

**NEWHURST ERF LOCAL LIAISON COMMITTEE (LLC) MEETING NOTES**  
**MEETING HELD 17TH APRIL 2023, 1730 (IN PERSON AND BY ZOOM)**

**In attendance:**

Mr Mark Revill	Environment Agency
Ms Helen Powers	Environment Agency
Coun. Christine Radford	Leicestershire County Council
Cllr Peter Grainger	Shepshed Town Council
Mr. Peter Cunnington	Local Resident
Mrs Mary Tappenden	Biffa
Mr. Craig Burdis	Encyclis
Dr David Best	Independent Facilitator
Mr. G Newborough	Local Resident
Mr. John Orchard	Biffa
Mr. Jim Thompson	Encyclis
Mr Iain Cook	Encyclis/Biffa
Ms Ann Green	Charnwood Borough
Mr Peter Wood	Local Resident
Ms Jane Hammersley	Local Resident
Mrs Betty Gamble	Local Resident
Ms Moira Raiment	Local Resident
Coun. Jane Lennie	Charnwood Borough
Mr K King	Local Resident
Ms Marie Dickinson	Leics Planning Department
Mr Nick Henderson	Encyclis
Mr Richard Hollidge	Encyclis

**Apologies for absence:** Dr Landy Yang, Councillor. Savage, Councillor Hunt.

**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.

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**1. Welcome**

- 1.1. **David Best** welcomed members to the meeting. He welcomed the two new local resident members, Mrs Betty Gamble and Mrs Moira Raiment. It was noted that councillor Savage who has not been in good health was stepping down from the council and that councillor Williams had also stepped down. **Dr Best** was to write to the relevant council requesting nominees to replace them.
- 1.2. A copy of the papers circulated with the agenda will be available on the Newhurst ERF website in the coming days.

- 1.3. **David Best** 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. The transcript would not be published.

[The community engagement page of the site is here:](#)

2. **Minutes of the Previous Meeting.**

These had been previously circulated. These were approved and will be posted to the website in the usual way.

3. **Matters Arising not on the agenda.**

There were none.

4. **Construction Update.**

**Mr. Burdis** presented the construction update, using a slide deck which will be available on the web site and the link to which is [here](#)

#### **4.1 Key points:**

The overall technical solution and key process technologies are robust and commercially proven.

- Facility will treat 350,000 tonnes of non-recyclable waste
- State-of-the-art combustion control system, with 5-pass boiler
- Steam Turbine will generate 42MW of electricity, enough to power 80,000 homes
- Equipped with complex 'XeroSorp' dry flue gas treatment system to minimise emissions
- Over 600 construction personnel on site at the peak, with 45 permanent jobs created.
- Outage in March to make modifications to Grate. The plant was at the date of the meeting offline to make repairs to the Boiler (tube leak). A completion certificate had been issued to the constructor.
- The 30-day Reliability Test due to start in April when the plant comes back online.

#### **4.3 Activities undertaken over the previous three months.**

Hot commissioning continues with Take Over Tests ongoing.

- Over 62,000 tonnes of waste processed so far
- Over 23,500 MWh exported to the grid
- Outage in March to make modifications to Grate
- Currently offline to make repairs to the Boiler (tube leak)
- 30-day Reliability Test due to start in April

#### 4.7. Next three months planned activities:

- Optimisation of all systems.
- Start Take Over Tests.
- Start 30-day Reliability Test

### 5. Operations and Maintenance update.

#### 5.1 Introduction

5.1.1 Mr Thompson introduced the change of name from Covanta to Encyclis. In 2021 there was the purchase of Covanta Holdings by EQT, which is a global investment organization. Following this in 2022 there was the separation of Covanta into two freestanding businesses; Covanta USA and Covanta Europe. Covanta Europe has Dublin, Rookery in Operation, and Newhurst commissioning. There are also Protos (Ince) & Earls Gate (Scotland) in construction, and Walsall & Corby in final stages of planning & permitting. In 2023, Covanta Europe rebrands to Encyclis, defining a new identity for the new UK and European business.

The name 'Encyclis' is intended to convey both the provision of energy and the contribution our state of the art facilities make to the circular economy, converting residual waste into sustainable baseload electricity, heat and other practical resources.

In response to a question from **Mr Wood**, it was explained that Newhurst was a 50/50 joint venture between Biffa and Encyclis and Biffa have the contract to supply waste and the JV enterprise are contracted to operate the plant. There is no controlling interest since the enterprise is a partnership, and Mr Cook explained the structure of this.

