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Municipal Buildings  
Boston  
Lincolnshire PE21 8QR  
Tel: **01205 314200**  
Fax: **01205 364604**

Joint Chief Executive  
Rob Barlow

31 August 2020

**TO MEMBERS OF THE ENVIRONMENT AND PERFORMANCE COMMITTEE**

**NOTICE OF MEETING OF THE  
OVERVIEW & SCRUTINY - ENVIRONMENT & PERFORMANCE COMMITTEE**

Dear Councillor

You are invited to attend a meeting of the  
Overview & Scrutiny - Environment & Performance Committee on  
**Tuesday, 8th September, 2020 at 6.30 pm**

This will be a meeting held in line with The Local Authorities & Police & Crime Panels  
(Coronavirus) (Flexibility of Local Authority & Police & Crime Panel Meetings) England &  
Wales) Regulations 2020.

This meeting will be held virtually via Zoom and streamed live via the following  
link: [www.mybostonuk.com/youtube](http://www.mybostonuk.com/youtube)

**ROB BARLOW**  
Joint Chief Executive

**Membership:**

Chairman: Councillor Judith Skinner

Vice Chairman: *vacant Seat*

Councillors Peter Bedford, George Cornah, Anton Dani,  
Deborah Evans, Paul Goodale, Neill Hastie, Peter Watson and  
Judith Welbourn. *One vacant seat.*

## **A G E N D A**

**PART 1 - PRELIMINARIES**

**A. APOLOGIES**

To receive apologies for absence.

**B. MINUTES**

**(Pages 1 - 10)**

To sign and confirm the minutes of the previous meeting held on 14 July 2020

**C. DECLARATION OF INTERESTS**

To receive declarations of interests in respect of any item on the agenda.

**D. PUBLIC QUESTIONS**

To answer any written questions received from members of the public no later than 5 p.m. two clear working days prior to the meeting – for this meeting the deadline is 5 p.m. on Thursday 3<sup>rd</sup> September 2020.

**PART II - AGENDA ITEMS**

**1 BOSTON ALTERNATIVE ENERGY FACILITY (BAEF)  
PHASE 4 CONSULTATION SUBMISSION (Pages 11 - 64)**

A report by the Assistance Director Regulation.

***Notes:***

The person to contact about the agenda and documents for this meeting is Karen Rist, Democratic Services Officer, Municipal Buildings, Boston, Telephone Number 01205 314226. email: karen.rist@boston.gov.uk

Council Members who are not able to attend the meeting should notify as soon as possible giving the name of the Council Member (if any) who will be attending the meeting as their substitute.

**Alternative Versions**

Should you wish to have the agenda or report in an alternative format such as larger text, Braille or a specific language, please contact Democratic Services on direct dial (01205) 314226

## **OVERVIEW & SCRUTINY - ENVIRONMENT & PERFORMANCE COMMITTEE 14 July 2020**

Present: Councillor Judith Skinner (Chairman), Councillor Tracey Abbott (Vice-Chairman), Councillors Peter Bedford, George Cornah, Anton Dani, Deborah Evans, Paul Goodale, Neill Hastie, Peter Watson and Judith Welbourn

Councillor Paul Skinner Lead of the Council and Portfolio Holder for Community Safety and CCTV.

In attendance:

Officers – Head of Environmental Operations and Lead Officer for the committee, IT and Transformation Manager, Community Safety Manager, CCTV Manager, Anti-Social Behaviour Officer, Senior Democratic Services Officer and Democratic Services Officer.

Guest attendee: Inspector Fran Harrod Lincolnshire Police.

### **52 APOLOGIES**

There were no apologies for this meeting.

### **53 MINUTES**

With the agreement of the committee, the Chairman signed the minutes of the previous meeting held on the 3 March 2020.

### **54 DECLARATION OF INTERESTS**

No declarations of interest were tabled for this meeting.

### **55 PUBLIC QUESTIONS**

No public questions were tabled for this meeting.

### **56 ANNUAL CCTV REVIEW AND ANNUAL PERFORMANCE UPDATE**

The CCTV Manager presented the report in two sections: the first in providing update information in respect of CCTV activity and the second in respect of the CCTV Policy in appendix B requiring a recommendation to Cabinet.

Addressing the first section of the report The CCTN Manager advised members that Boston Borough Council's public realm CCTV system consisted of digital high definition CCTV cameras and the CCTV control room equipment that covered Boston town centre, Kirton as well as other areas including Boston College, Pilgrim Hospital, Redstone Industrial Estate and Pescod Square.

The CCTV report attached at **Appendix A** provided a range of performance data for 2019/20 for members to review, comment, query and challenge. The data range in review being from 01 April 2019 to 31<sup>st</sup> March 2020.

The Council also monitored cameras on behalf of NKDC, SHDC and ELDC; however, detailed incident data for these council areas had NOT been included in the report.

During the above time period there had been:

- Recorded **17,106** daily log entries.
- Completed **3293** incident records.
- Boston Borough Council received **453** Out of Hours service calls.
- CCTV operators received **1389** calls for East Lindsey District Council and Boston Borough Council combined.
- CCTV Operators directly contributed to **238** arrests for the Boston Borough Council area, and **471** arrests for the total CCTV area.
- CCTV Operators produced **184** pieces of evidence from the Boston Borough Council area for Lincolnshire Police / Court use.
- Operators produced **393** pieces of evidence in total.

The report further included a breakdown of incident categories of crime and anti-social behaviour, with crime data for context for reference.

Referencing appendix B the CCTV Policy, the CCTV Manager confirmed that there had been no amendments to the existing policy and that the recommendation was for Cabinet to agree the continuation of the existing policy.

The Portfolio Holder Councillor Paul Skinner noted his thanks to the small team of CCTV operators who continued to work long hours and provide a key service for the Borough.

At this point in the proceedings' the Community Safety Manager requested his appreciation be formerly noted, in respect of the work undertaken by the CCTV team during the pandemic. He advised that the team been decreased by a quarter during that time to vulnerable operators and had run on a skeleton staff which had meant increased shifts and hours for the staff. Furthermore, not only had the team maintained coverage of all the hours, but they had also taken on additional work handling police imaging reviews.

In response to a member questioning payment by external businesses for CCTV coverage at their premises, the Community Safety Manager confirmed that Boston College; Pilgrim Hospital, Kirton Parish Council and Pescod Square continued to pay for their service. However, Redstone Industrial Estate currently did not pay for the service they received.

Negotiations with the people who collected the payments from the various businesses for the service had been put in abeyance due to the pandemic. Committee were also advised that a decision had been made to reduce the number of cameras' on the site down to two, to cover areas of responsibility of the Council namely the Caravan site and the area on the main road near the car wash facility. The reduction had been scheduled for 1<sup>st</sup> April 2020 but again had been postponed and it was hoped the work would be undertaken in due course.

In conclusion, the Chairman thanked the CCTV Manager for the comprehensive report and asked that her appreciation to all the CCTV team be noted.

## RECOMMENDATIONS

1. That Members' reviewed, commented, and challenged the information presented within Appendix A.
2. That Members scrutinised the CCTV Policy set out at Appendix B and referred it to Cabinet for continued adoption in its current form.

## 57 CRIME AND DISORDER ANNUAL REVIEW

The Anti-Social Behaviour Officer presented the report confirming the Council's Community Safety Team used National Legislation and County-Wide Policies and Procedures when dealing with Anti-Social Behaviour (ASB). The team worked alongside numerous partner agencies, particularly the Neighbourhood Policing Team based at Boston Police Station.

The Council's two ASB Officers widely utilised the powers contained within the Anti-Social Behaviour, Crime & Policing Act 2014 (**see background papers for link to legislation**), guided by the Safer Lincolnshire Partnership Strategy's 'Intervention and Incremental Approach Policy and Procedure 2015' when dealing with ASB and other non-criminal offences. The approach normally had 4 stages. The statistics throughout the report provided against each stage for ASB enforcement and PSPO enforcement.

As a point of clarification for committee members, the reporting officer confirmed that the enforcing officers were able to enter any of the stages within the stage 4 stage dependant on the nature and severity of an incident or the number of issues with any person.

Advising statistics the Anti-Social Behaviour Officers confirmed as follows:

Stage1 ASB Advice Letter:

- 2019-20 – **61** Letters Issued
- 2018-19 – **85** Letters issued

Stage 2 ASB Warning Letter:

- 2019-20 – **80** Letters issued
- 2018-19 – **22** Letters issued

Stage 3 Acceptable Behaviour Agreement:

- 2019-20 – **17** ABA's
- 2018-19 – **1** ABA

Stage 4 Civil Injunction:

- 2019-20 – **9** granted by the Court
- 2018-19 – **3** granted by the Court

**For over 18's –**

Stage 3 CPNW:

- 2019-20 - **2** Community Protection Notice Warnings
- 2018-19 - **12** Community Protection Notice Warnings

Stage 4 CPN:

- 2019-20 - **0** Community Protection Notices
- 2018-19 - **3** Community Protection Notices

The Public Space Protection Order (PSPO) for alcohol incremental approach also has four stages, PSPO enforcement statistics for the period 1<sup>st</sup> April 2019 – 31<sup>st</sup> March 2020 and in comparison with the previous year, 1<sup>st</sup> April 2018 – 31<sup>st</sup> March 2019 are set out within **Appendix 2**, a summary is provided below.

Stage1 PSPO Advice Letter:

- 2019-20 – **57** letters issued
- 2018-19 – **141** letters issued

Stage 2 PSPO Warning Letter:

- 2019-20 – **7** letters issued
- 2018-19 – **20** letters issued

Stage 3 Community Protection Notice Warning (CPW):

- 2019-20 – **1** letters issued
- 2018-19 – **6** letters issued

Stage 4 Community Protection Notice (CPN):

- 2019-20 – **0** letters issued
- 2018-19 – **1** letter issued

*Breach of PSPO (refused a request by an authorised officer to desist from drinking alcohol within the designated area or leave the area):*

Fixed Penalty Notice (FPN):

- 2019-20 – **0** FPN's issued
- 2018-19 – **0** FPN's issued

FPNs could be used for breaching the Order.

A point of clarification was tabled and members were asked to note that on page 47 of the report, March 2019 should have read March 2020.

Councillor Paul Skinner portfolio holder tabled his thanks to all the officers and police involved in the working partnership stating he was confident that the various stages served, were relative to those on whom they were served.

General committee discussion and questioning followed which included:

In response to a request for clarification on increases in both ASB and, in respect of incidents of large groups of youths, the Anti-Social Behaviour Officer and Inspector Harrod advised that during lockdown youth ASB had decreased, but was expected to increase as lockdown eased. Domestic ASB had increased which was probably due to home confinement for many families.

Referring to the incidents of large groups of youths, particularly in March, members were advised that despite trying to find a reason for the incidents, no one specific motive had been found. Those involved had been from different schools and different backgrounds with no commonality, resulting in a rainbow of children who had appeared happy to fight each other. The suggestion had been the events had been instigated on line and the events very quickly escalated with up to over 50 at the March event resulting in the police taking a very firm stance on the matter.

PCSO's had liaised with local schools in identifying those involved and with the incident being so alarming, the ASB team and the police decided to go straight in at stage 2 with warning letters being issued.

The vast majority of those involved in March were unknown to the police and when parents had viewed footage of the event, they had been horrified by the actions taking place. All those who had been served a stage 2 letter had also been referred to 'Future for Me', which was a diversionary activity, and none of the stage 2 letters had resulted in moving to stage 3.

A member suggested that future events could arise via social media Inspector Harrod stated that while the events had been extremely alarming, there had been no resurgence of such activity during lockdown or during the school holidays. As such, she had a certain degree of confidence that with the action taken and with the referrals to diversionary activity available, that no such further events would arise.

Referencing the increase of 50% in ASB noted via the CCTV data a member questioned the significant increase and the CCTV Manager advised that having looked at each incident, he noted that some had been filed under the wrong category

Asking what else the Council could do to enforce the PSPO and was a letter the final stage of enforcement, the Anti-Social Behaviour confirmed that the Council was only the administrator for the order and it was the Police, who enforced it. Inspector Harrod confirmed that in respect of the PSPO and any criminality or ASB activity, the team enforcing it, would be directed to go in at the highest level, starting with the criminal aspect. Therefore, some incidents involving street drinking could be dealt with as criminal offences and not through the PSCO.

A further point of information confirmed that there was no right appeal to a CPNW sent out: the only right to appeal was at stage 4 (CPN) when a notice was issued and the person then had 21 days in which to appeal.

Referring to incidents of ASB and in particular young people riding bikes dangerously within the village of Kirton, a member asked if letters had been issued on such incidents. The Anti-Social Behaviour officer stated that ASB did arise within Kirton and other villages sporadically. If a PCSO or a PC in the village dealt with the incidents referenced and advised the Council, then stage 1 letters would have been served. The member asked if statistics could be forwarded to him.

Concluding the Chairman thanked Inspector Harrod for her attendance and her informative appendix to the report, and thanked the Anti-Social Behaviour Officer for his detailed report.

#### **RECOMMENDATION:**

That committee members agreed that they had reviewed, commented, and challenged the information presented within the report and its appendices.

#### **58 WORK PROGRAMME / QUARTER 4 PERFORMANCE REPORTING.**

Introducing the report the Lead Officer for the committee confirmed the item was to enable members to consider the quarter 4 performance data to assist in informing any future discussions or future subject matters committee may wish to see on the agenda.

The Committee's next meeting scheduled for the 8<sup>th</sup> September 2020 currently tabled four reports, which included the Q1 performance reporting and the Council's response to the Covid-19 pandemic.

The Chairman would provide an update on the Task and Finish Review, which was currently in abeyance, at the end of the item.

Two further items were due awaiting scheduling to member briefings. The first being the Kerbside Twin Stream Recycling initiative due to be rolled out over the next three years and the second being the Boston Alternative Energy Facility, which was paused due to the pandemic, which had undergone a fundamental redesign and as a result would commence Phase 4 public consultation. The committee would be invited to provide feedback as part of the Council's formal response to the consultation.

The Transformation and Performance Manager presented the Quarter 4 performance report to the committee focusing specifically on Corporate Priority 1 and Corporate Priority 3 both of which aligned to the committee. Should members identify any suggestions under Corporate Priority 2 or 4 then they would be referred to the Corporate and Community committee.

Following the last meeting, two inquiry evenings had taken place as requested by the committee: one held in respect of car parking and the other in respect of fly tipping.

Noting the report, members' were advised that the data provided areas to celebrate of consistently good performance for planning, economic development and car parking along with events and commercial waste, all of which returned a good financial outturn compared to last year. However, the figures were pre covid and members should note that the information would look very different at the next meeting under Q1 performance. Overall 19/20 had shown well managed performance



Member questioning and comment followed which included:

In response to a members' question in respect of the new fleet of refuse vehicles and issues with breakdowns of the existing fleet, the Head of Environmental Operations advised that the new fleet had been ordered in August 2019 and were scheduled for delivery for November 2020 to align with the new fleet maintenance contract. Despite the pandemic, the supplier had confirmed that delivery of the fleet would not be affected.

The existing maintenance contract provided replacement vehicles in the event of any breakdown at no additional costs to the Council.

The vehicles ordered being Dennis Eagle 26 tonne units manufactured in Warwick.

The replacement 7.5 tonne freighter, also ordered in August last year, had been delivered as soon as it was available, to replace the existing freighter which was beyond economical repair.

