

Greatmoor EfW – Community Liaison Group

21st January 2021 @ 18:00hrs

Attendees: list to be updated

Thelma Watson
David Evershed
Nick Payne
S Cooper-Evans
Tom Morrison

Peter Smettem
Kim Moloney
John Knox
Angela MacPherson
Lisa Gibson
Steve Rawlinson
Jamie Lister
Jez Elkin
Paula Alvarez
Stuart Mitchell
Sharon Dolling

Calvert Green PC
Marsh Gibbon PC
Woodham PC
Middle Claydon PC
Hogshaw PC

Ashendon PC
Grendon Underwood PC
Quainton PC
BC
BC
FCC
FCC
FCC
FCC
FCC
FCC (Minuting)

Apologies for Absence:

Roger Seed

Phil Gaskin
David Russell

BC

Calvert Green PC
Calvert Green resident

No Show

Distribution:

All Attendees + listed.

Actions Arising:

Action	Description
1.	

Item	Minutes
	CALVERT CLG
1.	Site Operations The current tipping area continues in pit 5 at low level opposite railway line. Restoration soils to be placed at top once weather improves. Waste into the landfill dropped off during the first lockdown but picked up to normal levels later in 2020. 87,000t into the landfill in 2020 which is down on previous year. Spoil inputs from the train continue to be disposed of in the QBF with 2 trains per day (morning and lunchtime offloads). This had reduced to 1 per day during first lockdown so overall tonnages into the QBF from train at 500,000t in 2020. Waste by train from London continues in 2021. Trains will stop at the end of March and waste will come into Greatmoor/landfill by road. Ash processing continues on a pad in Pit 6, in which further ferrous and non-ferrous metals are extracted. Waste coming in bulk by train. If coming in steadily by road. Operational limits are manageable. SR minimum 50/50 AMc asked if we can share more information at next meeting. DE asked if the waste will increase coming from North London. SR advised 50000T Per Annum approx. We are not an incinerator we are EFW Plant you need to understand this.
2.	Engineering Capping of landfill along haul road using clay from HS2 Gas/leachate extraction was turned off in October/November during the capping works, not too many issues with odour. Further engineering - more permanent clay capping to be completed in 2021 Drilled 15 gas extraction wells
3.	Compliance Reports Working to 100% of EA permit requirements for leachate compliance, currently at 85%. In 2020 46579m3 of leachate has been treated on site and a further 5047m3 tankered off site. Environment Agency Inspection of the Landfill and the QBF permits completed on 10th November with no CCS scores applied.

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	HSE visit on 29th July with focus on Covid measures, and stated that they had no concerns as they left. When leaving site they said 'congratulations and to keep up the good work!' HSE visit on 29th July 2020, focussing on Covid - no issues highlighted and positive feedback on actions taken.
4.	Complaints No complaints in 2020 and nothing through the Environment Agency. Hope to continue this through 2021.
5.	Questions JK enquired how many extra lorry movements will there be along the access road without the London train. JL - When the train stops and waste moves to road, the vehicle movements will be spread all through the month. Don't expect to be significant, with current tonnages, estimate extra 20 vehicles a day travelling to Greatmoor and Calvert landfill. NP - What about cleaning on Creighton Road and roundabout outwards each way. Dirt is coming off lorries, as can also be seen on road signs. This part of the access road doesn't get cleaned any longer. JL - Will look into this. There are two sweepers that currently clean the road and will look at how to utilise them better. SR - No further comment. We sweep to the top end of the road to contain any mud and not bring in mud to Creighton Road. NP - Soil lorries are parking and lumps coming off where lorries park. Any help would be appreciated. PS - Is there an approved route for vehicles coming from London? JL - Will set an approved route and will share this with the group. We're still finishing the tender process. Once complete will agree the route with hauliers and will send out. DE - What proportion of waste from London is landfill v EfW? Do you expect landfill waste to go down? JL - In discussions on how waste can be split. When it comes in by road, the operational limits are less. SR - At a minimum, it will be 50:50. Will report back at the next meeting, however the proportion will vary month on month. DE - Could London waste increase? SR - The total amount of waste from London has decrease in line with the minimum contract amount (50,000t). Now on a 2-month rolling contract, which will see deliveries continue at these levels.
GREATMOOR CLG	
1.	Minutes of Previous Meeting The minutes of the last meeting were agreed. TM questioned Item 4 of previous minutes "Emissions – carbon dioxide –carbon offsetting". PA explained that the original question referred to in the minute was about whether there were any carbon offsetting initiatives used by the operating

