

## Waste and Recycling Committee

Date: 13<sup>th</sup> July 2023

Subject: Capital Programme and Asset Management Update

Report of: Michael Kelly, Head of Engineering and Asset Management,  
GMCA Waste and Resources Team

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### Purpose of Report

Provide members with an update on proposed asset upgrades at Every St, Bury and the rail connected waste processing sites as well as a progress update on the redevelopment of the Reliance St Household Waste Recycling Centre.

### Recommendations:

Members of the Committee are recommended to:

1. Note the latest cost estimate for the Reliance St HWRC redevelopment;
2. Approve the expenditure on thermal cameras as part of fire risk reduction measures;
3. Approve the expenditure on rail box weighing equipment; and
4. Approve the expenditure on resurfacing works to the access road at the Every St, Bury site.

### Contact Officers

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## **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:**

## **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 a progress update on the redevelopment of the Reliance Street Household Waste Recycling Centre (HWRC) and seeks approval from the Committee for revenue expenditure on fire risk reduction measures, rail box weighing equipment and repairs to a shared access road at Every Street, Bury.

## **2. Reliance St HWRC Redevelopment**

### **2.1 Background**

The requirement for redevelopment of the Reliance St HWRC facility was first identified in 2019 and a provisional sum of £2.5m was included in the capital programme at that time. Since that date costs have been significantly affected by COVID and inflation and have also increased as the detailed design has evolved and developed. The cost base has been kept under review and the capital sum increased each year to account for known increases such that the capital allowance included in the approved Waste budget and levy is £5m. A detailed cost analysis of the proposed scheme has now been undertaken using external quantity surveyors to assess likely costs expected from a procurement exercise. This has returned a cost estimate of £4.3m for the scheme. Once a contingency for ground conditions is included the forecast cost for the development is in the region of £4.5m which is well within the capital allowance in the budget and levy.

Planning permission for the proposed development was applied for in September 2022, with permission granted on 1<sup>st</sup> February 2023. Since then, ground investigations and detailed design have been progressed alongside commencement of demolition of the Anaerobic Digestion (AD) tanks.

### **2.2 Current Position**

Our initial forecast for the development was to commence construction in Summer 2023 subject to a fully worked up design and specification based on the layout and design in the planning application. This target date has now slipped back until Spring 2024 as result of various delays encountered since January. The following summarises our current position and the delays incurred:

**Planning Approval**– Our initial forecast was to have planning consent achieved by the end of December 2022, the application was submitted on 20<sup>th</sup> of September, unfortunately the final approval decision was not confirmed by Manchester City Council (MCC) until 1<sup>st</sup> of February 2023 resulting in a month’s delay.

**Demolition Enabling Works** – Various activities were required to ensure the AD tank plant and equipment were safe to dismantle and demolish. These included electrical disconnections and diversions, gas disconnections, pipe cleaning and purging along with ground radar surveys to identify all existing services. This work took approximately 4 months to review and deliver, where we incurred further delays due to the timing of availability of utility companies to undertake the works;

**Geotechnical Investigations** - (GI) was required to review and consider existing ground conditions, this was needed to finalise the proposed structural design. We incurred delays in procuring a suitable GI contractor due to market capacity. This work was recently undertaken, and we are awaiting the factual report findings and site monitoring data. The delay in getting to site has had a significant impact on our target programme as this data is required to finalise the design and specification; and

**Planning Conditions** – Our planning consent outlined 20 individual conditions, one of which requires the provision of a construction Management Plan which must be provided prior to commencement of any construction works. This will need to be provided by our appointed contractor, which has resulted in a significant delay as it cannot be actioned until the tendering process is completed and a construction contractor appointed.

With all the above considerations, we are now forecasting a revised start date of Mid - March 2024. This will provide us with sufficient time to complete our design and procurement to have a contractor appointed early in 2024, who can mobilise towards our March target and deliver all of the pre-commencement planning conditions.