A member questioned the financial data relating to the collectable business rates and the differential between the gross and nett figures provided. The Transformation and Performance Manager advised that whilst she could have sourced the information ahead of the meeting, she could not answer on behalf of the Head of Finance and therefore she would send the information to members after the meeting.

*(It is noted this information is appended to these minutes following dispatch to members following the meeting)*

In answer to a question in respect of the residual household waste performance target and how the target was calculated, the Head of Environmental Operations advised that the focus of the county wide waste strategy was to reduce overall weight of household waste collected and promote the waste hierarchy of Reduce, Re-use, Recycle. Reductions in household waste could be achieved if residents reduced consumption, reused goods and recycled waste. This would reduce the overall weight of waste being disposed of.

A number of members voiced strong concerns at the significant increases in fly tipping incidents over recent months and recognised that lockdown and the closure of the waste recycling sites had impacted the number of incidents. However, there were still concerns as fly tipping was prolific within the borough. Members questioned if covert operations had taken place: the success rate in identifying culprits and issuing of FPN's. The levy of the fines also needed to be increase substantially to act as a deterrent. The opening hours of the waste sites combined with the restrictions on types of rubbish and changing opening times were further questioned as they had exacerbated the problem with instances of members of the public booking a slot, queueing and then being turned away due to the site having received its quota of a certain product being referenced by members.

As green waste had been the only item accepted when the sites opened, members agreed that too had contributed to fly tipping. Complaints by residents in respect of the HWRC was common with requests for improved up to date information needed to stop wasted trips and people being turned away.

Reiterating an idea tabled at a previous meeting a member referenced a system used successfully in Australia whereby once a month everyone put items they no longer used on their drive and anybody was free to pick them up (up cycling). Goods remaining at the end of the day were then collected by the Council later in the evening.

The Head of Environmental Operations confirmed that incidents of fly tipping had escalated during the pandemic and in June 2020, the amount had quadrupled against June 2019, with incidents doubling in April and May 2020 against 2019.

It was a national problem and a major focus of the Lincolnshire Waste Partnership. The Council had not undertaken ~~and~~ covert operations but it had undertaken overt operations, which had resulted in evidence being secured and submitted to the courts to prosecute offenders.

It was a course of action the Council would continue to follow using either its' own resources or using contractors. Fines were set by the Government, but increases in the fines was something that the Lincolnshire Waste Partnership would look to lobby on.

Various actions were also ongoing including the scrap campaign; days of action and operation clean sweep whereby agencies deployed resources to one location for stop and search activities for illegal transportation of waste and follow to illegal sites.

Fly tipping was ASB and an Environmental Crime that the Council considered very seriously. The local enforcement partnership team who returned from furlough in June had already issued 57 FPNs last 4 week for fly tipping offences.

The Council did what it could through communications for the public, which had included the purple bin trial and supporting local and countywide initiatives. It was felt the site now accepted all types of waste, but on certain days of the week, and the HWRC site remained closed on Wednesday and Thursday. It was fully functional but did not receive all waste on all days and members of the public needed to check the website for latest updates on what it accepted on what days. In addition, there was a no van policy and trailers of specified maximum size.

At this point in the proceedings, the Chairman advised that she felt minded to invite Lincolnshire County Council to come to the committee and advise on its HWRC waste policy. The Head of Environmental Operations agreed it could prove to be a useful piece of work for the committee.

**It was agreed to put on the agenda for a meeting.**

A member asked if the committee could look at car parking figures once the free trial period had ended to see if the scheme was viable or if alternative schemes were possible with options of using smaller car parks and offering certain days suggested.

A further request to re-visit a request for better car parking signage discussed both at committee previously and at a member briefing to be included within the same reporting.

**It was agreed to put an item in respect of the car park trial on the agenda for a meeting in the new year once the figures were available**

The Chairman provided an update on the Task and Finish Group confirming that she had met with the Vice Chairman to look at ways to take the review forward following the pandemic. They had agreed four options, which had been tabled to the group members for reference.

**RECOMMENDATION FOR TASK AND FINISH GROUP ONLY**

1. That a re-cap meeting be convened to allow the group to review the work to date and to agree a way forward taking into consideration the impact of the pandemic on the original scope of the review.

The Chairman thanked all in attendance for their time and input and closed the meeting.

**TO DO:**

1. That an invitation be issued to Lincolnshire County Council to attend the next meeting of the committee to provide a report on Fly Tipping and overall waste disposal. CA.
2. A Report by scheduled onto the work programme for Car Parks on completion of the trial free period. KR in liaison with SR
3. That a Member Briefing be scheduled for the Kerbside Twin Stream Recycling initiative. CA / KR

The Meeting Closed at 8.20 pm

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## B O S T O N B O R O U G H C O U N C I L

REPORT TO:	ENVIRONMENT AND PERFORMANCE COMMITTEE
DATE:	08 SEPTEMBER 2020
SUBJECT:	BOSTON ALTERNATIVE ENERGY FACILITY (BAEF) PHASE 4 CONSULTATION SUBMISSION
PORTFOLIO HOLDER:	COUNCILLOR YVONNE STEVENS - PORTFOLIO HOLDER ENVIRONMENT
REPORT AUTHOR:	ASSISTANT DIRECTOR REGULATION
EXEMPT REPORT	NO

### SUMMARY

The Council is a consultee in the planning process to determine if the proposed Boston Alternative Energy Facility is approved. As a National Significant Infrastructure Project, the application is determined by the Secretary of State following a Planning Inquiry headed up by a Planning Inspector.

The proposal is a significant in scale, state-of-the-art power-generation plant, which the developers present as leading the way in land-based renewable power in the UK. The facility will generate 102MW of renewable energy from the thermal processing of refuse derived fuel, of which 80MW will be exported to the National Grid.

This development creates the potential for significant economic development opportunities linked to the supply chain to support the plant and potential end users of the ancillary products produced during the thermal processing of waste. In addition, the proposals create opportunities for the Borough Council to work with the County Council through the Strategic Waste Partnership to consider alternative ways to manage waste in the county. However, there are many planning and environmental health factors to consider first, having regard to the nature of the proposals.

In July 2019, this Committee received a report concerning proposals for the Boston Alternative Energy Facility as Phase 3 of the statutory formal consultation on the development and the Preliminary Environmental Impact Report. The committee agreed a recommendation to seek approval from Cabinet to delegate authority to the Deputy Chief Executive, in consultation with the Leader and Portfolio Holders for Economic Development and Environment, to finalise the consultation submission, taking into account the feedback recorded at the committee meeting.

Subsequently, Cabinet met on 17<sup>th</sup> July 2019 where approval was given to finalise and submit the formal consultation response to BAEF on behalf of the Council. The submission that was agreed and submitted to BAEF is attached at Appendix 0.

Since the Phase 3 consultation was concluded in August last year, BAEF have made some fundamental design changes to the proposed project. We are informed that the changes are due to several reasons; a project review and ongoing iterative design work, the feedback received during earlier consultations, and input from specialist bodies. Due to the nature of these changes, BAEF have determined that an additional round of public consultation (Phase 4) is appropriate.

This report sets out the details of the BAEF proposal as they stand for Phase 4 consultation, whilst the appendices set out in more detail the context behind the changes and highlight the differences between the Phase 3 proposal and the Phase 4 proposal. The Phase 4 consultation is concerned only with the changes made to the proposal since the Phase 3 consultation concluded last year. This and all prior consultation rounds are a precursor to the formal submission of the proposal for consideration through the NSIP regime, at which stage the Council will be formally invited to provide comments to the Inspector and take part in the examination process.

The Facility remains an Energy from Waste (EfW) facility, although the technology used to convert waste to energy has switched from gasification to traditional EfW thermal technology. BAEF also report that the changes are anticipated to have minor effects, resulting in an overall reduction in potential negative impacts from the development.

## **RECOMMENDATIONS**

Delegate to the Assistant Director Regulation, in consultation with the Leader and Portfolio Holders for Economic Development, Planning and Environment, to finalise the Council's submission in response to the Phase 4 consultation.

## **REASONS FOR RECOMMENDATION**

The Borough Council continues to liaise with the agent of the applicant to seek further clarification and understanding of the proposals, whilst officers continue to work with the County Council and other stakeholders to consider the impact of the proposed development balanced with opportunity that the scheme would bring to the Borough.

## **ALTERNATIVES CONSIDERED**

As set out in the body of the report.

## **REPORT**

### **1.0 Introduction**

- 1.1 The Boston Alternative Energy Facility is a state-of-the-art power generation plant that will generate 102 MW (gross) of renewable energy that will deliver approximately 80 MW (net) to the National Grid. The energy recovery plant has switched from gasification to traditional energy from waste technology and the plant will contribute to the UK Government's target of generating energy from renewable sources. The facility is considered to be an Environmental Impact Assessment (EIA) development for the purposes of the 'The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017' (the EIA Regulations).
- 1.2 The energy recovery plant will process 1.2 million tonnes of refuse-derived fuel (RDF) as the feedstock (i.e. the fuel) to generate energy. This will generate power that is equivalent to the annual power demand of more than 206,000 homes (roughly 66% of the number of households in Lincolnshire). The RDF will be sourced from UK suppliers and will comprise of non recyclable household waste.
- 1.3 The proposed facility is a Nationally Significant Infrastructure Project (NSIP) because it will have a generation capacity over 50 MW of energy. This means it requires a Development Consent Order (DCO) under the Planning Act 2008. It is proposed that the DCO application will be submitted to the Planning Inspectorate (PINS) in quarter 4 of 2020. PINS determine the application on behalf of the Secretary of State and the Council will be invited to take part in, and make formal representations, as part of the examination of the scheme to be undertaken by the Inspectorate as part of the NSIP process.
- 1.4 The Boston Alternative Energy Facility is currently in the Phase 4; informal, non statutory, pre-application consultation phase, updating on changes to the project and inviting feedback. The final stage, in Quarter 4 of 2020, will be to review the feedback from pre-application consultation before submitting an application for a Development Consent Order (DCO) to the Planning Inspectorate.

### **2.0 The Proposed Development**

- 2.1 The proposed facility is to be located at the Riverside Industrial Estate, Boston, Lincolnshire adjacent to the tidal River Witham (known as The Haven) and down river from the Port of Boston.
- 2.2 The facility is a power generation plant that will generate 102 MW (gross) of renewable energy that will deliver approximately 80 MW (net) to the National Grid. Approximately 20 MW of power produced will be utilised by the facility itself.

2.3 The RDF feedstock, used to generate renewable energy, will be transported to the facility by ship and will be sourced from 11 UK ports. No waste will be imported from outside the UK for processing at the site. The process for generating energy has been amended to traditional energy from waste (EfW) technology from the Phase 3 proposal which used 'gasification' as the renewable energy generating source.

2.4 The facility will comprise the following main elements:

- **Delivery** - wharf and associated loading/un-loading infrastructure for RDF feedstock and aggregate transported by ship;
- **Transfer** – unloading of bales directly onto a conveyor for transfer to bale shredding facility plus external storage for bales as a contingency for when storage bunker is at capacity;
- **Shredding** – bales of RDF are split open in a sealed building under negative pressure, before transfer to a storage bunker;
- **Bunker** - loose RDF is held in a bunker with capacity of around four days supply, pending transfer to the thermal processing facility by grab crane;
- **Energy generation** – the RDF feedstock is converted to energy using a traditional thermal treatment process;
- **Carbon capture** – two carbon dioxide recovery plants recover carbon dioxide for re-use by a range of industries. Some retained on site for fire prevention purposes;
- **Energy Export** – around 80MW of power is exported to the National Grid via a grid connection and substation;
- **Aggregate** – ash and air pollution control residues from the thermal processing are transferred to a lightweight aggregate plant where it is processed and reused as aggregate in the construction industry;
- **Removal** – lightweight aggregate is removed from site via ship.

Associated site infrastructure, including site roads, pedestrian routes and footbridge, car parking, concrete batching facility, contractor accommodation, security gate, control room, visitor centre and site weighbridge.

### 3.0 Project Need

3.1 The need that exists for new power generating infrastructure, such as the proposed Boston Alternative Energy Facility is confirmed in National Policy Statements (NPS). These NPSs are used by the Secretary of State to make decisions on nationally significant energy infrastructure like this facility.



- 3.2 The relevant NPSs (EN-1 and EN-3) establish an urgent and substantial need for new energy generation infrastructure, with the desire for it to be renewable or low carbon to achieve climate change targets.
- 3.3 There were many reasons for choosing energy from waste thermal processing technology. It is a proven technology, with many examples similar in scale already operational in the UK and globally, and therefore a more attractive technology for investment. The plant will divert waste from landfill as well as processing UK derived waste currently sent overseas. There are also advantages from the recycling and re-use of collateral products such as carbon dioxide, heat, lightweight aggregate and metals from bottom ash.
- 3.4 The applicants are mindful of the current waste situation in respect of UK waste being treated overseas, the impact of the restriction of waste exports into far eastern countries and dwindling UK landfill capacity. These factors were key drivers for the applicant to seek to capture exported or landfilled RDF, and to develop the cleanest, most efficient plant possible to produce renewable energy.

#### **4.0 Site Selection**

4.1 The facility is considered appropriate in the Lincolnshire County Council's Minerals and Waste Local Plan as well as having other local planning policy support. The site also forms part of the allocated employment land for Boston within the SELLP (Policy 7), with elements of the scheme falling within Riverside Industrial Estate (BO 006). Parts of the development would technically fall in areas designated as countryside, but which directly abut the settlement boundary and the boundary of the employment allocation.

#### **4.2 Other reasons**

- The location is directly adjacent to a navigable watercourse that provides a means of delivery of RDF and export of materials, which significantly reduces the impact on the local road infrastructure;
- There is sufficient footprint to accommodate the required plant and equipment for the facility;
- It is technically feasible to connect to the electricity distribution network on site;
- The site is not directly situated within any environmental designation. It is within a flood zone, however it benefits from flood defences; and
- It is located within an existing urban/industrialised environment, with an existing biomass gasification plant located next door.

## **5.0 Proposed Construction and Use of the Facility**

- 5.1 The overall construction period will be approx. 48 months from 2022 to 2026 and it is expected that there will be between 250-300 construction jobs at peak construction and 80-100 jobs created once operational. Construction is expected to take place six days a week (Monday to Saturday) between the times of 8am to 8pm, with options to 7am to 7pm, with no work taking place on bank holidays or public holidays.
- 5.2 Details of construction phasing and proposed construction methods are being developed and form part of the Phase 4 consultation proposals.
- 5.3 Both the County Council and the Borough Council are proactively working with the developer's agent to seek out any further information that is pertinent to the Phase 4 consultation response.

## **6.0 The Wharf**

- 6.1 The wharf will be built, replacing sections on the current flood defence bank and will comprise the quay wall, the main area of the wharf, which will also provide the flood defence line, and an area behind the wharf for associated infrastructure. The wharf facility will include a berthing pocket to allow ships to safely dock at the wharf without restricting the navigable channel of The Haven. The birthing pocket will be constructed by dredging and excavating the mud flats and land edge using land based equipment.
- 6.2 Arriving vessels must navigate up The Haven to the proposed birth over high tide and leave over the next high tide. The river is not wide enough to turn a vessel at the proposed wharf. It is anticipated that vessels will be turned at the Port of Boston, either at the 'Knuckle' point-turning circle outside the Wet Dock or within the Wet Dock.
- 6.3 The wharf will comprise a docking facility with automated cranes for loading and off loading of shipping. The wharf will have two births for receiving RDF feedstock, and one birth for loading aggregate.