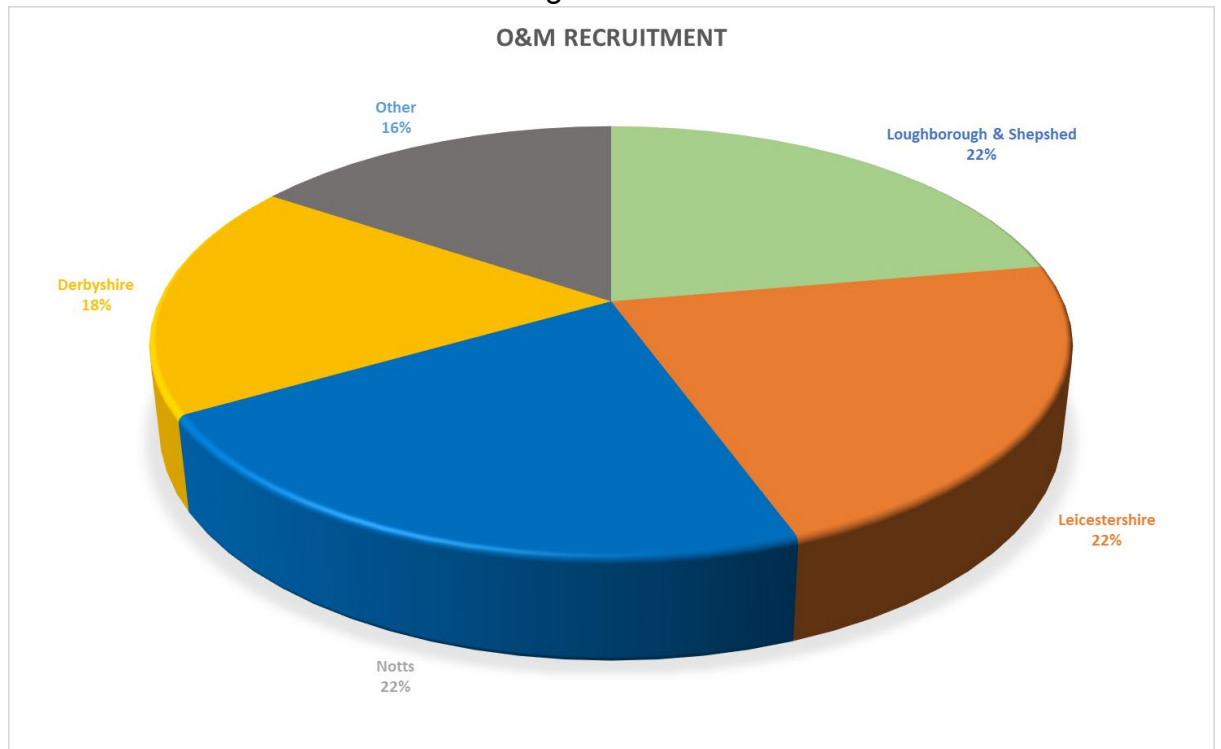
5.1.2 Mr Thompson explained that Encyclis and Biffa are committed to delivering the best-in-class operation of Newhurst ERF, and following the commercial takeover of the facility, Encyclis will be delivering an excellent standard of Health, Safety and Compliance. The O&M teams will be responsible for the efficient and compliant Operation and Maintenance of the facility for the next 25 years.

5.1.3 A strategic recruitment drive has been completed to employ a diverse and inclusive team committed to achieving our objectives and goals. 45 full time individuals have been recruited making up 100% of the workforce for operation and maintenance of the plant.

5.1.4 The O&M teams have completed safety critical and technical training, which has involved classroom training as well as working closely alongside the HZI commissioning and operational teams, to hone their skills and experience prior to taking ownership of the facility. Mr Thompson explained the six shift approach resulting in 24/7 operation with staff on site at all times. A separate Health and Safety team was on site, again on a continuous basis.

## 5.2 Sources of recruited staff.

The chart below shows where staff originate.



In summary:

- 22% are from Loughborough and Shepshed
- 22% from elsewhere in Leicestershire
- 22% from Nottinghamshire
- 18% from Derbyshire and
- 16% from elsewhere.

All vacancies in the organisation were now recruited. Recruitment has been ongoing since 2021, with a focus on local recruitment.