Item	Minutes
	company to counter the residual CO2 produced by the EfW and there is not. SR explained that there were some informative resources about the benefits of using waste as an energy source versus landfill on-line and how it can reduce greenhouse gasses. AMac asked if the link could be included in the minutes. (See Below) PA will put a summary for next meeting. Report to be published in March explaining the emissions as it is complex due to the different methods of calculating the 'carbon footprint' of any process. Confirmation that the Minutes are sent out within 2 weeks of each meeting. Energy from Waste FAQs (sepa.org.uk)
2.	Matters arising Action 1 completed attendance of Stuart Mitchell FCC to advise on HS2 planning. KM - On noise, individual impressed with how quickly this was dealt with. HS2 generators found to be the source of the noise. SM - was this raised with HS2? KM - No, so many complaints and repetition. Resident drove past @ 3am to confirm that it was not GM. SR to send email trail to Stuart. S C-E – referred to a question from a resident. Asked what overall additional costs resulted from the outage, including loss of waste & cost of oil. SR - Loss to Council and rate payers was negligible. The impact to the business is confidential as was borne as an Ops & Maintenance cost. However the oil usage was in line with the planned work and the waste throughput for the year was 1.2% above predicted. Whilst the Outage did go on longer than anticipated, in many respects this presented an opportunity to get ahead of game regarding boiler refurbishment that would benefit in future years. Impact to business/Council minimal although total losses over the year did impact electrical generation which was 14% below expectations.
3.	Operational Update SR shared slides. With regards to the complaint mentioned, KM said resident was impressed how swift this was investigated, and dealt with. It was down to a generator from HS2. Complaint given to SR. Accepted. SM – HS2 Project Interface Mgr for FCC. Was the noise complaint raised to HS2? So many complaints, repetition of the complaint. Resident drove by at 3am to confirm the noise was from the Generator. SM will bring this up with HS2 – email trail to be given to SM from SR. Main contact of HS2 Matt Wall, Area Project Mgr about to leave. Boiler Availability and Main Losses 2020 – SCE asked question about the Outage. [See response to point 2 above]. TW apologised for being late.

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	SR - Waste Throughput graph explained by SR. We achieved and exceeded our targets. SR showed HH Waste received exceeded waste received.
4.	Emissions information PA shared slides. Advised these are all on the Greatmoor website for public view. Percentage of limit of emission. All under limit of permit. Also Daily under the limit. Steady for the year with no issues. Flue Gas emissions tested in Oct 2020. All below limits as shown in the slide. Overall 2020 no issues, site 100% compliant. AM spike in Oct of heavy metals – 6hrs of testing and still well under 20%. This could be caused by the waste having a lot of metal. DE – asked how these emissions were shown. Are these an average of the 6hr period? This is not a peak but an average.
5.	Visitor Centre No visits due to COVID restrictions. Slides shared by JE and explained. Schools on-line outreach sessions were shown on his slide. Action 4 Youth running sessions in conjunction with presentations from JE. WI's are getting Zoom talks from JE in the future. Improvements for visitors centre – interactive white boards purchased to be installed. We a live data feed as per slide. Animated so you can see the trucks and grab train moving, and flow moving. This will be in the visitors centre and reception at Greatmoor. Second display – accumulative data display being worked on. This will be on the website along with visitors centre and reception. AMac agreed they were impressive. The website will have this set up for all to see. DE accumulate emissions can this be on this? JE confirmed this is on the Live Data Display. Other sites have similar. But Greatmoor are pioneering this. When the Visitors Centre is up and running after COVID. No further questions for JE.

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6.	AOB TW could not see the shared screen. What is happening to the sidings that HS2 is taking over? Upkeep of the bridleway along the side of the rail track – residents unsure if it is still a Public Right of Way or not. TW asked about some solar panels being put on old landfill. TW asked what impact this would make on the village (visually). AMac Solar Farm proposal from planning? JL can confirm the Calvert Solar application has been discussed with the planners via pre-app and a screening request submitted. HS2 Sidings/Bridleway – SM sidings operational by FCC and they will be until sometime in the Summer when HS2 will take possession. Bridleway permanently closed due to HS2. No physical barrier or notices. But officially this is closed. SM will take this back to HS2. HS2 are doing a lot of ground investigation work, vegetation work that's all at the moment. Relocation of offices and reception from Calvert Green end. Delayed to the planners. Moved through the Summer 2021. Not a lot of work until probably 2022. Vehicles on Access Road NP asked - HS2 cannot use HGV on access road currently – they have no rights at the moment. They can use cars. Total vehicle movements down the access road - the increase in planning permission upto 600 movements per day in total for both the Landfill and EfW sites. SR shared a copy of the approved Application showing 600 HGV per day (300 in and 300 out). For all movements up and down the road. AMac asked how close we were to this amount. SR advised we are well below this. SM advised HS2 would have to apply for a permit. SR advised FCC had done a traffic survey and will install ANPR still Cameras to keep track of any movements on the access road, to police speed limits, usage of the road and ensure adherence to the permit. Also to ensure free flow of waste to the facilities continues after the HS2 works begin in earnest. JK. We were not happy with the increase in vehicle movements from 276-600 as it went against the spirit of the initial planning approval. BC need to take note of that if a permit for HS2 is put forward.
	Date of Next Meeting – 22 nd April 2021 – 6pm on Teams