## **7.0 The RDF Storage and Preparation**

- 7.1 The facility will receive up to approximately 1.2m tonnes of RDF per year, 0.3m tonnes less than the requirement of 1.5m tonnes of the previous scheme. RDF will be baled and sourced from ports around the UK. No waste will be imported to the site from outside of the UK.
- 7.2 Once the RDF feedstock has been offloaded from the vessels, it is loaded directly onto an enclosed conveyor for conveyance to the shredding and bunker area. There will be a temporary external storage area for holding a contingency stock of bales, should the storage bunker be full. These will be stock rotated to ensure a first in first out system is employed to minimise the potential for nuisance. The storage requirement for baled RDF is significantly less than that proposed under the previous scheme.

- 7.3 The RDF conveyance, shredding and storage bunker will be in a closed environment operated at negative pressure and using odour control measures to ensure no unacceptable odour is released to atmosphere.
- 7.4 The RDF bales will be shredded to remove the outer packaging and to ensure a consistent/blended feedstock is available for the energy from waste plant. From the shredders the RDF will be stored in a bunker prior to transfer, by grab crane, to the thermal processing facility.

## **8.0 The Thermal Processing Plant**

- 8.1 A total of three thermal processing units will convert the RDF feedstock to energy.
- 8.2 The heat from the thermal processing of the waste will be used to create steam that will power 3 generators that will convert the energy to renewable electricity.
- 8.3 Cooled exhaust gas will pass through a pollution control system where chemicals are injected to capture any residual emissions. The residual air pollution residues (APC residues) will be collected and blended with ash from the thermal processing to make lightweight aggregate.
- 8.4 The cleaned gases will flow to one of three exhaust stacks, via a Continuous Emissions Monitoring System (CEMS) serving each of the thermal processing units.
- 8.5 After the energy in the steam turbine is released for electricity production, the cooled steam will be routed to the air-cooled condenser where it is cooled further and turned back into water.

## **9.0 The Lightweight Aggregate Plant (LWA)**

- 9.1 The ash and APC residues from the thermal processing plant will be processed on site to produce a lightweight construction aggregate. This product will be exported by ship via a dedicated berth at the wharf.

## **10.0 Carbon Dioxide (CO<sub>2</sub>) Recovery Plant**

- 10.1 CO<sub>2</sub> will be recovered from process exhaust gases in two carbon capture processing units. The CO<sub>2</sub> is a valuable product arising from the process and is capable of being re-used by a range of industries as well as for fire prevention purposes on site.

## **11.0 Officer Comments and Supplementary Questions**

- 11.1 There are several strands within the Borough Council that have already input professional comments to the Phase 4 consultation process. Notes from a meeting held with Borough Council Officers and BAEF on 19<sup>th</sup> May and with Borough Council and County Council Officers and BAEF on 31<sup>st</sup> July are attached at Appendix 2 and 3 respectively. It is anticipated that further feedback raised by Members at both Committee and Cabinet will be combined with Officer feedback as the basis of the Council's formal response to the Phase 4 consultation process.
- 11.2 Following the positive meetings Officers have held with BAEF, details of modifications to the traffic impact assessment, noise and pollution impact assessments, following design changes from Phase 3 to Phase 4, are being prepared by the applicant and will be shared with the Consultees as soon as they are available.

## **12.0 CONCLUSION**

- 12.1 The Council has provided feedback on previous phases of public consultation which have been warmly welcomed by the agents acting on behalf of the applicant. Many of the amendments to the revised scheme before members today have been incorporated into the development proposals as a direct result of feedback provided by this Council. Significant changes include reductions in shipping movements, reduction in road transport movements, site layout and noise mitigation, siting of concrete batching facilities, addition of a public footbridge and a proposed visitors' centre, both on site and in the town centre.
- 12.2 Phase 4 consultation enables the Council as a consultee to make further comment and seek clarity on outstanding issues to continue to influence the final proposal in a positive way for the benefit of the residents of Boston and the Borough as a whole.

### **FINANCIAL IMPLICATIONS**

There are no direct financial implications arising from this report as the Council is a consultee at this stage of the process.

### **LEGAL AND EQUALITY IMPLICATIONS**

As a statutory consultee, the Council provides comment and feedback to a planning process that will be determined by the Secretary of State in accordance with the provisions of the Planning Act 2008, as amended by the Localism Act 2011.

Due to the size and nature of the project, there will be a detailed equality assessment prepared by the applicant.

## **CLIMATE CHANGE IMPLICATIONS**

The BAEF will contribute to the Government objectives to run on 50% renewable energy by 2030 and to maintain a path to the goal of net zero carbon emissions by 2050.

The plant will be constructed to meet the new more stringent environmental standards contained in the Best Available Techniques (BAT) Reference Document (BREF) for waste incineration 2019. The facility will have to comply with these standards which will be controlled through an environmental permit issued by the Environment Agency.

As well as emissions to air, the environmental permit also sets out standards and controls for the protection of the local environment and ecology such as (but not limited to) noise, light, dust and rainwater run-off.

The changes to the plant design, set out in the Phase 4 consultation are said to deliver a net environmental benefit overall due to the following;

- Net reduction in shipping movements due to an RDF requirement 300,000 tonnes per annum lower than the previous proposal
- Reduced static storage requirement for RDF feedstock area, by between 30 and 50% over the previous design, reducing potential nuisance from dust, odour and pests
- Reduced traffic movements during construction due to a reduced requirement for concrete overall, a concrete batching facility on site reducing movements of concrete tankers by road, delivery of aggregates by ship (to the wharf) rather than by road – reducing exhaust emissions, road traffic noise and congestion.
- During operation, vehicle movements are significantly reduced as there is no longer a requirement to segregate and remove c. 300,000 tonnes of materials (unsuitable for gasification) from site by HGV for recycling - reducing exhaust emissions, road traffic noise and congestion.
- Landscape, noise, light and road traffic impact assessments will all be reviewed and repeated to reflect the design changes proposed
- Twice as much carbon will be captured from emissions for re-use in various industries than previously proposed, thereby reducing harmful emissions to air.
- More cladding around buildings and more space on site will provide opportunities for improving site layout to reduce noise.

The list above is not exhaustive. Further information is provided in the report and relevant appendices.

## **EQUALITY AND SAFEGUARDING IMPLICATIONS**

None as a result of this report

## **OTHER IMPLICATIONS**

None as a result of this report

**CONSULTATION**

Officers have attended various meetings held pending launch of the Phase 4 public consultation arrangements. This included a meeting with Borough Council Officers on 19<sup>th</sup> May (notes attached at Appendix 2) and with Borough and County Council Officers on 31<sup>st</sup> July 2020 (notes attached at Appendix 3).

All elected Members were invited to attend a dedicated video conference on 5<sup>th</sup> August 2020. Public webinars are also planned for 11<sup>th</sup> and 20<sup>th</sup> August plus a telephone surgery with the applicants agent available on 26<sup>th</sup> August.

The Phase 4 public consultation also has a dedicated email address, telephone line freepost and website address. All these details are included on the back page of the Project Newsletter (Issue 3) which can be found at Appendix 1 to this report

The Cabinet has responsibility for the Phase 4 consultation submission on behalf of the Council and will consider feedback from the Environment and Performance Scrutiny Committee at their meeting on 9<sup>th</sup> September. Due to the timing of the Phase 4 consultation period and subsequent Committee/Cabinet meeting dates, we are seeking approval from Cabinet for the final submission to be prepared by the Assistant Director Regulation in consultation with the Leader and relevant Portfolio Holders as set out in the recommendations.

<b>APPENDICES</b>	
Appendices are listed below and attached to the back of the report: -	
APPENDIX 0	Boston Borough Council Public Consultation submission dated 6 <sup>th</sup> August 2019
APPENDIX 1	Newsletter Issue 3: Boston Alternative Energy Facility project Update – July 2020
APPENDIX 2	Notes from meeting between Boston Borough Council Officers and BAEF – 19 <sup>th</sup> May 2020
APPENDIX 3	Notes from meeting with Boston Borough and County Council Officers held with BAEF on 31 <sup>st</sup> July 2020

<b>BACKGROUND PAPERS</b>
No background papers as defined in Section 100D of the Local Government Act 1972 were used in the production of this report.



# B O S T O N BOROUGH COUNCIL

Appendix 0

Municipal Buildings, West Street, Boston, Lincolnshire, PE21 8QR

6 August 2019

Our ref: MS/LS

Boston Alternative Energy Facility  
25 Priestgate  
Peterborough  
PE1 1JL

Tel No: 01205 314292

Email: michelle.sacks@boston.gov.uk

Dear Sirs

## **BOSTON BOROUGH COUNCIL CONSULTATION IN RESPECT OF PHASE 3 FOR BOSTON ALTERNATIVE ENERGY FACILITY**

We are pleased to set out below our detailed response to the proposals in respect of the above.

We are mindful there are several strands within the Borough Council who will have a professional view and in addition, both the Cabinet and the Environmental and Performance Scrutiny Committee have reviewed the draft proposals and have made comments.

We have set out below a summary of our departmental comments, which include elected member comments, with a concluding paragraph of outstanding questions, in addition to a summary of issues that have been sent directly to elected members. We believe many of the issues we have raised, such as impact of traffic on the wider area, require greater clarification before any application is submitted to the Secretary of State. We welcome ongoing dialogue to enable such issues to have this clarity and suggest that noting the size and scale of the proposed development there is an extension of time to the deadline of the 6 August 2019 consultation period. We propose an extension of up to six weeks to enable round table discussions comprising officers of both Lincolnshire County Council, Boston Borough and members of the BAEF project team. We are willing to host the meetings and propose that a single-issue topic be discussed in detail each week, commencing with highways and traffic impact. We believe this will ensure that we are better able to consider Joint Statements of Common Ground in readiness for any Inquiry.

The Borough Council is keen to work with the applicant to contribute at this early stage to ensure that in the event the Secretary of State determines to approve the application, all aspects have been robustly considered to ensure maximum economic benefit to the wider community whilst protecting the environment from traffic, noise and harm to the ecosystems surrounding the proposed site.

### **Waste Strategy**

The Waste Strategy for Lincolnshire was adopted by the Lincolnshire Waste Partnership (LWP) in January 2019. This followed a period of extensive public consultation during the summer of 2018 and adoption by each individual partner member of the LWP through their democratic process. The Waste Strategy for Lincolnshire was adopted by Boston Borough Council on 28 November 2018.



LWP is made up of the Lincolnshire County Council, as waste disposal authority and the 7 district/borough councils as waste collection authorities}.

On the basis that the BAEF could process residual household waste from Lincolnshire, this proposal could support delivery of 4 out of 10 strategic objectives in the Waste Strategy for Lincolnshire:

**Objective 4:** To explore new opportunities of promoting waste minimisation and of using all waste as a resource in accordance with the waste hierarchy.

**Objective 7:** To seek to reduce our carbon footprint.

**Objective 8:** To make an objective assessment of what further waste processing/disposal capacity is required and, as necessary, secure appropriate capacity.

**Objective 10:** To consider appropriate innovative solution to the delivery of our waste management services.

The current disposal facility for residual municipal waste in Lincolnshire, an Energy from Waste (EFW) plant located in North Hykeham, Lincoln, is forecast to reach its operational capacity in the next 5 years. Lincolnshire County Council, who are responsible for the disposal/treatment of the county's municipal waste, have yet to publish a coherent strategy for dealing with the treatment of the county's residual waste once this capacity shortfall is met. Landfill is not an option within the geography of Lincolnshire and no longer presents a financially viable or environmentally acceptable method for disposal of municipal waste in the long term.

Whilst the Waste Strategy for Lincolnshire is driving action across the LWP to mitigate the impact of increasing residual waste volumes, population and household growth in the county, these actions are unlikely to be sufficient in themselves or delivered quickly enough to mitigate the forecast capacity short fall at the EfW in the longer term.

If the proposed BAEF could process residual household waste from the south east of the county (Boston, East Lindsey, South Holland and North Kesteven District Councils), it would offer a new disposal and treatment option for the county and would future proof the capacity of the EfW facility in Lincolnshire for many years to come. By diverting waste in the south of the county away from the EfW, development of additional waste processing infrastructure in the county can be substantially delayed or even eliminated.

BAEF could also meet several other strategic objectives by providing an innovative solution to municipal waste processing and treatment, using waste as a resource by converting it to energy and valuable commodities such as carbon dioxide and aggregate and could substantially reduce the carbon footprint of our current countywide waste management arrangements by eliminating road haulage of waste from the south of the county to Lincoln. There will also be a significant and positive impact on the county's recycling rate as recyclable material will be removed from the residual waste stream by screening, prior to being processed in the gasification facility. The recyclable content of the residual waste stream is forecast to be in the region of 20% hence its removal for recovery prior to processing will provide a significant boost to the countywide recycling objective as well as the national recycling targets contained in the HM Government: Our Waste, Our Resources: Strategy for England published in 2018.



Finally, the location of the Lincolnshire County Council owned and operated waste transfer station, on Nursery Road, Riverside Industrial Estate, Boston, Lincolnshire, PE21 7TN, is ideally situated adjacent to the proposed development site of the BAEF to offer the opportunity for the bulking, baling and direct transfer of municipal waste, collected from households in Boston, East Lindsey and South Holland districts, into the proposed BAEF site for treatment. This will serve to divert waste away from the EfW facility in Lincoln and will substantially reduce residual waste haulage costs and the countywide waste management carbon footprint. With regard to this proposal, please note comments under Traffic Management.

## **Development Management**

The proposed Alternative Energy Facility by processing waste by a gasification process as described above would appear to be an acceptable and appropriate use for the site selected. Whether it is classed as B2 or Sui Generis use would be decision that is made later in the process. However, currently the proposal is considered acceptable in context with the Lincolnshire County Council Minerals and Waste Local Plan.

In terms of the South East Lincolnshire Local Plan a B2 use is appropriate given it is an allocated employment site. A Sui Generis use and the development in the Countryside would need to be justified on the basis “of other material consideration”.

The benefits that could accrue from the gasification process would mean less waste is directed to land fill sites or elsewhere. It does not need to burn coal or gas to help create the energy to produce the electricity. The residue from the combustion process is recycled into products that have an economic value at the end of the process.

The whole process from construction to end use would provide a facility that provided employment opportunities across the whole spectrum, including construction jobs and end user jobs, some of which may be specialised.

There appears to be a case for the need of such a facility and based on the planning history locally around this site this may be a suitable location given the delivery of material to the site would be by water and not by vehicles.

The energy produced would not only be a benefit across Boston but the whole East Midlands Region and nationally, given the electricity produce will be added to the National Grid.