## 5.3 Commissioning process.

Several events had occurred during the commissioning and safety testing process:

- On the 8<sup>th</sup> February, during safety Interlock testing, an event caused the plant to trip & an unplanned shutdown (the system failed to safe)  
As a result of this there was proposal to the modify startup shutdown control logic.

- On the 17<sup>th</sup> March a power cut of 11kV power cut, had resulted in a plant trip & shutdown, again the analysis indicated that a modification to the startup/shutdown control logic would be made. Generators are in place to compensate for a loss of power. The plant was allowed to cool.
- On bringing the plant back on line a leak was identified in a tube in the boiler. This has been analysed and a modification been put in place.

The Environment Agency had been closely involved in these incidents. No damage or injury had resulted since the plant was specifically designed to shut down safely.

**Mr King** asked if there were other plants with a similar design, and if the tube leak might be reproduced elsewhere. **Mr Thompson** reported that the analysis had resulted in a redesign of the feature to build in more resilience.

#### **5.4 Hot line and front-line response.**

**Councillor Hunt** had asked if a 24 hour telephone line would be put in place to handle issues from the Public. **Mr Thompson** confirmed that a contract had now been let to a provider for the provision of this service. This would be published on commercial take over, and would be placed at the site entrance and on the web site expected to be at the end of May. **Councillor Radford** asked if this would be made available to the LLC. **It was confirmed that this number would be circulated to the LLC**

**Ms. Hammersley** asked what would happen as a result of this, **Mr Thompson** confirmed that root cause analysis would be undertaken on each occasion and the results logged and maintained. Information would be considered for publication on the web site when the pattern of events became clear, so that it could be available as needed. It was mentioned that the smell of burning plastic, (Also raised by **Councillor Hunt** as a question) had occurred when the plant was off line.

**Noted: A sign at the site entrance would be erected**

**A digest of information would be assessed for feasibility on the Web site.**

#### **5.5 Information dissemination**

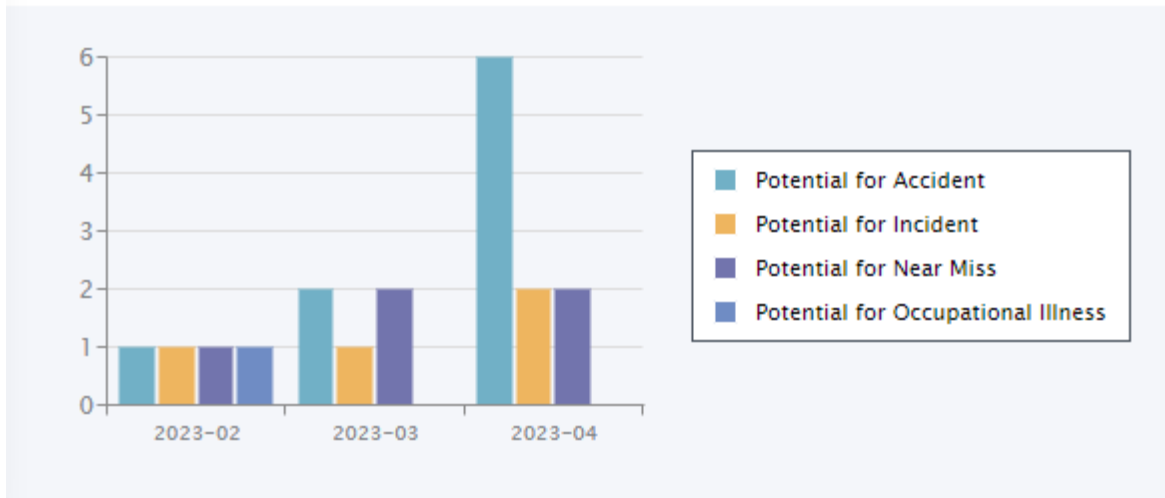
**David Best** reminded the group that one of the roles of the LLC was to disseminate information to the community, on the basis of evidence and data whether this was good or bad.

#### **5.6 Safety Observations.**

The graph shows the observations made by staff going about their work and were comments and observations made that action was then taken on the basis of these observations, to mitigate the risk.

**Note: the scale is up to 6 observations. The are not events that have occurred but potential risks identified.**

## SAFETY OBSERVATIONS THIS YEAR



**Councillor Lennie** suggested that the table and the graph might be put on a separate page of the report. This was agreed.

