

Boston Alternative Energy Facility



Statement of Common Ground between Alternative Use Boston Projects Limited. and Lincolnshire County Council

Planning Inspectorate Reference Number: EN010095

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Table of Contents

1	Introduction.....	1
1.1	Purpose of the Statement of Common Ground.....	1
1.2	Description of the Proposed Development	1
1.3	Parties to this Statement of Common Ground	2
1.4	Terminology.....	3
2	Overview of Previous Engagement.....	3
3	Issues	6
3.1	Introduction and General Matters	6
4	Agreement of this Statement of Common Ground	25
4.1	Statement of Common Ground.....	25

Table of Tables

Table 2-1	Engagement activities between AUBP and Lincolnshire County Council...	3
Table 3-1	Issues.....	7

Appendices

Appendix A:	Engagement and Correspondence.....	25
Appendix B:	Glossary.....	26
<u>Appendix C:</u>	<u>National and Local Policy Commentary.....</u>	<u>27</u>

1 Introduction

1.1 Purpose of the Statement of Common Ground

1.1.1 This Statement of Common Ground (SoCG) has been prepared in respect of the Development Consent Order (DCO) application for the proposed Boston Alternative Energy Facility ('the Facility') made by Alternative Use Boston Projects Limited (AUBP) to the Planning Inspectorate under section 37 of the Planning Act 2008 (Planning Act).

1.1.2 This SoCG does not seek to replicate information which is available elsewhere within the Application Documents. All documents are available on the Planning Inspectorate website.

1.1.3 The SoCG has been produced to confirm to the Examining Authority where agreement has been reached between the parties named in **Section 1.3**, and where agreement has not ~~(yet)~~ been reached. SoCGs are an established means in the planning process of allowing all parties to identify and so focus on specific issues that may need to be addressed during the examination.

~~1.1.4 It may be subject to further updates and revisions during the examination process.~~

1.2 Description of the Proposed Development

1.2.1 The Facility covers 26.8 hectares ('ha') and is split in to two components: the area containing operational infrastructure for the Facility (the 'Principal Application Site'); and an area containing habitat mitigation works for wading birds (the 'Habitat Mitigation Area'). The Facility will generate power from Refuse Derived Fuel ('RDF') with the 'thermal treatment' process for generating power converting the solid fuel into steam, which is then used to generate power using steam turbine generators. It will have a total gross generating capacity of 102 MWe and it will deliver approximately 80 MWe to the National Grid. The Facility will be designed to operate for at least 25 years, after which it may be decommissioned.

1.2.2 The Principal Application Site covers 25.3 ha and is located at the Riverside Industrial Estate, Boston, Lincolnshire. This site is next to the tidal River Witham (known as 'The Haven') and down-river from the Port of Boston. The Habitat Mitigation Area covers 1.5 ha and is located approximately 170 m to the south east of the Principal Application Site, encompassing an area of saltmarsh and small creeks at the margins of The Haven.

1.2.3 The main elements of the Facility will be:

- Wharf and associated infrastructure (including re-baling facility, workshop, transformer pen and welfare facilities);
- RDF bale storage area, including sealed drainage with automated crane system for transferring bales;
- Conveyor system between the RDF storage area and the RDF bale shredding plant, part of which is open and part of which is under cover;
- Bale shredding plant;
- RDF bunker building;
- Thermal Treatment Plant comprising three separate 34 MWe combustion lines and three stacks;
- Turbine plant comprising three steam turbine generators and make-up water facility;
- Air-cooled condenser structure, transformer pen and associated piping and ductwork;
- Lightweight aggregate ('LWA') manufacturing plant comprising four kiln lines, two filter banks with stacks, storage silos, a dedicated berthing point at the wharf, and storage (and drainage) facilities for silt and clay;
- Electrical export infrastructure;
- Two carbon dioxide ('CO₂') recovery plants and associated infrastructure;
- Associated site infrastructure, including site roads and car parking, site workshop and storage, security gate, and control room with visitor centre; and
- Habitat mitigation works for Redshank and other bird species comprising of improvements to the existing habitat through the creation of small features such as pools/scrapes and introduction of small boulders within the Habitat Mitigation Area.

1.3 Parties to this Statement of Common Ground

1.3.1 This SoCG has been prepared in respect of the Facility by (1) AUBP, and (2) Lincolnshire County Council ('LCC'), together the Parties.