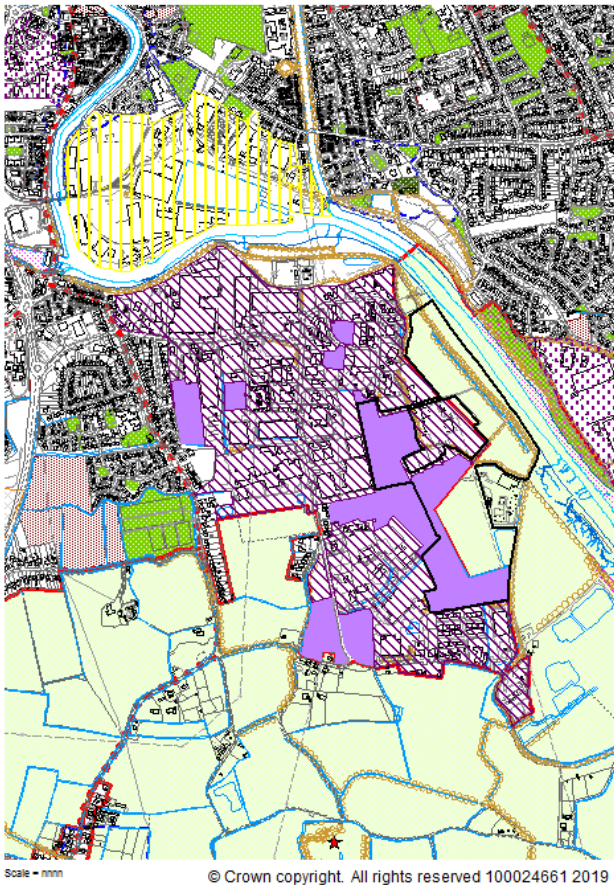
However, given the stage we are currently at, it is not possible to assess the project against the policies of the adopted Local Plan. There are no plans of the proposed structures to view and assess only simple written descriptions.

## **Planning Policy**

Policy 7: “Improving South East Lincolnshire’s Employment Land Portfolio” of the South East Lincolnshire Local Plan allocates the Riverside industrial estate, shown below in purple or crosshatched, as B1, B2 and B8. The Boston Alternative Energy Facility site is shown with a black line and extends over land shown allocated for employment land and countryside.

The policy also allows new employment development outside the allocated employment site provided:

- a. the development does not conflict with neighbouring land uses;
- b. there is no significant adverse impact upon the character and appearance of the area;
- c. the design is responsive to the local context;
- d. there will be no significant adverse impact on the local highway network;
- e. there will be no significant adverse impact upon the viability of delivering any allocated employment site;
- f. proposals maximising opportunities for modal shift away from the private car are demonstrated;  
and
- g. there is an identified need for the business location outside of identified employment areas on the Policies Map.



The Lincolnshire Minerals and Waste Local Plan - Core Strategy and Development Management Policies contains Policy W3: “Spatial Strategy for New Waste Facilities”. It supports proposals for new waste facilities in Boston, as well as other settlements in Lincolnshire. Policy W4: “Locational Criteria for New Waste Facilities in and around main urban areas” supports new waste facilities as set out in W3 provided that they would be located on:

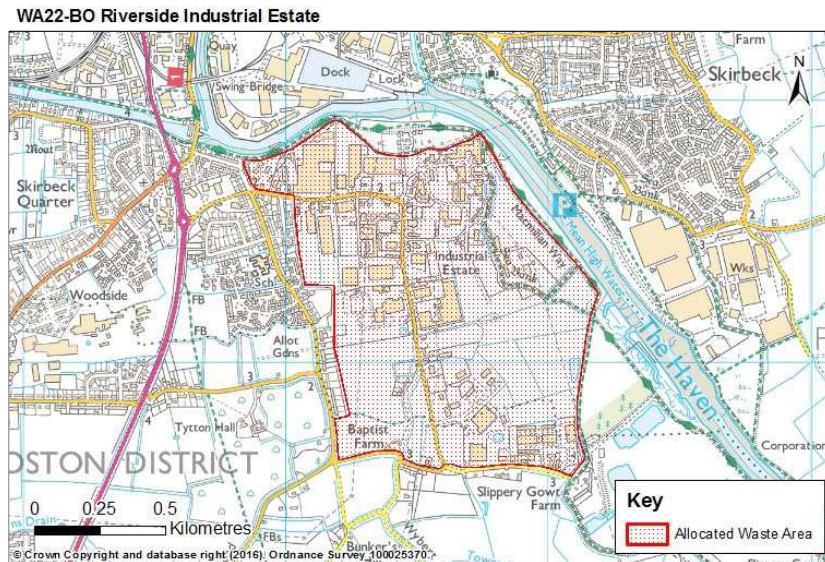
- Previously developed and/or contaminated land; or
- Existing or planned industrial / employment land and buildings; or

- Land already in waste management use; or
- Sites allocated in the Site Locations Document; or
- In the case of biological treatment the land identified in W5. (This relates to proposals on sites that do not accord with W3)

The Lincolnshire County Council Minerals and Waste Local Plan Site Locations document allocates the Riverside Industrial Estate for:

Resource Recovery Park, Treatment Facility, Waste Transfer, Materials Recycling Facility, Household Waste Recycling Centre, Metal Recycling / End of Life Vehicles, Re-Use Facility, C&D Recycling and Energy Recovery.

The allocation extends over a larger area than the South East Lincolnshire Local Plan, as it is based on the superseded Boston Borough Local Plan 1999. The proposed plant is located on land within the Minerals and Waste Local Plan Riverside Industrial Estate allocation.



The proposal seeks to transport materials to and from the site by boat. The gasification process produces gas which will be used to generate electricity. The impact of boats and emissions from the process on the Wash will have to be assessed to ensure the Wash, which has International, European and National conservation designations, is not harmed and the characteristics for which it is designated are not undermined.

In summary:

- The uses listed in the South East Lincolnshire Local Plan are B1, B2 and B8. The uses listed in the Lincolnshire County Council Minerals and Waste Local Plan Site Locations document are B2, B8 and Sui Generis.
- The proposal is for an Alternative Energy Facility by processing waste by a gasification process. Energy Recovery in the form of “Gas from biological degradation of waste production, purification or refining place” is B2. A “Power Station” is Sui Generis.

- In the context of the Lincolnshire County Council Minerals and Waste Local Plan Site Locations document the proposed Alternative Energy Facility complies with one of the bullet points in W4, in that the land is allocated in the Site Locations document.
- In terms of the South East Lincolnshire Local plan a B2 use is appropriate on the allocated employment site. However, a Sui Generis use would need to be considered against “any other material Considerations”. Development on the Countryside, would need to be justified on the basis of the 7 criteria, a - g of Policy 7.
- The proposal must not undermine the Wash nature conservation designation.

## **Economic Development**

The Council’s economic development function is to develop and drive growth and enterprise across the borough to transform the local economy into a sustainable destination of choice for investing, working, living and visiting.

In this context, the Boston Alternative Energy Facility (BAEF) will have a major strategic impact on the local economy, job creation, business and supply chain growth that influence the socio-economic factors on our local communities.

The impact of this development presents a significant economic opportunity for Boston and the wider economy and is much more than just building a power station. The construction and operation of BAEF will provide significant boost and add value to local businesses through the procurement process.

The size and scale of BAEF will also during the build provide a significant increase in local retail and hospitality spend as well as developing strong relationships with local schools, Boston College and University of Lincoln to deliver wide-ranging employment and skills, apprenticeship and traineeship opportunities in the energy sector and especially in Science, Technology, Engineering and Maths (STEM).

Aligned to the Local Industrial Strategy, the BAEF is a catalyst for wider economic growth supporting opportunities for businesses of all sizes to supply goods and services throughout the construction and operational phases. The development would create a sustainable opportunity to diversify parts of the business base away from ‘low skill - low wage’ economy to one that could improve productivity through the contribution of inward investment activity for high grade carbon dioxide (CO<sub>2</sub>), aggregates for the construction sector and heat extraction.

## **Environmental Health**

Boston is subject to air quality issues and there are two Air Quality Management Areas (AQMA) in place. Concerns have previously been raised about the proposal and how the impact of the proposed site use must not adversely affect the existing areas, with a request for regular monitoring.

The lack of information relating to the traffic management plan both for the construction period and clarity of site operations means that a detailed assessment cannot yet be assessed.

We have requested that all the options for traffic routes for construction traffic and operational service traffic are examined as part of the process. In addition we note the potential on the AQMA of pollution via shipping vehicles.

There is likely to be an impact on neighbouring communities on both sides of the River Haven in respect of potential noise pollution, light pollution, off loading/on loading of ships at night but until the detailed proposals are received, no detailed comment with regard to mitigation may be made.

## **Traffic Management**

The issue of Traffic Management has been referenced above under two other sections, however, such is our concern about the impact of traffic, we feel this is an issue that must be further explored in some depth. We do not believe this application can progress to consideration by an Inspector on the basis that a Construction Management Plan will be produced at a later date, which will contain specific reference to traffic management. We believe our residents and existing businesses who operate in the locality of Marsh Lane require a much more detailed explanation, particularly noting the length of proposed construction.

As noted above, we feel the economic benefits that can be delivered to the wider area of Boston are significant and we will continue to engage with the BAEF project team to consider how these benefits may be exploited.

However, we are also mindful that the impact of negative publicity/reputation could damage later investment in the supply chain by virtue of not wanting to be associated with a “tainted” project.

By way of example:

- Local Residents - if the mitigation of traffic impact is not properly considered, as soon as construction traffic impacts on residential amenity becomes an issue, there is most likely to be a high profile social media commentary on the impact of the development. This is likely to be vocal and negative.
- Local Existing Business - there are existing businesses that could have a positive impact on the supply chain. Equally there are others that have high profile existing clients that visit the Marsh Lane site regularly. A negative impact from traffic over a four year period will have an impact on existing business and potentially create barriers to those businesses engaging with the potential opportunities the BAEF presents.
- Inward Investment - if there is a negative campaign or general negative news coverage, this will impact on the wider reputation of the Borough as a place in which to invest and also the BAEF as an opportunity to explore further.

Therefore, there is a significant commercial reason to ensure that traffic management, both for construction and for operation of the facility is fully understood and how to mitigate the impact of development is fully explored.

In addition, we noted above the potential to explore further waste import from other areas of the county, as a means of reducing the climate footprint of our current waste haulage arrangements (as above under Waste Strategy).

However, we cannot support these ideas unless there is a clear mitigation of that impact on our residents through a different route into the BAEF site to reduce the impact of traffic movements on residential amenity.

### **Third Party Representations**

There have been several members of the public that have raised questions directly with our elected members. We have explained that all such interaction must be directed to the BAEF website.

However, we feel in the interests of transparency, and noting your approach to consultation and the way you have engaged, it is reasonable to include the issues raised in our consultation response. We have not commented on the specific points raised and remain neutral, we simply request that in your consideration, you do have due regard to these issues and their relevancy on the proposed scheme. The full correspondence received will be sent to the BAEF project team.

- Concern about noise, odour and pollution and how this will be monitored, the impact on air quality on crops with regard to the agricultural industry and will “scrubbers” be utilised for pollutants. In addition, what will happen to the type of waste that cannot be recycled, such as batteries. What consideration has been given to pollution of the river.
- A reliance on estimates and assumptions about the way the plant will operate.
- Concerns about impact on fishing, including; width of modern cargo ships meeting fishing boats in the river; cargo ships have a 3ft bow wave that can, and have, lifted a fishing boat then dumped it onto the mud bank, potentially causing a hazard were the boat to overturn; high mud banks each side of the river all the way to the cut end, a specialist dredging boat is required, Navigation of the river due to there being an S bend in the river; cargo boats turning at the knuckle/ getting stuck across the river.
- Concerns about the ability of the company to deliver the project.
- Concerns about the impact of inclement weather in the Wash impacting on viability of BAEF to operate to full capacity.
- Traffic impact, the extent of machinery and equipment to be transported to the site and whether new roads will be required. Will there be a requirement for night working and how will impact on residents and wildlife be mitigated.
- Local jobs for local people - how will the project use local expertise and technical knowledge; is there a proposed arrangement with Boston College to use apprentices; what consideration has been given to accommodation for workers.
- What vermin control has been considered for the site when operational.

### **Supplementary Questions and Observations Requiring a Response**

There are many additional questions that are unclear from the information in the public domain and the Council as a statutory consultee would appreciate the response to these questions in order to be able to consider what level of support we may provide at a Public Inquiry.

- (i) The construction process is proposed to take up to four years, generate up to 300 construction jobs and give rise to construction work six days a week. However, there is no information as to how this traffic management will impact on local residents and business, in addition to the wider road network impact.

We believe there should be detailed consideration of an access road for the purpose of construction traffic to mitigate the impact of such heavy construction traffic on the community.

We believe that this provides an opportunity to work with our colleagues at the County Council in terms of how this might be upgraded to provide a permanent road to reduce ongoing impact of the use of the site once fully operational.

- (ii) We are mindful that Boston has two AQMAs in operation and we are concerned not to have received the detail in relation to traffic movements for both construction and operation that would enable the Council to fully assess the potential impact, including shipping traffic and how this may be mitigated. We require detailed traffic assessment information before the project progresses further to the next stage.
- (iii) We note the high level of advanced technology proposed within the site, which will likely give rise to noise and pollution impacts on local residents and businesses. However, without detailed proposals, we are unable to fully assess such impact and suggest areas of mitigation. We require further detail to enable such consideration.
- (iv) We are unable to fully assess the project against the policies of the adopted Local Plan as there are no plans of the proposed structures to view and assess only simple written descriptions. At this stage in the consultation process, we are disappointed we cannot provide more clarity and would like to delay the next stage of the process until such time as detailed plans are available for more detailed assessment.
- (v) We note one of the by-products will be aggregate. To lower the carbon footprint, by reducing haulage of this product, and provide additional employment opportunities and to further support the local economy, we suggest provision, at the design stage, to enable local distribution of aggregate products direct to local markets via road.
- (vi) We believe provision of facilities/proposals at the design stage, for the efficient and direct transference of baled waste from the Boston Waste Transfer Station, direct to the RDF receiving facility is worthy of consideration.
- (vii) We note the anticipated by-products and believe that the direct export of Heat / CO<sub>2</sub> / Electricity to encourage local business and residential development is an opportunity. In addition, by encouraging further employment opportunities, this will offset the deficit in the labour allocation designated for the area as falling within BAEF development footprint – by way of example the labour allocation for this area is approximately 800 jobs, but the proposed site will generate only approximately 100 jobs (after the initial construction).
- (viii) We would like to see the materials that are removed from the feedstock during the process as unsuitable for gasification, and recycled; are recorded and contribute to the county and national recycling targets.

- (ix) How will the material (approximately 20%) from bales that is not suitable for gasification, be separated and what impact will this have on noise and pollution.
- (x) We note that ferrous and non-ferrous metals will be removed, collected in separate skips and sent for processing off-site - what traffic movements are these expected to generate and what end use might these have.
- (xi) We note that the existing flood defences are to be replaced - does the new Quay improve existing flood defences and if so, how.
- (xii) What dialogue has there been with the Port as we are interested in the feasibility of boats turning at the knuckle noting the increased traffic proposed to transport the bales to the site and also at this stage, to take away aggregate.
- (xiii) We note the reference to the aggregate leaving by ship and a dedicated berth – how often will this ship leave and arrive in addition to bale shipping movements.
- (xiv) We have not seen sufficient detailed plans within the proposals to be able to fully assess whether there would be an impact on the ecology of the Haven and ecosystem around the application site, however we note you will be completing an Environmental Impact Assessment.
- (xv) We are mindful that renewable energy projects often provide a community fund to provide legacy projects within the community that mitigates the impact of the application site. We believe it would be helpful to the community to see this articulated in the documentation produced by the applicant to support the application.