## 6. Planning Update

**Mrs Tappenden** reported that;

- the planning application is submitted for the development of the outage compound as a standing area for the temporary location of cabins for maintenance staff.
- When that was agreed the revised landscaping proposal would be finalised and this would result in different planting schemes resulting from the change of soil type during construction from acid to alkaline.
- There would then also be a final series of non-material changes to bring the as built into alignment with the planned building.

## 7. Monitoring and Reporting

**Mr Thompson** reported on the previously recorded incidents which had been submitted to **Mr Revill** (Environment Agency). These were reported under Schedule 5, a condition of the Permit requiring a report on an incident recording the incident and actions taken and any event that might result in a breach of the permit.

**Mr Revill** explained that during commissioning there was slightly higher level of emissions than during normal operation. The continuous emission monitoring indicated that during one of the incidents had caused a circuit to trip out. This had resulted in a brief perturbation in emission levels, but the daily average had remained within limits. One of these events had indicated that the software and process might need to be adjusted to bring the measuring approach into line with the statutory requirement.

This is a discussion being undertaken with between the Environment Agency and the Industry to arrive at a standard approach to shut down and start up, planned to be agreed by December 2023. **Mr Revill** reported that he was satisfied with the actions that the developer had taken.

## 8. Permitting update.

8.1 **Application to increase the tonnage throughput.** Mr Revill recorded that the application has been received by the EA but had not been allocated to be reviewed and considered.

8.2 **Traffic Movements.** A response to **Mr Wood's** question on the traffic movements down the A512 had been previously circulated. This response is provided as Annex 1 attached to the notes of this meeting.

8.3 **Councillor Hunt** had When would Consultation be undertaken on the Permit Application to increase the numbers of lorry movements.

**Mr Cook reported in the consultation process.** There would be two consultations, one undertaken by Encyclis to understand and communicate with local communities to address concerns. The Environment Agency would also conduct a consultation.

**Mr Cook** outlined a 4 stage process:

- An invitation to the whole LLC and a guest to discuss the facility when it is taken over and to see the facility and have questions answered. This would be planned for June. This would also cover the content of a Newsletter.
- Once this had been done a detailed Newsletter would be sent;
- Local residents could attend a Webinar and or meetings to cover the followed by;
- A mail box for follow up questions to be asked and answered.

In discussion it was said that the circulation would be the same as the previous circulation of around 16,000 households. **Mr Cook** stressed that an "open day" was not likely since large number of people could not be accommodated safely on site and would therefore likely not occur.

However, an interactive meeting with staff in a safe venue with a video or other demonstration of the operation of the plant would be very welcome. **Ms Hammersley** and **Councillor Radford** proposed this. **Mrs Raiment** also raised the issue of School visits as being a very good channel. **Mr Cook** took these suggestions away for further consideration and how these could be responded to, especially the opportunity to demonstrate the science of the plant and the interest that young people might be able to understand and see. Perhaps as a video. **Mr Wood** raised the possibility of a demonstration and exhibition of the plant in Shepshed, at an appropriate venue.

## **9. Discussion on CHP**

**9.1 Mr Cook** reported that following the research and feasibility of heat take-off, an organisation had been identified to act to find customers for the heat and also to implement the infrastructure. Vital Energy had been identified as the partner. The first step was to find a large customer to justify the infrastructure needed to transfer the heat. They are currently being contracted and then a route would be identified to transmit the heat cost effectively to customers. The first candidate would be Loughborough University. A meeting had been held with Jane Hunt MP who was supportive. This is a long-term ongoing project, but a good start has been made.

**9.2 Councillor Lennie** asked if local businesses in Shepshed had been approached. **Mr Cook** replied that they were approached initially. Such business could be spurred across to these plants once the first phase of the project had been implemented and the costs absorbed by the initial phase. It was stressed that a major customer was essential to carry the investment required before smaller customers could benefit.

**9.3 Councillor Radford** asked what if the University did not commit. **Mr Cook** explained that the heat could either be used for power or for heat, and therefore whilst the project was being considered, the heat would continue to be used for power generation. The plant was built to allow for heat to be taken off before being used to generate power. There are increasingly large housing developments which might also generate alternative interest.

## **10. Questions received previously**

Questions had previously been put by Councillor Hunt, on traffic (Annex 1) and Emissions the response to which is given here as Annex 2.

## **11. Date of Next Meeting**

The next Meeting of the LLC will be held on **Monday the 17<sup>th</sup> July 2023** at 17.30

## **12. Any other business**

**Mr Burdis** reported that this was his last meeting, and the LLC recorded their appreciation to him for his support through the period of his involvement.