1.3.2 **AUBP** is a privately-owned company, established for the purpose of securing development consent for the Facility and then developing and operating the Facility. The company team has been involved in industrial development at the site in Boston, Lincolnshire since 2004.

1.3.3 **LCC** is a prescribed consultee under the Planning Act and is responsible for services across the county of Lincolnshire such as education, transport, planning, waste management and trading standards.

1.4 Terminology

1.4.1 In **Table 3-1** in the Issues section of this SoCG:

- a) “Agreed” indicates area(s) of agreement; and
b) ~~“Under discussion” indicates area(s) of current disagreement where resolution remains possible, and where parties continue discussing the issue to determine whether they can reach agreement by the end of the examination; and~~
e)b) “Not agreed” indicates a final position for area(s) of disagreement where the resolution of divergent positions will not be possible, and parties agree on this point.

1.4.2 It can be assumed that any matters not specifically referred to in the Issues section of this SoCG are not of material interest or relevance to Lincolnshire County Council and therefore have not been the subject of any discussions between the Parties. As such, those matters can be read as agreed, only to the extent that they are either not of material interest or relevance to Lincolnshire County Council.

2 Overview of Previous Engagement

2.1.1 A summary of the meetings and correspondence undertaken between the two parties in relation to the Facility is outlined in **Table 2-1** below, [with details of all identified engagement presented in in **Appendix A**].

2.1.2 It is agreed that this is an accurate record of the key meetings and consultation undertaken between the Parties in relation to the issues addressed in this SoCG.

Table 2-1 Engagement activities between AUBP and LCC

Date	Form of contact/correspondence	Key topics discussed and key outcomes
14 March 2018	Meeting	<ul style="list-style-type: none">• Details of the proposed development• Process walk-through• DCO programme• Activities and next steps• Stakeholder engagement and consultation• LCC involvement
6 September 2018	Meeting	Stakeholder briefing and discussion on the project with Elected Member and Officer representatives of LCC. There was time for questions and answers.
1 March 2019	Meeting	Impacts on public rights of way across the Principal Application Site.

Date	Form of contact/correspondence	Key topics discussed and key outcomes
30 April 2019	Meeting	Meeting with LCC to give an update on the scheme and programme for submitting the application. Mechanism to enable the facility to accept Lincolnshire residual waste from adjoining waste transfer station discussed. Planning Performance Agreement and SoCG discussed as well as community involvement with local members/planning committee papers and updates.
21 June 2019	Meeting	Round table meeting with LCC (representative for Executive Councillor for Commercial and Environmental Management) to discuss Phase Three statutory consultation and the publication of the PEIR. Meeting minutes not available.
1 August 2019	Letter	S42 response received from LCC.
16 September 2019	Meeting	Meeting with LCC's Strategic Officers Group.
25 September 2019	Meeting	Round table meeting with LCC and Boston Borough Council ('BBC') to discuss traffic and transport for the proposed scheme including consideration of mitigation measures.
3 October 2019	Meeting	Round table meeting with LCC and BBC to discuss environmental health concerns focussing on emissions e.g. noise and air quality.
4 October 2019	Meeting	Meeting with Historic England, Heritage Lincolnshire and LCC (historic Environment Officer) to discuss approach to archaeological evaluation and mitigation for the project. No meeting minutes available.
9 October 2019	Meeting	Discussion with LCC and BBC regarding the socio-economic assessment of the Facility and opportunities for liaison with local businesses.
19 December 2019	Meeting	Round table discussion with LCC and BBC
19 May 2020	Meeting	Project update meeting with LCC and BBC regarding the proposed changes to the project and information on upcoming consultation proposals.
31 July 2020	Meeting	Project update meeting with the opportunity to ask questions.
18 November 2020	Meeting	Meeting with LCC and BBC to provide a discussion of the three key topic areas for BBC: noise, air quality and transport prior to submission; and to identify the way forward for engagement post-submission.
17 June 2021	Letter from LCC to the Planning Inspectorate	Relevant Representation

