

Waste and Recycling Committee

Date: 11 October 2023
Subject: Capital Programme and Asset Management Update
Report of: Michael Kelly, Head of Engineering and Asset Management,
GMCA Waste and Resources Team

Purpose of Report

To provide Members of the Committee with updates on current asset projects presented at the last committee.

Recommendations:

Members of the Committee are recommended to:

1. Note the report and updates provided.

Contact Officers

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BOLTON
BURY

MANCHESTER
OLDHAM

ROCHDALE
SALFORD

STOCKPORT
TAMESIDE

TRAFFORD
WIGAN

Equalities Impact, Carbon and Sustainability Assessment:

There are no equalities impacts arising from the matters set out in this report. A fundamental principle of the WRMS and HWRCMS contracts is the sustainable management of waste to reduce carbon emissions from landfill disposal. The carbon impacts of the contracts are monitored and provided annually by the contractor.

Risk Management

Performance of the contracts and associated risks are captured in the GMCA corporate risk register.

Legal Considerations

Activities set out in this report are in accordance with the terms of the WRMS and HWRCMS contracts.

Financial Consequences – Revenue

Activities set out in this report are in accordance with the Waste revenue budget.

Financial Consequences – Capital

Activities set out in this report are in accordance with the Waste capital budget.

Number of attachments to the report:

N/A

Comments/recommendations from Overview & Scrutiny Committee

N/A

Background Papers

N/A

Tracking/ Process

Does this report relate to a major strategic decision, as set out in the GMCA Constitution

No

Exemption from call in

Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency? N/A

GM Transport Committee

N/A

Overview and Scrutiny Committee

N/A

1. Introduction

This report provides members with progress updates on capital projects and key Category A life cycle projects that are currently being undertaken or set to commence within the next reporting cycle.

2. Reliance St HWRC Redevelopment

2.1 Background

The requirement for redevelopment of the Reliance St HWRC facility was first identified in 2019 and the Committee has received several updates on demolition and preparatory works.

2.2 Current Position

The current site commencement forecast of Spring 2024 remains on target, the following summaries provide updates against recent and current activities:

Planning Approval and Conditions – Planning approval was obtained for the proposed development in February 2023. We are reviewing and actioning initial pre-commencement conditions;

Demolition Enabling Works – All demolition and enabling works are now complete. This focused on removing the Anaerobic Digestion (AD) tanks and associated plant and equipment and also included local service disconnections (gas and electrical supply). All works were undertaken with no impact to service at Reliance Street;

Geotechnical Investigations - (GI) The findings from the ground investigation have now been finalised. The report found some expected poor underlying ground conditions, mainly due to sandy and made ground conditions. We are currently reviewing the report findings and finalising our proposed geotechnical design for the ground structures with our appointed consultant and some local specialist contractors; and

Procurement – Our focus for the coming month is to finalise our design in readiness for tendering to meet our intended timescales, discussions are ongoing with GMCA procurement colleagues to meet those requirements.

3. Fire Risk Reduction Measures

3.1 Background

Fires pose a significant risk to waste management facilities across the whole industry to both private and public sector organisations. For GMCA, losing a facility such as a Transfer Loading Station (TLS) to fire would cost approximately £8 -10M to rebuild over a period of at least 18 months. This would entail prolonged diversion of WCA deliveries to alternate sites giving rise to significant business interruption costs. While these costs would be likely to be covered by insurance, the impact on operations and WCA collections cannot be underestimated and needs to be avoided.

At our most recent committee, members agreed that GMCA should in partnership with Suez install thermal cameras at the main facilities with the highest potential risk.

3.2 Current Position

At the time writing this update, GMCA has received a draft contractual notice of change for the camera installations. This is being reviewed with some initial queries raised to ensure the camera specifications are adequate for our buildings. Subject to further discussions we hope to have a change notice agreed and for cameras to be installed by the end of this year.

Separate to the proposed thermal camera installations, GMCA has also engaged with a specialist fire consultant to undertake a review of the current portfolio of sites. The review will also look at our original fire prevention specification at facilities delivered as part of the PFI contract between 2008 and 2010 to determine if fire detection and suppression systems installed are still adequate in 2023. This review is intended to commence in October, findings from this review will be presented at future committee meetings.

4. Rail Container Weighing Equipment

4.1 Background

Currently when a container is filled by the compactors at Longley Lane, Cobden Street and Bredbury MTR facilities, an approximate weight is generated when the container is lifted by the forklift trucks and loaded onto the rail wagons. The approximate weight of each container is used for the rail manifest for each train movement and each container

is then subsequently weighed over the weighbridge on arrival at the Runcorn energy from waste facility. The exception to this is the Reliance Street site which had container weighing equipment and software built into the design of the new facility delivered in 2021.

Installation of a similar like-for-like setup at the other three sites would give more accurate weights for the rail manifest while acting as an additional check against the accuracy of the weighbridge at Runcorn.

4.2 Current Position

A joint review is now ongoing between Suez site-based managers and GMCA at each site to identify a package of works. This will vary from site-to-site and will involve, software updates and civil engineering works to accommodate the proposed new weigh scales. Engagement with local suppliers and contractors will be undertaken soon and we are hoping to have all works defined with a contractual change notice by the end of November.

5. Every Street - Access Road

5.1 Background

The access road to Every St HWRC and TLS is in extremely poor condition with significant potholes and surface damage. The road is partly adopted highway, partly unadopted and partly owned by GMCA. The principal users of the site are Bury MBC refuse collection vehicles, members of the public visiting the HWRC and Suez vehicles servicing the site.

Bury MBC approached GMCA for a contribution towards resurfacing and traffic calming measures given the shared use of the road and this was agreed at the July meeting of the Committee.

5.2 Current Position

Resurfacing to the main road by Bury MBC is now complete. GMCA will now seek to address a smaller section of the road at our HWRC entrance as part of our Category A asset Lifecycle works in the coming months or at the latest next spring, dependant on other workloads, the road condition and weather.

6. Other – Category A Asset Projects

Other projects to note include:

- **Adswood HWRC** – Road surface repairs and new white lining required which would require a site closure. Works are currently being reviewed for pricing with local contractors;
- **Sandfold Lane HWRC** – The lower concrete yard has seen significant deterioration to the concrete slab due to the aggressive nature of vehicle movements across the yard. A large central section of the yard needs replacing along with a smaller section adjacent to the main push wall. This work will be disruptive due to its location and may require a site closure. While this work is undertaken, we also intend to renew the sites pedestrian walkways to provide new red and green thermoplastic coverings;
- **Salford Road Bio TLS** – During September and October work will commence to remove the redundant TEG and Odour Control plant from the former in-vessel composter. This work will have no operational impact and is intended to take 6-7 weeks;
- **Nash Road Bio TLS** – A similar piece of work is also required at Nash Road to remove the now redundant Odour Control System from site. This work will commence upon completion of the Salford Road works and is expected to take 3-4 weeks. No operational disruption is expected; and
- **Arkwright Street TLS Building** – The former Mechanical Biological Treatment (MBT) will be stripped out to clear the building footprint for potential repurposing. This piece of work will follow on from Nash Road, a target date and duration are yet to be defined.
- **MRF Options Appraisal** – work is underway to consider what processing equipment will be necessary to comply with the Consistency framework requirement to collect pots, tubs and trays (PTTs) and soft plastics/flexibles in the future. This work is considering the potential to retrofit new equipment to Longley Lane, a new build facility on a clear site or installation in an existing building. The work will conclude by the end of the year and a full update will be presented to the January meeting of the Committee.