## ANNEX 1 RESPONSE ON TRAFFIC MOVEMENTS

### NEWHURST LLC UPDATE ON TRAFFIC MOVEMENTS RE QUERY RAISED AT THE JANUARY MEETING.

12<sup>th</sup> April 2023, Response from Mr Cook.

#### 1. Introduction

At the January meeting, a question was raised by Mr Wood as to whether an application could be made, or action taken, to prevent traffic bound for the site from travelling from the West along the A512. The following note has been provided to give some data around this topic.

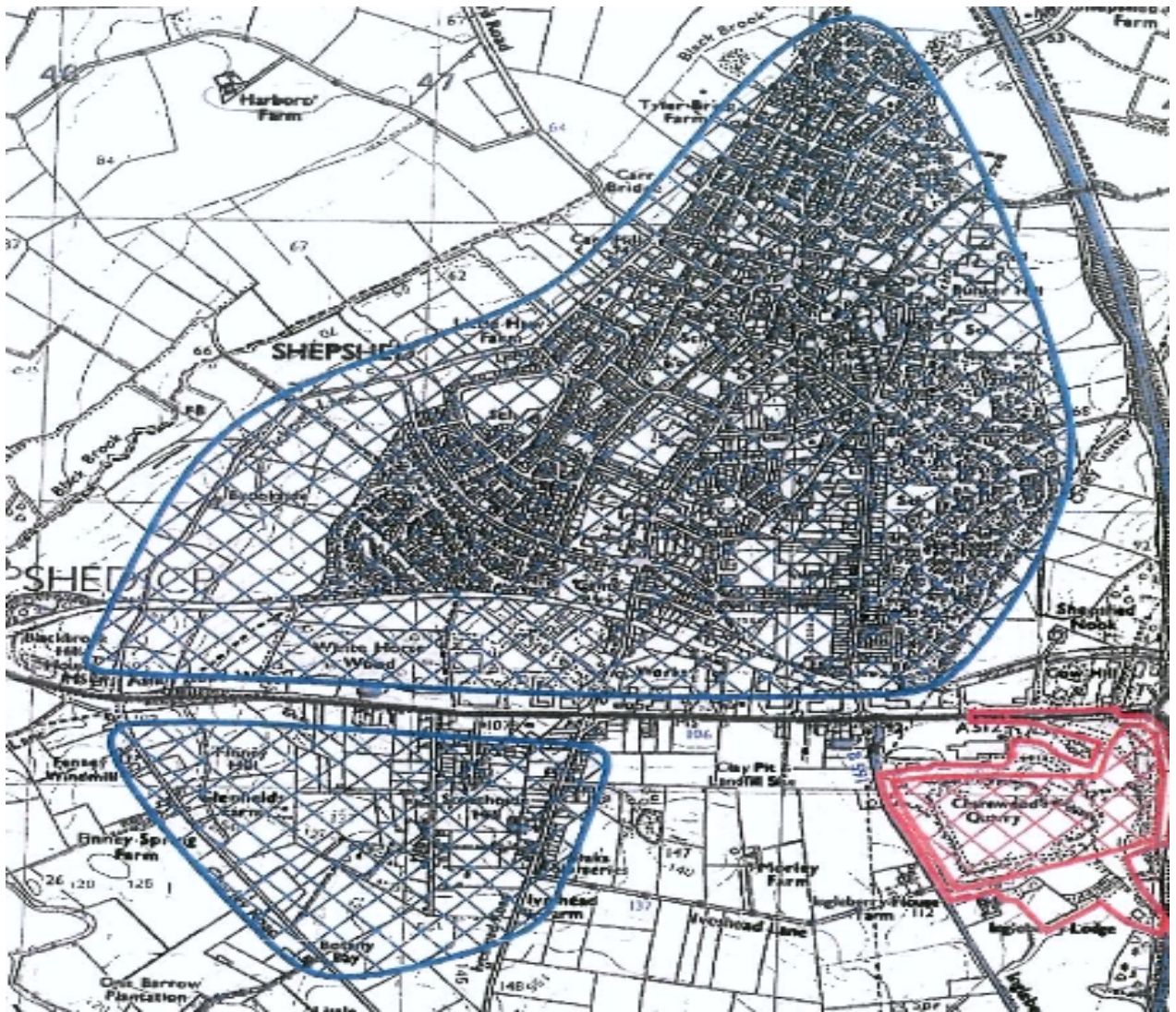
#### 2. Data and commentary

The current planning permission, under condition 11, limits vehicle movements to 242 per day i.e., 121 in and 121 out which was supported in the planning application by the following table of typical daily movements –