Date	Form of contact/correspondence	Key topics discussed and key outcomes
29 June 2021	Meeting	Meeting to discuss LCC's position and their relevant representation in relation to the Facility.
9 August 2021	Meeting	Cultural Heritage meeting where LCC were present.
1 September 2021	Meeting	To discuss LCC's position regarding the Facility, following the Planning and Regulation Committee meeting of 26 July 2021.
22 September 2021	Meeting	Meeting with LCC to discuss Section 106 – Heads of Terms including PRoW and use of local feedstock.
27 September 2021	Meeting	Meeting with LCC, Boston Borough Council and Natural England to discuss the Outline PRoW Strategy.
29 November 2021	Email	Update on programme for receipt of Geoarchaeology report from Wessex and request for meeting to discuss the results and next steps for archaeological requirements in early January (meeting subsequently scheduled for 6th January)
7 December 2021	Meeting	Meeting to discuss update to statement of common ground and heads of terms for a section 106 agreement. Agreed to update statement of common ground for Deadline 4.
10 December 2021	Meeting	Meeting with LCC and BBC to discuss discharge of requirements.
20 December 2021	Email	Email received from LCC with questions regarding waste and climate change.
20 January 2022	Meeting	Heritage meeting to discuss the outcomes of the intrusive site works.
26 January 2022	Email	Email sent to LCC with a note answering questions raised by LCC in their email of 20 th December.
28 January 2022	Meeting	Meeting to discuss the Section 106 agreement and SoCG.
02 February 2022	Email	LCC emailed with some further points of clarification to agree points within the SoCG.
07 February 2022	Email	Email sent to LCC providing further clarification on key points.
<u>22 February 2022</u>	<u>Email</u>	<u>Email from LCC providing comments on the s.106</u>
<u>4 March 2022</u>	<u>Email</u>	<u>Email from LCC providing further comments on the s.106</u>
<u>11 March 2022</u>	<u>Email</u>	<u>Email to LCC providing revised s.106 for comments</u>
<u>17 March 2022</u>	<u>Email</u>	<u>Email from LCC providing comments on the s.106</u>
<u>21 March 2022</u>	<u>Email</u>	<u>Email to LCC providing revised s.106 for comments</u>

3 Issues

3.1 Introduction and General Matters

- 3.1.1 This document sets out the matters which are agreed, or not agreed, ~~or are under discussion~~ between the Parties.
- 3.1.2 On 17 August 2021, the Examining Authority issued a letter under Section 88 of the Planning Act and Rules 4 and 6 of The Infrastructure Planning (Examination Procedure) Rules 2010 (known as the 'Rule 6 Letter'). Annex E of the Rule 6 Letter set out a request for SoCGs between AUBP and various parties, including the LCC. For LCC, the Rule 6 Letter advises that the following issues should be in the SoCG:
- A) Minerals and Waste
 - B) Highways and Transportation
 - C) Waste
 - D) Public Rights of Way
 - E) Surface Water Flooding and Drainage
 - F) Sustainability
 - G) Cultural Heritage
- 3.1.3 In addition to those issues stipulated in the Rule 6 Letter, AUBP intends to include 'ecology' in this SoCG with LCC in light of the fact the topic is included in LCC's Relevant Representation.
- 3.1.4 The Rule 6 Letter also advises that all of the SoCGs should cover the Articles and Requirements in the draft DCO and that any Interested Party seeking that an Article or Requirement is reworded should provide the form of words which are being sought in the SoCG.
- 3.1.5 **Table 3-1** details the matters which are agreed and, not agreed ~~and under discussion~~ between the Parties, including a reference number for each matter.
- ~~3.1.6 It is acknowledged there are some matters where further discussion may take place during the detailed design stage of the Facility to finalise detail, but the matter is agreed in principle. Matters to which this applies have an asterisk (*) next to them.~~

Table 3-1 Issues

SoCG Reference	Document Reference	Topic	AUBP Position	Lincolnshire County Council's Position	Status
1. Minerals and Waste					
LCC 1.1	Environmental Statement – Chapter 2 (Project need) (APP-040)	Need for the Facility, including Policy W1 of the Lincolnshire Minerals and Waste Local Plan, Core Strategy and Development Management Policies (Future Requirement for New Waste Facilities)	<p>As a Nationally Significant Infrastructure Project (NSIP), the acceptability of the Facility in policy terms sits with the National Policy Statements for Energy EN1 and Renewable Energy EN3. The Facility falls outside the purview of Policy W1 of the Lincolnshire Minerals and Waste Local Plan.</p> <p>With reference to the Lincolnshire Minerals and Waste Local Plan, Site Locations Policy SL3, sites have been allocated on the basis that they are acceptable for waste management development and in the case of the Riverside Industrial Estate (WA22-BO) for Energy Recovery. The development of allocated site WA22-BO for the purpose of the Facility is not inconsistent with or would not displace, waste management development anticipated by Policy W1.</p>	Agreed that with the additional information provided a national need for the facility has been identified and therefore satisfied that the requirements of Policy W1 are no longer compromised.	Agreed
LCC 1.2	Environmental Statement – Chapter 3 (Policy and Legislation) (APP-041)	Location of the Facility	The Facility is located predominantly within land allocated for waste management development (WA22-BO), identifying Energy Recovery as a potential land use.	LCC accepts that the location is within an allocated waste management site, including Energy from Waste developments and see the proposal is appropriate in this location.	Agreed