## **Conclusion**

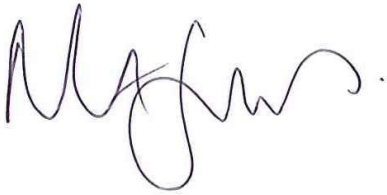
There are many positive benefits the scheme as proposed will bring to the Borough of Boston and the Council wishes to work closely with the applicant to ensure all issues are fully considered before the final plans are submitted to the Secretary of State to ensure the design of the site can fully capitalise on these options to further enhance job creation and supply chain opportunities. However, the wider economic benefits must be balanced with the impact on the community, both residents and business together with the impact on wildlife and the River Haven ecology. Until such time as the detail surrounding plans and traffic, by way of two examples, are supplied, we cannot comment in any detail.

We would respectfully request that the 6 August 2019 deadline is extended to enable all statutory partners to fully engage and have regard to potential Statements of Common Ground in readiness for the Planning Inquiry. We feel it will cause delay later in the process if the plans are submitted without the applicant having had the opportunity to fully consider detailed observations which will most likely result in amendments to design and enhance the final proposal.



We look forward to hearing from you further with the points we have raised.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Michelle Sacks', with a stylized, cursive script.

Michelle Sacks  
Deputy Chief Executive

I am sure you are aware of the proposed Boston Alternative Energy Facility ,and have attended the consultation days. As a Boston resident I am still very concerned with regard to noise,odour and air pollution.All the relevant information appears to be best guess,projections,and estimates.

I am sure the residents of Derby were told similar information,but just look at how the plant at Sinfin lane Derby is turning out.

Will the proposed facility become Boston's living nightmare and affect the well being of 50,000 people continuously for the next 25 years.

I look forward to your comments

Regards

K Blanchard

Copies to Councillors,MP,and local press

**From:** Yvonne Stevens <Yvonne.Stevens@boston.gov.uk>  
**Sent:** 26 July 2019 14:06  
**To:** Janette Collier <Janette.Collier@boston.gov.uk>  
**Subject:** BAEF concerns for E & P  
**Importance:** High

I am forwarding you the concerns of Mr Ken Bagley for the 26 fishing boats operating out of Boston should the BAEF project become a reality

1. Width of modern cargo ships meeting fishing boats in the river. Because cargo ships have a 3ft bow wave that can and have lifted a fishing boat then dumped it onto the mud bank. The fishing boat was in the process of turning over but thankfully the water came back and re floated it again.
2. High mud banks each side of the river all the way to the cut end, a specialist dredging boat is required.
3. Navigation of the river due to there being an S bend in the river
4. Cargo boats turning at the knuckle/ getting stuck across the river

Yvonne Stevens  
Portfolio for Waste

17 Chapelgate, Sutterton, Boston PE20 2NY

Tel: 01205 461357

doreen.brown07@gmail.com

Councillor Mrs. Yvonne Stevens  
Trinity Ward  
Boston Borough Council  
Boston  
Lincs

23rd. July 2019

Dear Mrs. Stevens,

Boston Alternative Energy Facility

Thank you for taking time to discuss this project with me. As you know I am 'in principle' in favour of all regions taking responsibility of monitoring and disposing of their own waste streams and hopefully using best technology to achieve the minimum environmental damage whilst doing so. I disclose that I am an environmentalist, have had solar panels on my properties for 20 years and am known as an 'early adopter'.

So naturally I am extremely interested in the project offered as the 'Boston Alternative Energy Project and have attended one of the consultation /information days and discussed the matter in some depth with the staff there.

However exciting this project looks on the impressive documentation, upon reflection I have some reservations I would like to bring to your attention and the attention of the relevant committees with any degree of oversight.

- ⑩ Is this company requesting planning permission actually capable of delivering such a large and technically demanding project? I was told it was an experienced American company. When I checked with Companies House [ registered as company 11013830] the reality seems very different.

The company was set up in 2017. There are 3 directors and I attach a copy of their accounts. The Committee or Council might wish to call in the Directors to present their experience in constructing such high tec. projects and whether they have the financial backing and management capabilities.

I understand that they are linked to Alternative Use Boston Projects Ltd. who already manage a waste wood processing facility in the area. Is this commissioned and satisfactory?

The Committee might consider a tour of a similar project in which they have been involved. Can such a tour be open to those interested at an appropriate cost?

- ⑩ The whole area around the Wash is flood zone and despite the benefit of the proposed barrier is still very much at risk from rising sea levels and severe weather .I think the risk of inundation of the storage areas during winter storm surges is extremely high as well as the difficulty of uninterrupted transport down the east of the British coast and unloading in foul weather. I note a steady stream of waste material is expected from Scotland via this route... Is this genuinely feasible 12 months /year?
- ⑩ Very heavy machines will need to access the site over a long period of construction. I doubt whether the current Boston road infrastructure will easily cope with the extra heavy traffic, air pollution and noise etc. Turbines etc. are huge and require special access facilities which cannot be brought in by water. Will extra access roads need to be built? That alone is a large environmental cost and will have heavy knock on consequences to people

living nearby and the local schools. What monitoring procedures are envisioned and how will the company be made to comply?

- ⑩ You will note that the six RDF silos alone will require 24hr working with slip concrete. Each pair require 35 days to complete which equals 105 days @24 hour working. Who will compensate local residents for the night disruption? This is equally traumatic to wildlife as humans.
- ⑩ 'Local employment for area'. I have concerns that most technical expertise will be brought in at each construction stage rather than employment for local people. Has suitable accommodation been identified? Is there a requirement that the local college be given access for apprentices or internships?
- ⑩ Security fencing is always a priority but I plead for hedging to be planted at the same time to become established as part of the environmental protection and not just as a decorative bolt-on at the end of the construction process. The environmental destruction will be considerable and I feel strongly all steps to mitigate the impact should be taken. Otherwise this project will not be an environmental solution to waste disposal and could turn out to be as damaging as landfill.
- ⑩ Strict vermin control will be essential. Rats and seagulls will target the site. Not only the facility but once attracted will encroach on the whole area.
- ⑩ What scrubbers are being used to clean the outward pollutants? Plastic produces a lot of very nasty ones.. please note item 5.7.4

We have frequent easterly winds blowing on shore and even westerlies blow pollutants to Scandinavia. The UK has already be taken to international court for causing acid rain killing Scandinavian forests... The idea that there can be no transboundary impacts sounds unrealistic and basically untrue.

Although the publicity material sounds impressive I am not yet convinced the company is yet ready to consider such a big project and there is potential for severe consequences for the whole of the area south of the river. I would like to visit a running site and ask in depth questions about any unintended consequences.

I realise the business will not be run by the council but as a protector of the people and the local environment I hope they will ask sharp questions and expect nothing but the highest of standards and not be bewitched by the idea that we will be 'getting something for nothing'.

There will be large 'costs' to the neighbourhood and the environment. Who will pay compensation to the people living in the area for loss of value to housing, lack of sleep and ongoing disruption during construction? The idea that 'it's only the view that matters' is worrying. I disagree that the overall impact will be minimal and request that hawkish oversight is given throughout.

I hope the council will consider these and other issues as it examines the proposed facility.

Yours sincerely,

Doreen M. Brown [Revd.]

**REGISTERED NUMBER: 11013830 (England and Wales)**

**Unaudited Financial Statements**  
**for the Period 16 October 2017 to 31 October 2018**  
**for**  
**ALTERNATIVE USE BOSTON PROJECTS LIMITED**

ALTERNATIVE USE BOSTON PROJECTS LIMITED (REGISTERED NUMBER: 11013830)

**Contents of the Financial Statements  
FOR THE PERIOD 16 OCTOBER 2017 TO 31 OCTOBER 2018**

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**ALTERNATIVE USE BOSTON PROJECTS LIMITED**

**Company Information  
FOR THE PERIOD 16 OCTOBER 2017 TO 31 OCTOBER 2018**

<b>DIRECTORS:</b>	J D Callen J Peakall
<b>REGISTERED OFFICE:</b>	26 Church Street Bishop's Stortford Hertfordshire CM23 2LY
<b>REGISTERED NUMBER:</b>	11013830 (England and Wales)
<b>ACCOUNTANTS:</b>	Morris Wheeler & Co Limited Chartered Accountants 26 Church Street Bishop's Stortford Hertfordshire CM23 2LY



ALTERNATIVE USE BOSTON PROJECTS LIMITED (REGISTERED NUMBER: 11013830)

Balance Sheet  
31 OCTOBER 2018

	Notes	£	£
<b>FIXED ASSETS</b>			
Tangible assets	4		8,268
<b>CURRENT ASSETS</b>			
Stocks		532,756	
Debtors	5	336,373	
Cash at bank and in hand		<u>820,101</u>	
		1,689,230	
<b>CREDITORS</b>			
Amounts falling due within one year	6	<u>1,671,691</u>	
<b>NET CURRENT ASSETS</b>			<u>17,539</u>
<b>TOTAL ASSETS LESS CURRENT LIABILITIES</b>			<u>25,807</u>
<b>ACCRUALS AND DEFERRED INCOME</b>			<u>68,344</u>
<b>NET LIABILITIES</b>			<u>(42,537)</u>
<b>CAPITAL AND RESERVES</b>			
Called up share capital			52,951
Retained earnings			<u>(95,488)</u>
<b>SHAREHOLDERS' FUNDS</b>			<u>(42,537)</u>

The company is entitled to exemption from audit under Section 477 of the Companies Act 2006 for the period ended 31 October 2018.

The members have not required the company to obtain an audit of its financial statements for the period ended 31 October 2018 in accordance with Section 476 of the Companies Act 2006.

The directors acknowledge their responsibilities for:

- (a) ensuring that the company keeps accounting records which comply with Sections 386 and 387 of the Companies Act 2006 and preparing financial statements which give a true and fair view of the state of affairs of the company as at the end of each financial year and of its profit or loss for each financial year in accordance with the requirements of Sections 394 and 395 and which otherwise comply with the requirements of the Companies Act 2006 relating to financial statements, so far as applicable to the company.
- (b)

The financial statements have been prepared and delivered in accordance with the provisions of Part 15 of the Companies Act 2006 relating to small companies.

In accordance with Section 444 of the Companies Act 2006, the Income Statement has not been delivered.

The financial statements were approved by the Board of Directors on 12 June 2019 and were signed on its behalf by:

J D Callen - Director

The notes form part of these financial statements

**ALTERNATIVE USE BOSTON PROJECTS LIMITED (REGISTERED NUMBER: 11013830)**

**Notes to the Financial Statements  
FOR THE PERIOD 16 OCTOBER 2017 TO 31 OCTOBER 2018**

**1. STATUTORY INFORMATION**

Alternative Use Boston Projects Limited is a private company, limited by shares, registered in England and Wales. The company's registered number and registered office address can be found on the Company Information page.

The presentation currency of the financial statements is the Pound Sterling (£).

**2. ACCOUNTING POLICIES**

**Basis of preparing the financial statements**

These financial statements have been prepared in accordance with Financial Reporting Standard 102 "The Financial Reporting Standard applicable in the UK and Republic of Ireland" including the provisions of Section 1A "Small Entities" and the Companies Act 2006. The financial statements have been prepared under the historical cost convention.

**Tangible fixed assets**

Depreciation is provided at the following annual rates in order to write off each asset over its estimated useful life.  
Plant and machinery etc - 20% on cost

**Stocks**

Stocks are valued at the lower of cost and net realisable value, after making due allowance for obsolete and slow moving items.

**Taxation**

Taxation for the period comprises current and deferred tax. Tax is recognised in the Income Statement, except to the extent that it relates to items recognised in other comprehensive income or directly in equity.

Current or deferred taxation assets and liabilities are not discounted.

Current tax is recognised at the amount of tax payable using the tax rates and laws that have been enacted or substantively enacted by the balance sheet date.

**Deferred tax**

Deferred tax is recognised in respect of all timing differences that have originated but not reversed at the balance sheet date.

Timing differences arise from the inclusion of income and expenses in tax assessments in periods different from those in which they are recognised in financial statements. Deferred tax is measured using tax rates and laws that have been enacted or substantively enacted by the period end and that are expected to apply to the reversal of the timing difference.

Unrelieved tax losses and other deferred tax assets are recognised only to the extent that it is probable that they will be recovered against the reversal of deferred tax liabilities or other future taxable profits.

**3. EMPLOYEES AND DIRECTORS**

The average number of employees during the period was 3.

ALTERNATIVE USE BOSTON PROJECTS LIMITED (REGISTERED NUMBER: 11013830)

Notes to the Financial Statements - continued  
FOR THE PERIOD 16 OCTOBER 2017 TO 31 OCTOBER 2018

4. TANGIBLE FIXED ASSETS

	Plant and machinery etc £
<b>COST</b>	
Additions	10,335
At 31 October 2018	<u>10,335</u>
<b>DEPRECIATION</b>	
Charge for period	2,067
At 31 October 2018	<u>2,067</u>
<b>NET BOOK VALUE</b>	
At 31 October 2018	<u>8,268</u>

5. DEBTORS: AMOUNTS FALLING DUE WITHIN ONE YEAR

	£
Other debtors	<u>336,373</u>

6. CREDITORS: AMOUNTS FALLING DUE WITHIN ONE YEAR

	£
Trade creditors	138,199
Taxation and social security	2,261
Other creditors	1,531,231
	<u>1,671,691</u>

7. DIRECTORS' ADVANCES, CREDITS AND GUARANTEES

The following advances and credits to a director subsisted during the period ended 31 October 2018:

	£
<b>J D Callen</b>	
Balance outstanding at start of period	-
Amounts advanced	308,000
Amounts repaid	-
Amounts written off	-
Amounts waived	-
Balance outstanding at end of period	<u>308,000</u>

The director's current account was repaid on 20 February 2019.

8. RELATED PARTY DISCLOSURES

Included in other creditors is a loan of £1,530,626 from Alternative Use Projects Ltd, a company under the same control as Alternative Use Boston Projects Ltd.

This document was delivered using electronic communications and authenticated in accordance with the registrar's rules relating to electronic form, authentication and manner of delivery under section 1072 of the Companies Act 2006.

**From:** Peter Wilson [<mailto:peterwilson899@btinternet.com>]

**Sent:** 24 July 2019 17:37

**To:** Judith Skinner <[Judith.Skinner@boston.gov.uk](mailto:Judith.Skinner@boston.gov.uk)>

**Subject:** Boston Alternative Energy Facility

Is The Boston Alternative Energy Facility really going to be a good, safe thing for the residents of Boston and surrounding area?

I have a great many concerns as my understanding of the position is this:

**THE WASTE.** It is the type we can't recycle, the horrible stuff, and for us it all goes in our green bin. Except it won't be our waste as it can't be put through the Facility. It will come from anywhere down the East coast of England & Scotland.

Because it is the horrible stuff, they say it is going to be sorted and the very nasty stuff like Hazardous waste taken out before it is baled up ready to be shipped. Hazardous waste can take many forms like garden pesticides, paint, batteries, unused prescriptions, asbestos, smoke detectors, bleach, dog poo, dead animals, etc. If you think that lot can be screened out you have more faith than me, especially since the waste providers are not known yet.

**QUANTITY.** 12 ships per week, each capable of carrying 2,500 tonnes of waste in 1,800 plastic wrapped bales.

This is 1.3 million tonnes of waste per year.

With numbers like this, what price contamination of the river or The Wash?

12,600 tonnes stored in the open on the quayside ready to be fed into the Facility in rotation.