**Table 8-5  
Proposed Development Trip Generation**

Waste Source	Imports - Annual Tonnage	Exports - Annual Tonnage	Average Load (tonnes)	Annual HGV Trips	Daily HGV Trips
MSW – Direct Delivered	49,000		6	8,167	29
MSW – Bulk Delivered	151,000		22	6,864	25
C&I Waste – Direct Delivered	75,000		8	9,375	34
C&I Waste – Bulk Delivered	75,000		22	3,409	12
Reagents (Input)	7,000		22	318	1
APCR		10,500	22	477	2
IBA		87,500	22	3,977	14
Metals		17,500	22	795	3
<b>Total</b>	<b>357,000</b>	<b>115,500</b>			<b>120</b> <i>(240 movements)</i>

The planning permission was also issued with a S106 agreement which stipulates the routing of all waste deliveries should access and egress site using routes other than the Prohibited Lorry Routes (PLRs). These PLRs are set out as hatched blue areas on the plan attached to the Section 106, as replicated below. The A512 is not excluded, however a significant proportion of waste deliveries will come from the direction of the M1.



Whilst the planning permission allows us to bring all waste in via the A512, we would not expect more than 15-20 HGV movements per day under normal operating conditions given the location of the M1 junction. These 20 movements would comprise 0.35% of the total vehicle movements when compared to the data from the Department of Transport as detailed below for 2013. Please note that we have taken the lowest value to calculate the percentage above.

Year	Local authority name	Road name	Road category	Road type	Start junction road name	End junction road name	Direction of travel	Number of all motor vehicles
2011	Leicestershire	A512	PA	Major	Charnwood Rd	B591 Ingleberry Rd	E	5809
2011	Leicestershire	A512	PA	Major	Charnwood Rd	B591 Ingleberry Rd	W	6471
2012	Leicestershire	A512	PA	Major	Charnwood Rd	B591 Ingleberry Rd	E	5748
2012	Leicestershire	A512	PA	Major	Charnwood Rd	B591 Ingleberry Rd	W	6398
2013	Leicestershire	A512	PA	Major	Charnwood Rd	B591 Ingleberry Rd	E	5754
2013	Leicestershire	A512	PA	Major	Charnwood Rd	B591 Ingleberry Rd	W	6401

Given that site traffic would comprise a very small change in traffic levels on the A512 we do not consider that revisiting the consented routing to be appropriate at this time.

We note that there are various local hauliers such as Sherwood's and Bulk Freight operating out of the local area, just off the A512, who may use the local road network but not necessarily in conjunction with the Newhurst ERF and this traffic is therefore outside of our control.

Should any vehicles be noted in an area that is not permitted, please do advise us and we will investigate further, taking the appropriate action.

## **ANNEX 2 RESPONSE TO QUESTION ON EMISSIONS.**

### **RESPONSE TO QUESTION FROM COUNCILLOR HUNT RE EMISSIONS FROM THE NEWHURST ERF QUESTION RECEIVED ON 18/02/2023**

**1. Percentages of CO<sub>2</sub> were presented for Site Daily Average and Site Daily Maximum at the January meeting. Could the company explain how these percentages are calculated and what the percentages are based-upon?**

The percentages quoted are % of CO<sub>2</sub> by volume. They are measured directly by the continuous emission monitoring system. The mass of CO<sub>2</sub> is calculated from this, the flow (also measured by the CEMS) and the molecular mass of carbon dioxide.

**2. Also, could data be provided giving the tonnages of Fossil CO<sub>2</sub> and Biogenic CO<sub>2</sub> produced from the activity of the facility?**

To date the site has not completed a sample of incoming waste for the purpose of biogenic and fossil fractions. This will be completed during normal operation and before the submission of 2023 Pollution Inventory. To help provide some indication of likely levels it is worth noting that the Environment Agency has recently advised a figure assumed from a national average e.g. WRAP 2017 of 51.8% biogenic energy.

For 2022 (as reported end January 2022) included a TOTAL tonnage of Carbon Dioxide (CO<sub>2</sub>) as 27,581 tonnes. At 51.8% (assumed) biogenic content would give the following illustrative split

which we hope provides an indicative answer to your question.

Biogenic	14,287 tonnes
Fossil	13,294 tonnes