SoCG Reference	Document Reference	Topic	AUBP Position	Lincolnshire County Council's Position	Status
	and Planning Statement (APP-031)				
LCC 1.3	Environmental Statement – Chapter 3 (<i>Policy and Legislation</i>) (APP-041) and Planning Statement (APP-031)	Proximity Principle	The Facility is an NSIP that sources waste from around the UK. The proposed Facility potentially diverts current overseas exports of waste for processing, keeping the waste within the UK contributing to the energy supply. The concept of the proximity principle is therefore one that does not strictly apply in this case. Sustainability of moving waste has been considered, including the use of vessels to deliver the RDF to the Site. Further information has been provided to LCC in a technical note on proximity principle (email sent 26/01/22).	Following from the additional information provided which gave examples of DCO decisions that have considered the proximity principle with regard to waste and concluded that because of the commercial nature of the waste business it is difficult at examination stage to quantify exactly where waste will be sourced and Examiners have been satisfied with that approach on other decisions. This has not been seen as conflicting with the statutory requirement of the proximity principle. Therefore, I am content that on this point the Council are now in agreement because of the reasoning and examples provided in the note received by the Council on 26th January 2022.	Agreed
2. Highways and Transportation					
LCC 2.1	Environmental Statement – Chapter 19 (<i>Traffic and Transport</i>) (APP-057)	Road Traffic	The incorporation of a wharf into the project reduces both construction and operational road traffic and no significant adverse effects on road users are predicted.	LCC agree that this is a significant benefit of the project. LCC, as the Highway Authority, concurs with that conclusion and do not consider that any off-site highway improvements would be required. A planning requirement to limit the number of vehicles is necessary.	Agreed

SoCG Reference	Document Reference	Topic	AUBP Position	Lincolnshire County Council's Position	Status
LCC 2.2	Environmental Statement – Chapter 19 (Traffic and Transport) (APP-057)	Use of Sea-Borne Transportation for RDF Feedstock	<p>The use of vessels to transport RDF to the Facility and the export lightweight aggregate product is a fundamental part of the operational design.</p> <p>The Applicant agrees to specify the maximum number of daily operational heavy commercial vehicle movements in Requirement 17 and will include the following wording in the version of the draft DCO to be submitted at Deadline 6: "Save in the event of a wharf outage, the number of two-way heavy commercial vehicle movements must not exceed a maximum of 30 two-way vehicle movements per day save in circumstances where, following consultation by the undertaker with the relevant highway authority, the relevant planning authority is satisfied that additional vehicle movements would not give rise to any materially new or materially different highway safety impacts or environmental effects in comparison with those reported in the environmental statement.".</p>	<p>In transportation terms, the Facility is reliant on being fed by a sea-borne fuel supply. LCC, as the Highway Authority, would not be supportive of the development if this was not the case (e.g. if the cost of sea-borne transportation becomes prohibitively costly) and a switch to road-borne transportation was proposed instead. LCC would want a requirement to be included to limit this from taking place. Acknowledged that there is proposed to be 30 vehicle movements per day as set out in the ES. LCC consider that this should be controlled by a specific requirement rather than relying on information set out in the ES. Having seen the proposed new wording for Requirement 17 setting out the number of vehicle movements per day and a restriction on what these vehicles can import and export from the site are now satisfied that the Councils concerns have been addressed for this matter</p>	Agreed
3. Waste					