Each bale will be outside up to 5 days. I estimate it could be up to 4 weeks from creation of the waste to some of it finally being put through the Facility.

**AIR QUALITY.** The emissions from the Facility are another serious concern.

During construction the Facility has the potential to pose a human health risk from inhalation or ingestion of pollutants.

In operation, the relevant Environment Assessment Level for pollutants are predicted to be exceeded, including benzo [a] pyrene (BaP), alleged to be a cancer causing agent.

Do we need to care that some pollutants will be emitted every hour of every day for at least 25 years, in a town, in one of one of the major vegetable producing areas of the country?

Yes, we do when it is on such a massive scale as this, with 1.3 million tonnes of waste shipped here annually!

With profits from the Facility going to the private investor the only benefits for the local residents appear to be the 80 predicted jobs and some rate income for our Council.

I agree we must reduce landfill and this Facility does that, but please build it in a safe place and not close to urban housing.

Hopefully these concerns can be addressed at the next Council meeting and would appreciate any feedback.

Regards

Peter Wilson, 36 Pilgrim Road, Boston. PE21 6JW

**From:** Alison Austin <[Alison.Austin@boston.gov.uk](mailto:Alison.Austin@boston.gov.uk)>

**Sent:** 23 July 2019 15:31

**To:** Matt Fisher <[Matt.Fisher@boston.gov.uk](mailto:Matt.Fisher@boston.gov.uk)>; Christian Allen <[Christian.Allen@boston.gov.uk](mailto:Christian.Allen@boston.gov.uk)>

**Subject:** Refuse coming to Waste Transfer Unit

**Importance:** High

Good afternoon Matt

I believe that Chris is on leave for a few days. I would like a response to these questions before next week's E&P meeting.

Exactly how many refuse vehicles come into Waste Transfer Unit on Slippery Gowt Lane please?

Is this a constant number every day? If so how many is that daily and between what hours?

Where do these vehicles come from – which authority? Whose vehicles are they, please – I believe that some may be ours collecting outside the Boston Borough boundary.

Our neighbouring districts are all much larger than our Borough. Does all the waste from any of these authorities come to Slipperly Gowt, or is it just a proportion?

What type of waste are they bringing, please?

Are all these vehicles partly “closed” refuse lorries similar to ours?

What is their destination on leaving our WTU, please?

Sorry this contains so many questions.

FYI: I'm concerned about additional vehicle movements if we were to take a greater amount of waste as extra feedstock for the proposed Baef.

As it is planned, I and most of the local residents in the vicinity are happy. If anything that we propose to change the source of waste results in more vehicle movements onto Marsh Lane, then there will be a lot of unhappy residents.

Kind regards

Alison A

# BOSTON ALTERNATIVE ENERGY FACILITY

PROJECT UPDATE – JULY 2020



Welcome to this update on the Boston Alternative Energy Facility.

## THE SCHEME

The proposed Boston Alternative Energy Facility (the Facility) will be a state-of-the-art power-generation facility located south of Boston, Lincolnshire on the Riverside Industrial Estate, next to The Haven.

The Facility is classed as a Nationally Significant Infrastructure Project (NSIP) for which Alternative Use Boston Projects Limited (the Applicant) will submit an application to the Planning Inspectorate (PINS) for a Development Consent Order (DCO).

The Facility will generate 102 megawatts (MW) of renewable energy, of which 80MW will be exported to the National Grid, with the rest used for the running of the Facility. This energy will be generated by processing approximately one million tonnes of refuse derived fuel (RDF – derived from non-recyclable waste) per year. This will generate power that is equivalent to the annual power demand of more than 206,000 homes (roughly 66% of the number of households in Lincolnshire).

# PROJECT UPDATE AND YOUR VIEWS

We last undertook public consultation (Phase 3) on the proposals in June and July 2019. Copies of the documents provided for that consultation, including the Preliminary Environmental Information Report (PEIR), are available on the project website: [www.bostonaef.co.uk](http://www.bostonaef.co.uk).

Since the Phase 3 consultation there have been changes proposed to the project. These are due to several reasons including; a project review and ongoing iterative design work, the feedback received during earlier consultations, and input from specialist bodies. Because of this we are undertaking an additional round of consultation (Phase 4), of which this newsletter forms part of.

This newsletter provides an overview of the changes made since the previous consultation and provides preliminary information on the impact of those changes. The Phase 4 consultation only refers to the changes made to the proposal since the Phase 3 consultation.

The Facility remains an Energy from Waste (EfW) facility, although the technology used to treat the waste has now switched from gasification to traditional EfW technology. We have summarised this change and others later on in this document. The changes are anticipated to have minor effects, resulting in an overall reduction in potential negative impacts.

We welcome your feedback on these changes to help us as we begin to finalise our proposal before we submit the application for a DCO later this year. We also welcome any questions you might have on the changes to the proposed scheme. We detail how you can ask questions and share feedback at the end of this newsletter.

Following submission of the Application there will be a further opportunity for any person to make representations on the proposals and to engage during the Examination process.

## Site Layout





# CHANGES DURING CONSTRUCTION

## Previous Proposal

### CONCRETE TRANSPORTED BY ROAD

High volumes of concrete were needed to be supplied to the site in the early stages of construction to construct the six large silos (each were 48,000m<sup>3</sup>) for storing processed RDF.

This was to be transported by road. The predicted construction traffic comprised 26 separate weeks where the number of HGV movements would exceed 10 per hour (all within the first 18 months of construction), this included 15 weeks where the number exceeded 15 per hour and seven weeks exceeding 20 per hour. The peak was at 41 movements per hour at the beginning of the second year of construction.

## Project Change

### CONCRETE BATCHING PLANT ON SITE

The six concrete silos are no longer required because there is no need to process and store the RDF before the EfW thermal treatment process.

There will be a concrete batching plant on site. The raw materials for making concrete can be transported in larger quantities, thus **reducing vehicle movements**. The predicted construction traffic comprises only two separate weeks where the number of HGV movements exceeds 10 per hour, peaking at 15 movements per hour mid-way through year two of construction.

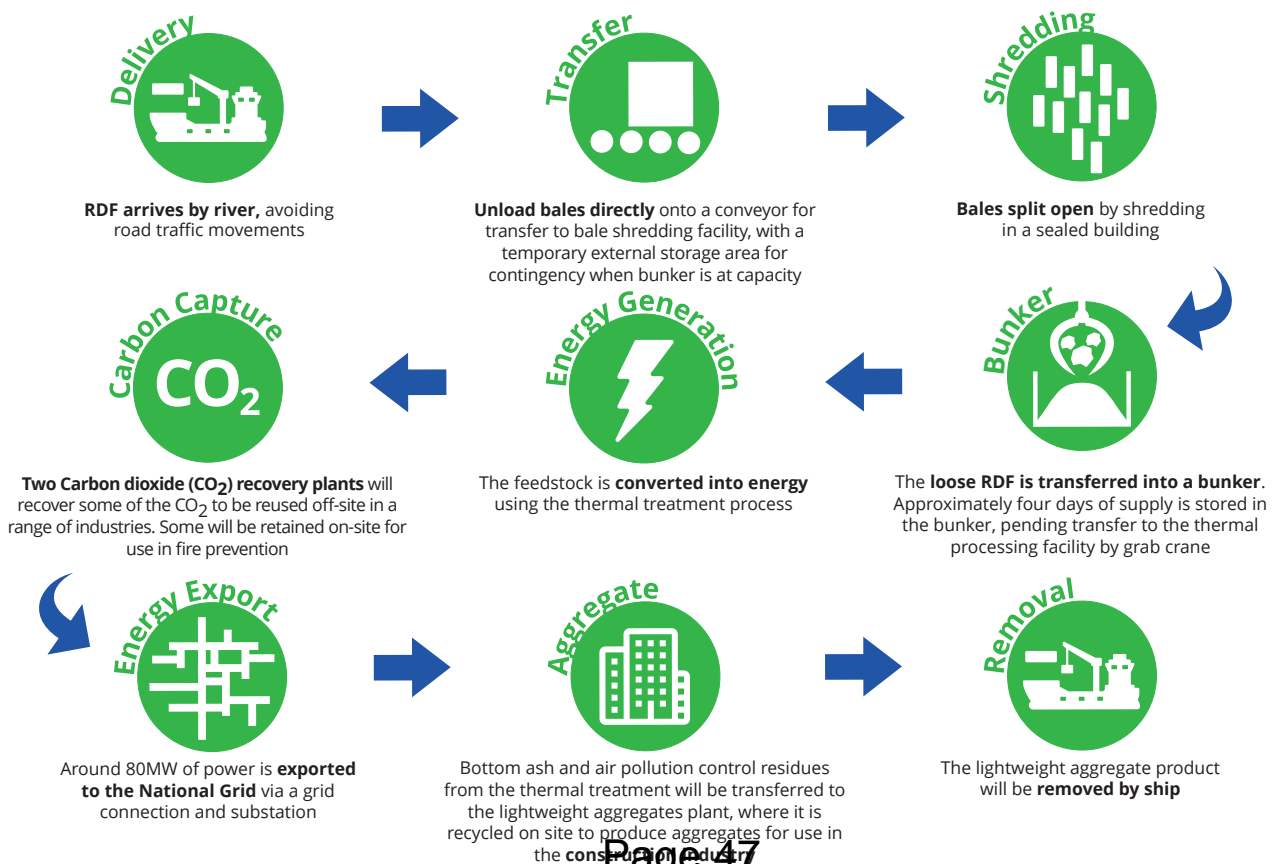
However, 40% of these movements in the peak week will be within the site boundary; 17% will be movements on local private roads next to the site within the industrial estate and 43% of movements outside the local area.

To reduce road transport movements, there will also be delivery of aggregate (for making concrete) via ship. To make this possible, **an early part of the wharf** at the site will be constructed to allow ships to deliver raw materials whilst the site is being constructed.

It is estimated that 132 shipments of aggregate would be required over the construction period.

# CHANGES DURING OPERATION

## The process is as follows:



# SUPPLY OF FEEDSTOCK (RDF)



## Previous Proposal

### QUANTITY

A worst-case estimate required 1.5 million tonnes of RDF to be supplied to the Facility. This was required to allow for wide variations in the calorific value of the incoming RDF. Gasification facilities require input material to be within a very narrow specification range, hence the previous requirement to have a large RDF processing plant on site to process material to the required specification and remove material such as metals, glass and stone for off-site recycling or recovery.

### SOURCE

Previously the RDF was to be largely sourced from facilities that process household and other municipal type waste to remove potential recyclate. The residual non-recyclable output from these facilities is processed into RDF.

All RDF was to be supplied in bales.

### RDF SUPPLY FROM THREE PORTS

Previously the RDF was expected to be transported (by ship) from three UK ports, on the east coast.

## Project Change

### QUANTITY

A worst-case estimate requires 1.2 million tonnes of RDF to be supplied to the Facility. This reduction is possible because conventional EfW is less sensitive to wide variations in the calorific value of the incoming RDF. Therefore, the EfW facility does not need to have a large RDF processing plant on site.

The reduction will mean the number of RDF shipments to site could be reduced by up to 120 per year.

### SOURCE

The RDF will still be sourced from residual waste from materials recycling facilities. The specification for the RDF remains unchanged.

All RDF will be received by ship in bales.

### RDF SUPPLY FROM SEVERAL PORTS

The RDF supply is now expected to come from a wider range of UK ports (approximately 11 from across the UK – none of the waste received will be sourced from outside the UK).



Example EfW facility already constructed using the proposed technology provider

# RDF HANDLING



## Previous Proposal

### BALES OFFLOADED FROM SHIPS ON TRAILERS AND TRANSPORTED TO A STORAGE AREA AT THE WHARF

There was one crane at each berth for offloading RDF bales.

Cranes were to offload bales and these were to be removed to the external bale storage area by trailer.

Approximately four days of supply (just over 12,000 tonnes) was anticipated to be temporarily stored at the wharf in an uncovered area of approximately one hectare.



Example EfW facility already constructed using the proposed EfW technology provider

# RDF PROCESSING

## Previous Proposal

### LARGE RDF PROCESSING FACILITY

A large RDF processing facility (135m x 94m x 20m high) was required for separating out items that were not suitable for the gasification process but were potentially recyclable.

These recyclable items (approximately 300,000 tonnes per annum) were segregated into recyclable waste streams (ferrous and non-ferrous metal, glass, medium and high-density inert material, such as stones). These materials were to be transported off-site by HGV.

Processed RDF stored in six large 48,000m<sup>3</sup> silos pending gasification.

## Project Change

### BALES WILL BE DIRECTLY OFFLOADED FROM SHIPS ONTO A CONVEYOR FOR TRANSFER TO A BUNKER.

Some contingency storage is required at the wharf, but a reduced area of external storage is required.

Two cranes per berth to **reduce the time taken** to offload the bales.

Automated cranes will be used for offloading the ships to reduce operator fatigue.

Bales will be **directly loaded** onto the conveyors for transfer to the bunker building.

- The RDF bunker has approximately four days of supply.
- A temporary external storage area will still be required at the wharf for contingency for when the bunker is full. This will contain approximately two days of supply thus reducing the number of bales stored outside (and the storage area) by around 50%.



## Project Change

### BALE SHREDDING FACILITY, NO PRE-PROCESSING

Bales will be conveyed to a small shredding facility (footprint 8m x 15m) to remove the bale wrap and reduce the particle size.

- No silos are required.
- There will be no segregation prior to thermal treatment.
- There is no requirement for HGV movements to remove segregated material off site.
- There is increased space on site by removing the RDF processing building, which delivers a simpler and more efficient layout and allows for safer construction.

# KEY MESSAGES AND OUTCOMES



## RDF SUPPLY

All RDF supplied will be from UK based sources; this has not changed. This reduces the amount of RDF to be exported to Europe or taken to landfill.

The amount of RDF required is less compared to gasification because the EfW system is not as sensitive to variations in the calorific value of the RDF. This means fewer ship movements are required each year.



## RDF STORAGE AND ODOUR

The amount of RDF stored outside will be reduced to between 25% and 50% of the previous requirement.

The internal bunker storage is a fully enclosed building with the air over the shredded RDF continually extracted and fed into the thermal treatment process for use as combustion air. Therefore, all odours will be treated at a high temperature (850°C) and will not be released.



## VEHICLE MOVEMENTS

During construction – a concrete batching plant on site and deliveries of aggregate via ship has reduced road vehicle movements.

During operation - vehicle movements are significantly reduced because there is no need to segregate material before the thermal process and take it off site.

# THERMAL TREATMENT



## Previous Proposal

### GASIFICATION TECHNOLOGY

- Gasification technology was proposed.
- Three individual gasification units formed the total thermal treatment system ('a three line' system).
- Each line had a stack, but this was combined in one large stack approximately 5m in width with three cores within, estimated to be 70m in height.

