LOSTOCK SUSTAINABLE ENERGY PLANT | LOCAL LIAISON COMMITTEE (LLC)

Summary		Actions
Meeting	Thursday 14th July 2022, 13:00-15:00 Lostock Works, Northwich and Online	
Attendees	Tim Forrest, Managing Director, Construction & Operations, Copenhagen Infrastructure Partners **(TF)** Gillian Sinclair, Head of Development, UK Energy Division, FCC **(GS)** Gary Craigie, Project Director, LSEP **(GC)** Phil Davies, General Counsel & Director, Tata Chemicals Europe **(PD)** Nick Roberts, Director, Axis **(NR)** Rebecca Eatwell, Managing Director, Font Communications **(RE)** Cllr Sam Naylor, Northwich Witton ward member, Cheshire West and Chester Council **(SN)** Lyndsey Sandison, Lostock Gralam Parish Council/Lach Dennis Parish Council clerk **(LS)** Steve James, local resident representative **(SJ)** Stephen Othen, Technical Director, Fichtner (guest presenter) **(SO)**	
Apologies		
	Hazel Honeysett, Principal Planning Officer, Cheshire West and Chester Council **(HH)** Cllr Helen Treeby, Rudheath ward member, Cheshire West and Chester Council **(HT)**	
Item 1	**Welcome and introductions**	
	RE welcomed attendees to the meeting and all provided introduction.	
Item 2	**Minutes of previous meeting**	
	The committee reviewed the minutes and actions from the previous meeting: **1. Clarify crossing systems at Broken Cross** SJ highlighted an inaccuracy relating to the traffic lights at the end of Middlewich Road. He stated that the induction loop for the filter right lane is in the wrong place, so the green filter doesn't get triggered unless you drive to the other side of the bridge. RE advised that the issue be raised with HH. **2. LS to check with residents whether light pollution issues are still prevalent** LS said residents haven't since commented on light pollution issues so this can be assumed to no longer be an issue. **3. LSEP to confirm percentage of site staff that have been employed locally to date** Site personnel between 1st August 2021 to 27th June 2022:	RE/HH

	- 35% within 30 Miles - 17% within 50 Miles - 26% within 100 Miles - 22% within 500 Miles RE to check whether 30 Miles radius can be further broken down as SN would like to see a more precise picture of local employment within a smaller radius. LSEP/ Fitchner personnel on site on 12th July: - 22% within 30 Miles - 28% within 50 Miles - 11% within 100 Miles - 39% within 300 Miles **4. SN to liaise with CWACC officers to progress engagement with wider local authorities on the scope for rail deliveries to LSEP** TF noted that the main conclusion of the rail study undertaken by LSEP for the uplift planning application was that the prime mover for making this happen is the Local Authorities (LAs). LSEP would be keen to accept waste by rail, but it is finding the "customers" who are prepared to use rail to send their waste to LSEP that it the main issue. SN said that discussion with the LAs will be an ongoing process. GS said a better understanding is needed of the waste deliveries to the EfW to ,make further progress but the LLC should be assured that rail is still being actively considered as an option and LSEP would see it as a competitive advantage if this could be achieved. NR outlined that the current rail study forms part of the current S36 variation application and as such updates will be required periodically. SN asked that the consideration of rail deliveries be given priority as there will be impacts on local roads when HS2 starts construction. **3.) GS to connect SN and FCC Communities Foundation Manager to discuss potential community benefits** GS confirmed the contact is Simon Settle and will provide contact details.	RE GS
Item 3	**Introduction to the new LSEP Project Director**	
	TF explained that John Jensen has stepped down as Project Manager but will still be supporting on the project. New Project Manager, Gary Craigie introduced himself and gave a brief background on his career.	
Item 4	**Construction Update**	
	TF provided a recap of the CNIM situation as discussed in April's meeting. **March 2022**	

	▪ CNIM UK subsidiary conducting the Lostock work declared insolvent ▪ LSEP terminates contract with CNIM and CNIM terminates all its subcontracts ▪ CNIM E&E EPC put up for sale under a French administrator led process **April 2022** ▪ Paprec declared the winner of the bidding process for CMIM on 5th April. **Status at time of last LLC Meeting** ▪ LSEP Board committed to complete project and committed >£20m to progress works ▪ LSEP restarted all contracts required to complete the works for Tata/Inovyn/Imerys ▪ LSEP restarted the piling and civil works for the Energy from Waste plant. ▪ LSEP working with six potential contractors to replace CNIM as lead contractor TF updated on progress since the last meeting, detailing that the LSEP Board has committed a further £27m to progress the works. LSEP has handed the gatehouse over to Tata and road works are due to complete before the end of July. LSEP continues to progress the piling and civil works for the Energy from Waste plant. LSEP is now working with CNIM's other subcontractors with a view to restarting the mechanical and process works that are critical to the project completion date. In terms of replacing CNIM, TF said that LSEP are progressing the selection process to find a main works contractor. Of the six potential candidates, two have been shortlisted. Following the administrator led sale process of CNIM, their assets and two thirds of their engineering team were taken over by Paprec on 15 April. LSEP is in discussions with Paprec to identify whether they should join the competitive process. The aim is to have a replacement for CNIM in place by Autumn 2022. TF said that LSEP is of the view that CNIM's failure will delay the project by around 9 months, meaning the plant will move into operation in Q4 2025. TF provided an update on construction works. • **Enabling works:** One final service diversion remains (Ravenscroft Main) which will be completed in Q4 2022 • **Demolition Works:** All completed • **Roadworks:** Almost complete • **EfW Plant:** LSEP have taken over all site facilities and are progressing new roads. New gatehouse has been handed over Tata and the two new weighbridges should be ready to hand	