SoCG Reference	Document Reference	Topic	AUBP Position	Lincolnshire County Council's Position	Status
LCC 3.1	Environmental Statement – Chapter 2 (Project Need) (APP-040)	Local Waste Arisings (within LCC's area)	The Facility is designed to take RDF from vessels and a major benefit of this provision is reducing road traffic compared to the use of Heavy Goods Vehicles for delivery. However, AUBP recognise that potential RDF will be available locally and within Lincolnshire. AUBP are open to discussing how the Facility may accept RDF from LCC in future.	LCC understands there is the potential for local RDF. However LCC does not feel as though this needs to be taken any further currently as there is existing capacity for current levels of municipal waste in Lincolnshire. There is some further discussion around viability in the future and how this may come into fruition. Some further points of clarification are needed as to what the term local is and does this just relate to municipal RDF or commercial and industrial RDF as well.	Agreed
4. Public Rights of Way (PRoW)					
LCC 4.1	Environmental Statement – Chapter 20 (Socio-Economics) (APP-058)	Permanent stopping up and mitigation	Approximately 1.1km of footpath will be permanently stopped up. An Outline PRoW Design Guide and Stopping Up Plan <u>was submitted at Deadline 3 and revised version was submitted at Deadline 8</u> (document reference 9.41(1), REP83-0047) has been submitted to the Examination at Deadline 3. LCC have been consulted with as part of this work. The outline guide is intended to inform a final detailed design for improvement works to the permanently stopped up footpaths.	Noted. LCC is happy in principle that this is a satisfactory arrangement. Further discussions will take place regarding S106 Agreement. The position with regards to public rights of way is as follows: LCC accepts that should they facility be approved and built there will be a necessary requirement to stop up parts of Boston Public Footpath 14 (namely link Bost/14/4, Bost/14/4 and Bost/14/10- Note these are unique identifiers for	Agreed

SoCG Reference	Document Reference	Topic	AUBP Position	Lincolnshire County Council's Position	Status
			<p>LCC's comments on the Outline Public Right of Way Design Guide and Stopping Up Plan (document reference 9.41, REP3-017) are noted.</p> <p>If required, the Applicant will seek approval for any structures (such as stiles and gates) under the Highways Act 1980 and conform to the requirements of British Standard 5709:2018.</p> <p>With regards to negotiations for the fencing outside of the Order limits, these will commence as soon as practicable.</p>	<p>managerial purposes but legally should all be referenced as Boston Public Footpath 14).</p> <p>This will remove public rights of access along the riverside path which currently serves with open vistas to the east over the river. The alternative route for access will therefore be relocated to the remaining sections of Public Footpath 14 (namely links Bost/14/9 and Bost/14/11). Currently these are poor alternatives with greater levels of vegetation management required, are enclosed by high metal palisade security fencing providing an enclosed and intimidating experience for users. The qualitative elements are also lost through poor views to both east and west and a narrower physical path.</p> <p>An outline Public Right of Way Design Guide and Stopping Up Plan has now been provided. (dated 6 December 2021, document reference 9.41, REP3-017). This outlines the mitigation proposals to remediate the concerns above although it is noted that security fencing along part of link 14/11 is outside of the Applicant's control and will require negotiation with adjacent occupiers which has not yet been undertaken. It is not evident in the</p>	

SoCG Reference	Document Reference	Topic	AUBP Position	Lincolnshire County Council's Position	Status
				<p>document however that any structures due to installed in the path will require Council approval under the Highways Act 1980 and conform to the requirements of British Standard 5709:2018. There has not been an opportunity to convey these comments prior to the Plan's submission into the Examination process.</p> <p>The proposed route of the National Trail – England Coast Path – utilises the sections of Public Footpath 14 which are proposed to be stopped up and this will have an effect on the scheme being managed at present by Natural England. Lincolnshire County Council will defer to Natural England with regards to any requirements they may have for the proposals.</p>	
5. Surface Water Flooding and Drainage					
LCC 5.1	Environmental Statement – Chapter 13 (<i>Surface Water, Flood Risk and Drainage Strategy</i>) (APP-051)	Flood Risk	Flood risk is assessed in the Environmental Statement and in a stand-alone Flood Risk Assessment. No significant adverse effects are identified. The Facility incorporates the creation of new formal flood defences along the banks of The Haven through the introduction of the wharf. An Outline Surface Water Drainage Strategy has	A detailed surface water drainage strategy for both the construction phase and the operation of the proposed facility has yet to be prepared, so this detail would need to be covered by a suitably worded requirement.	Agreed