## Project Change

### THERMAL TREATMENT (ENERGY FROM WASTE) TECHNOLOGY

- Thermal Treatment (Energy from Waste) technology (still three lines). See enclosed images for typical EfW facilities.
- Emissions for the EfW will have to comply with the same standards as for Gasification. New (more stringent) standards were issued in December 2019. The EfW facility will have to comply with these standards which will be controlled through an environmental permit issued by the Environment Agency.
- The reconfiguration has allowed for repositioning of the air cooled condenser (ACC) and turbine buildings to a central point which could **reduce noise impact** from the site.
- Three lines but one individual stack per line, these stacks will be the same height (currently estimated to be 70m) but narrower than the previous design.
- The EfW building is slightly taller (by approximately 4-6m).
- There will also be more cladding around the main EfW building which is likely to **reduce the noise impact**.
- A greater amount of ash (and therefore ash processing) will be ground and sent to the on-site Lightweight Aggregate (LWA) Facility. **Around 10% more aggregate would be produced and transported off-site via ship for use in the construction industry.**

# CARBON CAPTURE



## Previous Proposal

## Project Change

ONE CARBON DIOXIDE CAPTURE UNIT

TWO CARBON DIOXIDE CAPTURE UNITS

## KEY MESSAGES AND OUTCOMES



### LANDSCAPE ASSESSMENT

There will be an updated Landscape and Visual Impact Assessment to account for the change in scheme design.



### AIR QUALITY

The EfW will be required to comply with the same stringent industry standard limits on emissions as the gasification facility.

Twice as much carbon dioxide will be captured, thus lowering emissions.



### VEHICLE MOVEMENTS

There will be a reduction in the number of HGV movements in operation compared to previously because the facility does not need to segregate metals and inert material from the RDF before thermal treatment.



### POWER OUTPUT

Power output will remain the same.

*A typical Thermal Treatment (Energy from Waste) facility*



## OTHER PROJECT CHANGES

### PUBLIC FOOTPATH

A public footpath currently runs along the Roman Bank embankment running through the site. At present there is a gap within the embankment. Previously, the

plan was to route pedestrians down across the gap safely and back up the bank. Instead we are now proposing a footbridge over the gap in the bank.

# UPDATED TIMESCALES

## Boston timeline

- 1 SEPTEMBER 2018 – PHASE 1**  
Informal, non-statutory, pre-application consultation introducing the project and seeking feedback
- 2 FEBRUARY 2019 – PHASE 2**  
Informal, non-statutory, pre-application consultation updating on progress on the project, inviting further feedback
- 3 JUNE TO AUGUST 2019 – PHASE 3**  
Formal, statutory consultation. The Preliminary Environmental Information Report (PEIR) was presented and further feedback was invited
- 4 JULY – AUGUST 2020 – PHASE 4**  
Informal, non-statutory, pre-application consultation, updating on changes to the project and inviting feedback
- 5 Q3 – Q4 2020**  
Review feedback from pre-application consultation before submitting an application for a Development Consent Order (DCO) to the Planning Inspectorate
- 6 AFTER THE APPLICATION IS ACCEPTED,** there will be a further opportunity for any person to register as an interested party and make representations on the proposals and to engage during the examination process. Following the examination, the Planning Inspectorate will report on the examination of the application, taking into consideration all relevant matters including representations from interested parties and make a recommendation to the Secretary of State for Business, Energy and Industrial Strategy about whether to grant or refuse the DCO
- 7 THE SECRETARY OF STATE FOR BUSINESS, ENERGY AND INDUSTRIAL STRATEGY** is responsible for making the final DCO decision

WE  
ARE  
HERE

As this is a complex decision-making process, it can take 16 months or more from acceptance of the DCO application to the final decision. Following approval, the Facility will take approximately four years to construct and commission.

The construction period will begin when the relevant pre-construction requirements have been completed. These will be identified in the decision made by the Secretary of State.

# WEBINARS

Due to the Covid-19 pandemic, we're unable to hold public exhibitions as we have for previous phases of consultation. Instead we're hosting two webinars and for those without access to a computer we are offering a telephone surgery. As for phases 2 and 3 we have delivered this newsletter to all homes and businesses in the Boston Borough Council area. Details of when the webinars and telephone surgery are taking place are detailed below. Please book your place using the feedback mechanisms listed below.

## WEBINARS

Each session will last between 1-2 hours, depending on the number of questions from the public. These are taking place on:

WEBINAR 1	WEBINAR 2
Tuesday	Thursday
11 August at 12pm	20 August at 12pm

## TELEPHONE SURGERY

These are 15 minute slots where you can speak directly with a member of the project team. This is by appointment only. An additional session will be arranged if this date becomes fully booked.

## WEDNESDAY 26 AUGUST

10am until 4.30pm

## HOW TO CONTACT US

**By email:** [consultation@bostonaef.co.uk](mailto:consultation@bostonaef.co.uk)

**By telephone:** 0800 0014 050

**By Freepost:**

Boston Alternative Energy Facility  
RTLY-RLGH-GKSE  
Freepost  
25 Priestgate, Peterborough, PE1 1JL

To review further information about the Facility, please visit our project website:  
[www.bostonaef.co.uk](http://www.bostonaef.co.uk)



## Minutes

**HaskoningDHV UK Ltd.  
Industry & Buildings**

**Present:** Mike Gildersleeves, Michelle Sacks, Pauline Chapman (Boston Borough Council), Neil McBride (Lincolnshire County Council), Gary Bower (Royal HaskoningDHV, EIA Project Manager), Abbie Garry (Royal HaskoningDHV EIA Co-ordination) Bethan Griffiths (Athene Communications)

**Apologies:** [Click to enter "Apologies"](#)

**From:** Abbie Garry

**Date:** 19 May 2020

**Location:** Teleconference

**Copy:**

**Our reference:** PB6934-RHD-ZZ-XX-MI-Z-1055

**Classification:** Project related

**Enclosures:**

**Subject:** **Boston Alternative Energy Facility Update Meeting with the Boston Borough Council and Lincolnshire County Council**

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No.	Details	Action
1	<b>Project Update</b>	

Following discussions, the client has decided to move away from gasification to Energy from Waste (EfW) as the gasification technology supplier made the decision to divest their business away from gasification. This has the benefit that there are more reference plants for EfW, as opposed to gasification plants. This is also beneficial from an investment perspective.

### **Construction**

*Previous Scheme Detail:* concrete was needed for six large silos for storing processed RDF which were to be constructed by slip-form concrete. This requires a high number of vehicle movements during construction. This was a concern for some consultees.

*Current Scheme Detail:* There will be a concrete batching plant on site. The raw materials for making concrete can be transported in larger quantities, thus reducing vehicle movements. Furthermore, there will be aggregate delivery via ship during construction due to early construction of part of the wharf.

*Outcome:* Overall there will be a reduction in the volume of concrete necessary as silos are no longer required. There will be a reduction of construction vehicle movements associated with concrete supply.

The calculation of the reduction in traffic movements has not been completed but this can be sent when complete.

The overall construction timeline is the same as with the previous scheme detail, with a 4 year construction time period.

**No. Details**

**Action**

***RDF Supply***

*Previous Scheme Detail:* Main supplier was N&P however they changed their business priorities to 'subcoal' and SRF. Previously the RDF was coming from 3 UK ports.

*Current Scheme Detail:* The client has engaged with a company called Totus. These have a wider range of ports (11 UK ports) which will lead to a more widespread distribution of source material. Some suppliers will have different bale sizes which could impact on the number of bales per ship. Due to these different sizes there will be consideration of the number of bales per stockpile stored on site to maintain compliance with the 450m<sup>3</sup> limit in EA Fire Prevention Plan guidance.

*Previous Scheme Detail:* Gasification technology had a very specific RDF specification required, hence 1.5 million tonnes of RDF was needed as worst case to cope with potential variation in calorific value and quality and to ensure that sufficient material was available following processing in the RDF Processing building (see below).

*Current Scheme Detail:* Conventional Energy from Waste (EfW) facilities can cope with wider variances in calorific value and RDF quality, hence the worst case can be reduced to 1.2 million tonnes of RDF.

Therefore, the worst case quantity is reduced by 300,000 tones, leading to approximately 120 less ships are required annually.

The RDF supply will still come from the UK only – not Europe or the Republic of Ireland.

NM asked if we are moving away from black bag waste and whether that would impact on taking supply from the transfer station at Slippery Gowt Lane, which currently transfers waste to the EfW at North Hykeham.

It is the view of the Project team that it is unlikely to impact this. The main source of RDF that Totus will supply is residual recycling material. The calorific value and specification of the local waste would have to be considered to identify whether any further processing would need to be assessed as would other factors that would need to be considered in any procurement decision by Lincolnshire County Council (as waste disposal authority) in this regard.

***RDF handling (wharf)***

*Previous Scheme Detail:* One crane at each berth. Cranes offloaded bales and these were removed to the external bale storage area by trailer. Approximately 4 days of supply was anticipated to be stored at the wharf in an area of approximately one hectare.



**No. Details**

**Action**

*Current Scheme Detail:*

- Two cranes per berth.
- Automated cranes offloading the ships and moving the bales from the stockpiles to the conveyors.
- Bales can be directly loaded onto the conveyors to be shredded and stored in the EfW bunker.
- Bunker has 4 days of supply.
- External storage area has approximately 1-2 days of supply and which means less storage area is required (between 25 and 50% of previous storage requirements).

*Outcome:* Reduction in the impacts associated with external storage of bales in a larger area. Increased efficiency in offloading the bales. Reduced health and safety and nuisance risks.

In addition the red line boundary (RLB) has been amended (by contracting the boundary) to exclude a main sewer line, as discussed with Anglian Water.

***RDF Pre-Processing***

*Previous Scheme Detail:* Large RDF processing facility involving eight shredding lines and automated segregation of ferrous metal, non-ferrous metal, fine inert material, hard plastic and medium to heavy density inert material. This was required due to the sensitivity of the gasification process. EfW does not require this level of pre-processing.

*Current Scheme Detail:*

- Increased space and less compact layout by removing this large building and the six 48,000 m<sup>3</sup> silos required to store the processed RDF.
- Simplified layout works more efficiently and allows for construction flow to be optimised.
- No pre-processing or segregation, therefore no vehicle movements associated with removal of inert materials or metals off site from the RDF pre-thermal treatment.
- Has allowed for repositioning of the air cooled condenser (ACC) and turbine building to a central point to potentially reduce noise impact from the site.

***Thermal Treatment***

*Previous Scheme Detail:*

- Gasification technology, three line system.
- One combined stack with three cores within, one for each line – approximately 5m width.

<b>No.</b>	<b>Details</b>	<b>Action</b>
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- High level of screening and segregation of metals and inert materials prior to processing etc.

*Current Scheme Detail:*

- Energy from Waste technology (still three lines).
- Three lines but one individual stack per line, these stacks will be the same height but narrower than the combined stack in the previous design.
- Plant is slightly taller (approximately 4-6m taller)
- There will also be more cladding around this facility which could reduce the noise impact.
- Greater amount of ash and ash processing – ash will be ground and sent to the Lightweight Aggregate (LWA) Facility as previously. Around 10% more aggregate would be produced.
- Metal will be screened from the ash and sent for offsite recycling (but there will be a reduction in the number of lorries compared to previously).

*Outcome:* There will be an updated Landscape and Visual Impact Assessment with the Zone of Theoretical Visibility checked.

Emissions for the EfW will be required to comply with the new BAT Waste Incineration document issued in December 2019 – this would be the same for gasification – there are no different standards. The emissions of the three separate stacks as opposed to one would be modelled but are unlikely to exceed previous scheme levels.

**Other Changes**

The red line boundary has been reduced at the southern end, however there is still space for laydown associated with construction of the facility. The operational boundary will likely be reduced to exclude some of this area. This will be represented by the construction and parameter plans produced for the DCO application.

The power output will be the same as previous, as the agreement with Western Power has not changed.

*Previous Scheme Detail:*

- One carbon dioxide capture unit.
- The Roman Bank (also known as ‘Sea Bank’) embankment running through the site and a public footpath follows the route. There is a gap in it currently and the previous plan was to route pedestrians down across the gap, which be across a road leading from the main gasification plant to the Lightweight Aggregates Plant and back up the bank (making sure to consider safe passage where this crosses the site road).

*Current Scheme Detail:*

- Adding another CO<sub>2</sub> capture unit, so two in total. The capacity for further CO<sub>2</sub> units in the future.

<b>No.</b>	<b>Details</b>	<b>Action</b>
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- Amended red line at the wharf storage area.
- Footbridge over the gap in the bank. As this bank has heritage significance this will be discussed with the Lincolnshire County Council heritage team.

MG suggested viewing platforms, improving access etc. Suggested including as part of consultation.

MG asked whether the bale conveyors were open. The conveyor is open near to the external bale storage at the site of the wharf, but then becomes enclosed for the majority of its length. It will have access points from the sides and top via hinged flaps.

Regarding job opportunities, post construction (during operation), there will be around the same number of jobs estimated (around 125). Although there is more automation there will still need to be operators for the cranes etc. With no automation it was estimated there would be around 130-140 jobs.

Heat will be a by-product of the lightweight aggregate facility however there is no opportunity for export of heat and this was not included previously. Instead the heat is used within the lightweight aggregates process.

**2 Consultation**

The current general arrangement of the site now represents the frozen scheme design and we are not anticipating changes of plant within the boundary. We are still waiting to confirm vehicle movements, parameters plans and elevations, then we can begin consultation.

We have had a preliminary discussion with the Planning Inspectorate. They were content that we didn't need to have a formal consultation process, however the Project team identified that there is a need to inform stakeholders.

For regulators and statutory stakeholders we will plan meetings, hold webinars and send information via email.

We will engage with the public but cannot hold public exhibitions.

We are proposing a 4 week consultation period where we notify members of the public. We propose to undertake a maildrop in the Boston Borough area with a summary of the proposed changes and an opportunity to provide comment with a 28 day consultation window and then a 2 week period where we will consider those comments.

We will also update the website.

As we have already undertaken formal consultation, we are not proposing to update the Statement of Community Consultation (SoCC), as this would

No.	Details	Action
	<p>significantly increase the timescales needed. BBC agreed in the approach to not changing the SoCC and requested that we inform them of when we are ready to go with consultation and provide them with a Briefing Note to outline the changes and proposed consultation strategy that can be distributed to Members.</p> <p>It was suggested that for public and parish councils engagement a webinar could be hosted using an appropriate platform (Facebook live or other social media platform). There is also more access to video calls now, so these could be used such as using Zoom etc which could incorporate a Q&amp;A element.</p> <p>We will also set up calls and digital round table discussions with consultees we have previously been in contact with.</p> <p>We will not be able to produce plant design visuals as 3D images as part of the mail drops but we will update this for the LVIA work as part of the assessment process prior to submission.</p>	<p><b>Project team to inform BBC and LCC of the beginning of consultation</b></p> <p><b>Project team to provide Boston BC and Lincolnshire CC with a briefing note</b></p>
3	<p><b>Timescales</b></p> <p>Aiming for early Q4 submission.</p> <p>It was noted that we should manage expectations by giving stakeholders an idea of timescales.</p>	
4	<p><b>AOB</b></p> <p>Noted that there were action/ discussion points from the previous meeting which need highlighting. Pauline to review and highlight the key points.</p> <p>We will have another catch up meeting to discuss any outstanding points during the consultation period.</p> <p>NM asked if there would be contaminated material and metals in the feedstock from the MRF facilities.</p> <p>GB stated that there will be a reduction in the amount of metal captured because the majority of recyclate (including metal) would have been removed in the materials recycling facility before the RDF is supplied to the Boston facility, however there would still be some. There would be a screening of metals from the ash.</p> <p>Although there is less material being taken off site for recycling than previously, the material has already been subject to recycling and the current facility is considered a recovery facility (this is the same as for gasification).</p>	<p><b>PC to circulate previous action points</b></p>

## **Boston Alternative Energy Facility Project Team Meeting with Boston Borough Council and Lincolnshire County Council**

**31 July 2020**

### **1. Welcome & Apologies**

#### **Present**

Christian Allen, Head of Environmental Operations – Boston Borough Council (Chair)  
Mike Gildersleeves, Growth Manager – Boston Borough Council  
Michelle Sacks, Director of Group and Deputy Chief Executive – Boston Borough Council  
Peter Udy, Planning Policy Office – Boston Borough Council  
Nick Davis, Principal Environmental Health Office – Boston Borough Council  
Neil McBride, Head of Planning - Lincolnshire County Council  
Nicole Hilton, Assistant Director for Communities – Lincolnshire County Council  
John Coates, Head of Waste - Lincolnshire County Council  
Jon Sharpe, Principal Highways Office – Lincolnshire County Council  
Emily Anderson, Trainee Planning Officer – Lincolnshire County Council  
Gary Bower, EIA Project Manager - Royal HaskoningDHV (GB)  
Kelly Linay, Director of Community Engagement - Athene Communications

#### **Apologies**

Pauline Chapman, Executive Assistant - Boston Borough Council  
Clive Gibbon – Economic Development Manager – Boston Borough Council  
Abbie Garry, EIA Coordinator - Royal HaskoningDHV  
Mark Gilbert – Boston Borough Council

### **2. Notes of the last meeting dated 19 May 2020 / matters arising**

No comments

### **3. Overview of the changes to the project by Gary Bower**

There has been a lot of work going on in the background, getting the consultation ready and sorting some technical details. We now have a design freeze as of the end of June 2020. GB went through the presentation that documents the changes that have been made since the project pause. The main areas of change are around construction, supply of RDF, how we off-load and store the RDF and the change to thermal technology.