### **3. Fire Risk Reduction Measures**

Incidents involving fire and ignition in the waste stream are growing with regular incidents identified by Suez across the network of sites (there were 23 Near Miss incidents involving fire, smoke and waste ignition in April 23 alone). In most cases the cause has been demonstrated to be small electrical items containing lithium batteries. If the battery casings

are damaged during compaction or shredding of the waste, then there is a high risk that the battery will explode resulting in a fire in the waste stream. This risk is increasing as more electrical items containing batteries such as vapes are disposed of in the waste stream.

In the event of a facility, such as a Transfer Loading Station (TLS), being destroyed by fire, the rebuild cost is likely to be in the order of £8 -10 million and the construction programme will be 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.

To reduce the risk of property damage and business interruption, Suez has proposed the installation of thermal imaging cameras at the main reception and processing sites. These cameras can monitor the waste storage and processing areas for increased temperature giving an early warning of fire potential. The cameras will also be linked to the security office at Suez office in Bolton for remote monitoring out of hours. This system will improve fire detection through early identification of potential hot spots and fires so they can be quickly identified and extinguished before considerable damage occurs.

Predicted costs are currently at c. £202,522 for installation at 10 separate facilities as listed in the following table 1.0. It is proposed that costs are split 50:50 between GMCA and Suez, giving a total cost for to GMCA of c.£101,761k:

Location	Cameras		Costs
	Thermal	Fixed Overlay	
Longley Lane MTR	4	3	£24,560
Cobden Street MTR	6	4	£31,571
Reliance Street MTR	N/A	N/A	£3,000*
Reliance Street TLS	N/A	N/A	£3,000*
Arkwright Street TLS	5	4	£29,841
Chichester Street TLS	4	3	£24,560
Chichester Street Bio TLS	3	2	£20.810

Every Street TLS	4	3	£24,560
Bayley Street TLS	3	2	£20,810
Salford Road TLS	3	2	£20,810
<b>Total</b>			<b>£203,522.00</b>
<b>GMCA Cost</b>			<b>£101,761.00</b>

Annual maintenance costs are estimated at £850 per site and will be billed monthly on a pro-rata basis by Suez. We consider this investment to be a sound proposition given the incident rate of fire related events, likelihood of increased fire risk and the costs associated with facility reinstatement and operational impact. Proposed costs can be covered by the existing revenue budget, with ongoing operational expenditure and lifecycle replacement costs factored into future years.

This work will form part of a wider fire risk review across the portfolio focusing on risk to key buildings and plant and the review outputs will require further review and consideration before installations are finalised. GMCA intends to undertake the review with a specialist as the site portfolio currently has a mix of fire systems of different ages that will require upgrading or replacement. Further updates will be reported to the Committee as the review progresses.

#### **4. Rail Container Weighing Equipment**

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. The system works by installation of weigh plates in the wheels that

roll on the compactor rails. These are calibrated to weigh the containers and the data is sent via telemetry to a recording unit that gives an accurate record of all box weights.

The total cost of installation for Cobden Street and Bredbury is c.£45k. A cost for Longley Lane is currently being determined, this will be higher due to more software interfaces that will need to be installed. A provisional sum of £30k is being allowed for the Longley Lane installation. Suez has proposed to share the costs with Suez picking up c. two thirds of the installation costs, meaning a GMCA contribution of c.£22.5k.

It is recommended that new weighing equipment is installed to give consistency across all 4 MTR facilities, with costs covered from existing revenue budgets. The final costs will be subject to site specific conditions and the final out turn costs will be reported to a future meeting of the Committee.

## **5. Every Street - Access Road**

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 has approached GMCA for a contribution towards resurfacing and traffic calming measures given the shared use of the road. The GMCA contribution is capped at £40k (the overall cost to repair the length of road proposed by Bury MBC is forecast to be £90k) and GMCA will also undertake surface repairs to the road in GMCA ownership adjacent to the HWRC entrance (these works were already factored into GMCA life cycle replacement plans). Subject to the agreement of the Committee, GMCA will provide the financial contribution of £40k to Bury MBC and Bury MBC will deliver and oversee the works to the main access road. Bury MBC propose to carry these out after hours so access to the HWRC and TLS should be maintained throughout.