	over to Tata by the end of the month. Piling works have been completed as far as is possible at this stage, some further work will be required once the final service diversion has been completed (Ravenscroft Main). The boiler slab has been completed and the waste bunker concrete structure (slipform) has been constructed and excavation is underway to complete the bunker to its final depth. DNO 132kV substation building is completed, equipment installed and tested and two new overhead line towers have now been constructed. **Look Ahead** TF advised that for the next 6 months, site progress will mostly be civil works: - Complete excavation of bunker pit - Rebar & concrete works for bunker pit, tipping hall and bottom ash building - Engage steelwork contractor to prepare for building steelwork supply and erection early 2023. - Commence horizontal directional drilling (HDD) under the canal for the grid connection cable - Appointment of EPCM Contractor to complete the project SJ asked whether the two pylons will be connected to the cable that runs up the street to Lostock and whether there will be any more roadworks on King Street. TF advised that the current overhead line will be diverted slightly. There will be no more roadworks and the work would need to be completed during a SPEN outage, which could be autumn this year or next depending on land agreements. LS asked how tall the stack will be and whether it will be bigger than the crane currently on site. [POST MEETING NOTE: the tower crane on site at the moment is 65m and the final stack height will be 90m].	TF
Item 4	**S36 Variation Application**	
	NR provided an update on the S36 Variation Application: • The initial non-specific objection from CWaCC was responded to. There has since been a further objection from CWaCC in relation specifically to highways. LSEP has responded to this objection. No further documents will now be submitted. • BEIS now has all the necessary documents in hand to make the decision or decide if there will be a public inquiry. BEIS are unable to give a specific determination date at present as officers are extremely busy, however it was hoped that a decision will be made over the summer. SJ asked for further detail on the grounds for objection from CWaCC and NR reaffirmed that the initial objection was non-specific and that the second objection related to highways. SJ reiterated the point that local concerns relate predominantly to increased HGV movements. TF confirmed that if LSEP can get waste delivered by rail then that is the	

	preference but the issue is getting local authorities that are big enough to aggregate their waste.	
Item 5	**Waste treatment technologies**	
	SO delivered an overview of different thermal waste treatment technologies: **Combustion (incineration):** Conventional energy from waste is the combustion of waste in air. The heat is recovered to create steam which is in turn used to generate power. This is a commercially and technically proven technology and continues to be improved. There is the potential to incorporate carbon capture. **Gasification:** is the partial combustion of waste in air to produce syngas. There are three different routes available for syngas: ▪ Staged Combustion ▪ Syngas combusted, heat recovered to generate steam and power ▪ Less efficient than conventional combustion. ▪ Main type of gasification in the UK so far, as it was clearly supported by ROCs ▪ Commercial projects have failed or run into serious problems ▪ Gas Engine/Turbine ▪ Syngas cleaned and combusted in gas engine or turbine to generate power ▪ Gas engine cycle is more efficient than steam cycle, but energy lost in the cleaning and hard to clean the syngas sufficiently ▪ Commercial project failed (Air Products - $1bn write off) ▪ Syngas to chemicals ▪ Syngas used as a feedstock to produce chemicals or fuels ▪ None are in operation but first commercial plants are being built **Pyrolysis:** is the thermal decomposition of waste in the absence of air to produce syngas. This method produces a higher energy oil but deals with waste on a much smaller scale than other methods as it needs to be heated externally. Tends to be aimed at niche wastes such as tyres and plastic. **Mechanical and Biological Treatment:** Includes a combination of techniques to deal with waste but does not produce a complete solution as it converts residual waste into a number of waste streams: some recyclables; aggregates; compost-like output (but this cannot be used as fertiliser); Refuse derived fuel (RDF). There are both technical and commercial challenges with this method. RE asked what happens with the residual waste. NR responded that much of the RDF is	

	exported. SN referred to odour issues with the Renescience plant in Northwich which uses MBT technology. GS said that she would be happy to arrange for Liaison Group members to attend an operational FCC plant to alleviate concerns/answer any queries that people may have about EfW plants and their functions. GS said that the nearest plant is either Buckinghamshire or Lincoln. Liaison Group members to advise if they would like a visit. SJ asked what happens to the bottom ash from the EfW. GS confirmed that this would be used in the construction industry. The Air Pollution Control Residue (APCR) will be less than other plants in the UK as the abatement system will use sodium bicarbonate rather than lime which is traditionally used. SN asked about the potential for electric waste vehicles. GS explained that FCC is trialing alternative fuel HGVs, including electric.	All
Item 6	**A.O.B**	
	SJ suggested it would be helpful to update local residents more regularly on the facility, including a noticeboard and newsletter. RE to look into a quarterly newsletter. TF said previous plans to have a noticeboard on site ran into planning issues but that a monthly update could be provided for Lostock Gralam Parish Council to post on their noticeboard. RE to liaise with LS. SJ also suggested an open day was previously suggested. It was agreed that community benefit would be added to the agenda for the next meeting.	RE RE/LS RE
Item 7	**Date and time of next meeting**	
	1pm, 13th October	