**Construction** – our main focus has been to reduce transport movements during the construction phase. This has been implemented by including a concrete batching plant on site and we plan to have early construction of part of the wharf, which means we'll be able to bring construction raw materials in by ship. Other aspects are largely unchanged. We are estimating 46-48 months construction, this includes the building and commissioning phase.

**Supply** – the original supplier wants to move to supply higher grade (calorific value) fuel, so we have identified a new supplier. The new supplier has a wider distribution network. Previously there were three ports, however, this new supplier has access to eleven ports all within the UK. The type of material is residual household waste that has been processed through Materials Recycling Facilities (MRFs) so there is no change to the specification of the supplied refuse derived fuel RDF.

**Technology** – moving from gasification to conventional thermal treatment by Energy from Waste (EfW). This technology is less sensitive to variances in RDF composition and calorific value so we can reduce the ‘worst case’ amount of supply.

**Wharf** – the bales were previously going to be off-loaded by mobile crane and placed onto a mobile trailer which would then remove the bales to an external storage area. Bales would be removed from the storage area on a first in first out basis and loaded onto a conveyor to be taken for processing. Under the revised proposal the bales will be loaded directly from the ship onto the conveyor and then transferred to a bale splitter and RDF bunker. This reduces double handling. The bunker will have four days’ supply, however, there may be the need for contingency storage in the outside storage area at the wharf. This will reduce the number of bales in storage at the wharf by 50%. This will reduce potential nuisance impacts. The number of cranes has increased to two cranes per berth.

**Processing of RDF** – the reduced sensitivity of the new technology means we now don’t need to pre-process the RDF before it goes into the Facility. We don’t need to have the ability to separate metals and glass. In the previous proposal we were taking out 300,000 tonnes of potential recyclate but now we don’t need to do this which means we are able to manage the layout of the site more effectively. This also has an effect in reducing the number of operational HGV movements that would be required to remove the 300,000 tonnes of separated material from the site.

**Thermal changes** – we have changed the scheme to have a more linear layout making the plant more efficient and safer to build. The previous layout had the stack from each of the three lines combined into one wide chimney which was 5 metres in diameter. The current proposal has a stack per line, which means they will be much thinner in diameter. The new technology provider’s plant is mainly enclosed. This will have some benefits in reducing noise and the revised layout allows the air-cooled condensers to be moved to a more central position and will be further away from residential receptors. With the new process there will be more ash at the back end. This is because there is no pre-processing and separation of material from the RDF before thermal treatment. There will be some screening of the ash. The ash will be ground down into residue and the sent to the on-site aggregate plant.

**CO<sub>2</sub> capture** - We are introducing two CO<sub>2</sub> capture units, which is doubling the capacity compared to the previous scheme.

**Changes to the Red Line Boundary (RLB)** – the RLB has been amended at the north of the site beyond the extent of the RDF bale contingency storage area so that it doesn’t include the line of the main sewer. This means that Anglian Water don’t need to come on the site to do any work to the sewer. The redline is also changed at the southern boundary of the site because the revised layout means that there is less space required. The revised redline boundary will run more closely to the area required for the power export substation.

We have now created more of an option for potential landscaping and screening of the site in the south-western corner and are investigating this further.

There is no change to the proposed 80MW power output or the turbine technology, nor any changes to the lightweight aggregate technology. However, more ash will be produced, therefore more aggregate will be produced.

**Footbridge** - We are looking to put a footbridge across a gap in the Roman Bank (Sea Bank) along the public footpaths so at no point do pedestrians have to access to the site. This is still being discussed.

**Consultation** - These changes are largely positive so will reduce the footprint of the site, and potentially reduce transport and reduce impacts. There are some potential negative issues e.g. moving from one wide stack to three individual stacks for the EfW is a change that needs to be assessed. The plant will also be slightly taller; changing from 38 to 44 metres high. This still needs to be assessed, however, most topics will remain unchanged.

We have spoken to the Planning Inspectorate (PINS) about the approach to consultation and we proposed an informal approach over a 28-day period. PINS were supportive, however, required that the project find ways of engaging with the public. As we cannot meet face to face we're using a newsletter and are hosting two webinars and a telephone surgery. We anticipate submission in November 2020, however, are mindful there could be some outcomes from the consultation that changes this but we don't anticipate any.

**Questions / comment invited:**

MG - is a resident who received the newsletter and it is very clear explaining the changes. He has spoken to friends who have also commented about how good it is.

CA - said his portfolio holder has received the newsletter and her invite to a stakeholder meeting.

ND – you speak about reducing transport but has that been quantified. GB – yes this is being worked on. Numbers are less and there are fewer instances of busy weeks.

ND – have you decided on traffic routes. We spoke in the early days about the Spirit of Endeavor roundabout and making sure the town is avoided. What alternatives have been looked at? GB - we have looked at traffic numbers based on where the movements will be. We looked inside the industrial estate and local roads within one mile and also those coming from wider. The Construction Traffic Management Plan (CTMP) will identify the optimum routes. ND – would prefer the traffic coming in from the south, rather than west or north. GB – we share that preference. Note that the Transport assessment will feed into the air quality and noise assessments.

NM – in terms of the info supporting the consultation, there isn't a lot behind it, where they can look at the details to say whether they think they're acceptable. When will this information be available, will it be at submission or will there be another round of consultation? GB – this round is solely about notifying the public and the PEIR represents the worst-case position. This is purely a consultation to inform that there is a change. BBC and LCC will see early sight of the EIA work. There is an interim period prior to submission where draft assessment findings can be shared with relevant stakeholders. This is likely to be in September. NM - will this be formal? GB – no, this is purely for comment, but it is useful to gather your input before we submit.

CA – as you have previously hosted exhibitions are you using the website to share wider information? GB – the newsletter is on the website and the links to the PEIR remain visible.

JS – learning from experience with other big projects in the area (for example Triton Knoll), the CTMP states that vehicles will display a prominent logo clearly identifying they're working as part of the project. Can this be incorporated in? GB – this is something that will be included. We will also recommend routes and tracking using a cab GPS system.

JS – it would be good to know where the source materials are from. He wasn't aware until recently that some of the road on the Riverside Industrial Estate were private roads.

MG - we need to consider the McMillan Way and the public footpath and the opportunities this creates in relation to tourism. Assume previous comments will be picked up e.g. the views from the RSPB nature reserve and the impact on 'the Stump' as a Grade I listed building. It would be good to have early site of the LVIA and heritage work. He can help set up early meetings. GB –The footpath will be improved as part of the project and a meeting with heritage stakeholders will be welcome.

ND – on the traffic movements, will part of the CTMP be to avoid peak traffic hours? GB - Yes

ND – are you using a turning circle in the Haven or the port. Has there been any further discussion? GB – the port wants to retain the right to choose. They will dictate by shipment. It will take approximately 10-15 minutes to turn at the knuckle and 30 minutes to turn the port. ND – there is a potential for using both so if there were problems then we could speak nicely to the port.

ND – there could be potential for complaints from a local company called DCI (manufacture recycled ink, inkjet cartridges and toner) about the dust from the concrete batching plant impacting their equipment. Can the concrete batching plant be moved elsewhere? Can it be switched with the construction area? GB – will see if it can be switched.

#### **4. Revisit BAEF outstanding actions dated 22 May 2020**

**Traffic Movement** – GB - this was a priority issue last year. Lots of design changes have reduced the traffic movements. GB – this chapter is likely to be available first (hopefully 3<sup>rd</sup> week of August) and it will be good to have a transport specific meeting. HGV information relating to waste vehicle movements at Slippery Gowt Transfer Station has been fed to the transport team giving an indication of movements. We now have a wider package of info for transport numbers. ND – how soon after the transport chapter will the air quality chapter be available? GB – this will follow about a week or so behind. The latest annual screen assessment has been sent to DEFRA **Action – ND to provide a copy to GB.**

MG – where has the project team got in their discussions in relation to the Southern access (the haul road)? He believes this has been discounted but says BBC is still looking at it via alternative schemes. Is there a strategy for people travelling to work on the site and will there be collection of workers from Boston town-centre car parks? There are also potential opportunities to improve cycling and the people strategy. GB - we moved away from a minibus collection from the town centre. Instead, there will be two contractor car parks. A minibus will be used to transport workers from the contractor car parks to specific points of work on site.

**Waste Processing** – GB - previous concerns were about the recyclables coming out of the facility. We carried out some investigative work at the time and Mick George agreed to take a large proportion of the segregated recyclable material from the RDF Processing facility. However, with the design change the amount of segregated material will be significantly reduced (from 300,000 tonnes to 5,000 tonnes) and can be dealt with locally.



ND – we are looking to review our minerals and waste local plan and wants to look at the capacity gap they have and examine if the Facility can be available to deal with Lincolnshire household waste, and municipal-like commercial and industrial instead of sending it abroad. They will bring this to the attention of the examiner at the examination waste stage. GB – are there any studies that can be shared? ND – This was last updated in 2015 and is public document so can be shared. **Action – ND to share info with GB.** The latest info will be available before we get to examination.

MG – confidence in the carbon capture – so this is a real positive. The agri-food sector is keen to see this

**Consultation** – CA – BBC is hosting GB at the scrutiny committee on 8 September. ND – LCC still need to identify at what stage they'll take it to committee. They're not sure they have the information yet to be able to do this. It may be a bit premature at this stage. The next stage is when the DCO starts properly. It will probably be at this stage as NSIPs usually go to the planning and regulation committee, but they'll have some internal discussions which the relevant committee is. GB – Our recent experience with PINS has identified that the pre-examination stage is stretching out to around 6 months. So there is plenty of opportunity pre-examination to get the points agreed and clarified. ND – LCC will provide a response but it will be caveated that they can't make a definitive view at this stage (i.e. before submission) as they don't have all the information. It is too premature to give a firm commitment to whether they support the Facility or not.

**Design** – GB – we spoke previously about how the wharf will evolve and we now have some outline information. GB to share after the meeting the high-level designs to give an ideal of the layout.  
**Action – GB to share high-level design of the wharf.**

**Air Quality / Noise Pollution / Light Pollution / Noise Assessment** – ND - we need to wait to see the assessment now. It's not worth discussing anything further. Concerns have been raised previously so GB is aware. The good news is that the changes have make it likely to be less noisy, so hopefully this is a bonus but they need to see facts and figures. GB – we will the review noise and air quality assessment. We are guided by PINS' Scoping Opinion on the light assessment. ND – major area of concern is the unloading process as this is likely to be 24-hour process. Housing is across the river. Need to see the impacts. GB – we're conscious of this and it is useful to us to inform our work.

**Fire Prevention Plan** – GB - the client has a fire prevention advisor on his team. This will be a major document to inform the environmental permit for the site and we also propose to submit an outline fire prevention plan with the DCO application

**Market Place Visitors Centre** – CA – is it still the intention to have a visitor centre in the Market Place and on site? – GB – definitely on site. This hasn't been ruled out in the town and will be discussed nearer the time. MG – it would be a good tick box to have it in the town. Opportunities for engagement will be greatly increased. GB – particularly in the construction phase is advantageous, so we will look at this.

**Heritage Impacts** – GB – we had a meeting with heritage stakeholders, and they wanted confidence about what we don't know. We have done a lot of desktop work and they've appreciated this. They wanted to know about any potential hidden assets, so we're doing geophysical surveys of the area where the thermal treatment facility will be (which is landward of the original path of the River Witham before it was canalised in the early 19<sup>th</sup> century) MG – what public benefits can be squeezed out of this? CA- a visitor centre on site will be a good opportunity for this to identify any heritage significance.

**Economic Developments** – CA – discussed at end of last year to coordinate briefings or seminars with CO<sub>2</sub> users. MG – this happened and led to the change in the scheme. There is a demand locally. It would be good to build the links with the college, particularly in relation to apprenticeships.

**Local Community Fund** – GB – the client is positive about having a community led fund and this is on the horizon.

**Apprenticeship Scheme** – still a project commitment to this

**Tourism** – Haven Countryside Park – previous minutes stated it was managed by Boston Woods Trust – PU says this isn't the case and isn't correct. MG – BBC recently approved a piece of artwork near the Pilgrim Fathers Memorial Stone. Could the Project do anything similar? Would like to have this discussion at the appropriate time as to what can be done. PU – is the visitor centre just before construction? – GB – the main focus is afterwards. **Action – Boston Borough Council to confirm who is responsible for the management of Havenside Country Park and amend 1<sup>st</sup> paragraph of page 13 of the 'BAEF OUTSTANDING ACTIONS 22 05 2020.doc' accordingly and circulate an updated version**

## 5. Project Update

Covered earlier in the meeting

## 6. AOB

GB – we have met with the EA drainage board and Lead Local Flood Authority

JS – where does the power get connected into the grid? GB – we will build a substation on the southern edge of site that we will connect into the pylon. No underground cable route (e.g. to the substation at Bicker Fen) is required.

MG – can we talk about PPA arrangements in terms of the examination process? As things move forward we'd like to have that conversation. GB – we'll pick that up in the pre-examination stage.

NM – PPA was mentioned very early on. We'd like to have that discussion.

CA – MS has been trying to organise a meeting to meet with the landowner. GB – not aware of this. MG – this links to the southern access route conversation. **ACTION - GB to contact Alan and ask him to get in contact with Michelle.**

GB – We need to set up meetings to discuss transport data and then air quality and noise. MG – suggested a full day session CA -this would be good to tie in with the scrutiny panel.

ND – ideally it would be good to have a meeting about all three as they are so interlinked. GB – happy with this as an approach.

JC – how much heat is produced during the power generation? GB – we don't know the amount but the heat we do produce will be reused within the scheme and there is no plan to distribute heat externally.

CA - to circulate the minutes once they are ready.

## 7. Date of next meeting

TBC