED.

MVA aspects have been designed to Departmental Specification M201542 "Installation Guide for MVA"

DC	New layout - moved bus stop & HE Slip lane	BM	1612	8
APPROVED	AMENDMENT	SHEDDATE	REV	



ENVIRONMENT AND TRANSPORT DEPARTMENT
ANN CARRUTHERS
DIRECTOR



CLIENT: Assets and Major Programmes

TITLE: M1 Junction 23 and A512 Improvements Scheme
TRAFFIC SIGNAL EQUIPMENT

DRAWING NUMBER	SCALE
MTP0037.000/J23W/H312A/2B	1:200

PREPARED BY: A. STINSON	DATE: SEPT 2018
CHECKED BY: P. WOODWARD	SIZE: A0
APPROVED BY: F. BUCKLEY	CORR. FILE: MTP0037.000

AUTOCAD PROJECT DIR: \\pms and Des\cadd\mtp0037\000\23W\H312A\2B\Draw Design\Gps
AUTOCAD FILENAME: MTP0037.000_23W_H3_12A_1C-2B
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