

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 Officer – 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 Officer – 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.

CO2 capture - We are introducing two CO₂ 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 3rd 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 19th 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 CO₂ 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 1st 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