SoCG Reference	Document Reference	Topic	AUBP Position	Lincolnshire County Council's Position	Status
	and Appendix 13.2 Flood Risk Assessment (APP-106)		been submitted to the Examination at Deadline 1. <u>An update has been made to include reference to foul water at Deadline 3 (document reference 9.4(1) REP3-009). The latest version of the draft DCO was submitted at Deadline 8 and has been updated to include</u> reference to this document (document reference 2.1(44), REP84-0043). <u>This document includes suitable reference to pollution prevention measures incorporated into the Facility to protect surface waters.</u>	<p><u>LCC is the Lead Local Flood Authority (LLFA) with a remit over surface water flood risk.</u></p> <p><u>The site is immediately adjacent to the tidal Haven so the chances of the proposed development being at risk of surface water flooding or increasing surface water flood risk to neighbouring land and property are negligible.</u></p> <p><u>The surface water discharge from the Facility enters the Black Sluice drainage system and we defer comments on pollution protection to this system to Black Sluice IDB.</u></p>	
6. Sustainability					
LCC 6.1	Environmental Statement – Chapter 21 (Climate Change) (APP-059)	Carbon Dioxide Emissions	This Facility provides significant environmental benefits compared to landfilling residual waste and contributes to Government sustainable energy targets to achieve a net zero reduction in carbon emissions by 2050. Climate Change - Further Greenhouse Gas Emissions Analysis and Consideration of Waste Composition Scenarios (document reference 9.6, REP1-019) has been submitted at Deadline 1 to further clarify the effect of providing this national facility, on CO ₂	<p>The Carbon Dioxide Emissions for the whole economy in Lincolnshire based on the BEIS document "UK local authority and regional carbon dioxide emissions national statistics: 2005-2019" were 4.424 million tonnes of CO₂ for 2019. The CO₂ emissions for the Boston Borough Council area in 2019 were 313,000 tonnes.</p> <p>The proposed Boston RDF plant is looking to burn 1 million tonnes of RDF per annum. The estimated CO₂</p>	Agreed

SoCG Reference	Document Reference	Topic	AUBP Position	Lincolnshire County Council's Position	Status
			<p>and greenhouse gas emissions, compared to other scenarios such as landfilling waste, which will incorporate the consideration of changes to waste compositions, as discussed in LCC 6.2 below.</p> <p>Furthermore, there are no regional carbon budgets and Chapter 21 Climate Change (document reference 6.2.21, APP-059) considered the national carbon budgets as significance criteria where the effect of operational emissions from the Facility was considered to be not significant.</p> <p>Further information has been provided to LCC in a technical note (email sent 26/01/22 and further response 07/01/22).</p>	<p>emissions per tonne for RDF are between 0.75 and 1.4 kgs of CO₂ per kg of RDF burnt. So this RDF plant could potentially emit around 1 million tonnes of CO₂ per annum. This would increase the county's carbon dioxide emissions by around 22% and would increase Boston's CO₂ emissions by 319%. This is at a time when local authorities are under pressure to develop zero carbon plans for their whole areas.</p> <p>Comparing the CO₂ emissions of the RDF with only landfill is disingenuous – it should be compared with the whole range of waste management options including recycling. Especially as 45% of the UK's municipal waste is recycled – it is the most common route for household waste.</p> <p>The Committee on Climate Change report on the 6th Carbon Budget in 2020 concluded that "the growth in EfW plants could see the waste sector's emissions rise if they continue to be built without the option of Carbon Capture and Storage." If this plant is built it will significantly increase the carbon dioxide emissions of the town, the borough and the county.</p>	

SoCG Reference	Document Reference	Topic	AUBP Position	Lincolnshire County Council's Position	Status
				Some further clarification required around the fact that only RDF is proposed as a feedstock and therefore question how much contribution to reducing landfill requirements will be achieved as much of the waste going to landfill is residual waste and not RDF. The response to the Council question received on 7 th February in relation to the proposed feedstock addresses this point.	
LCC 6.2	Fuel Availability and Waste Hierarchy Assessment (APP-037)	Changes to Waste Compositions	<p>Climate Change - Further Greenhouse Gas Emissions Analysis and Consideration of Waste Composition Scenarios (document reference 9.6, REP1-019) has been submitted at Deadline 1 to evaluate the effect of changing waste compositions and the subsequent effect on greenhouse gas emissions, for both landfilled waste and that which is processed at the Facility.</p> <p>Further information has been provided to LCC in a technical note (email sent 26/01/22 and further response 07/01/22).</p>	<p>As the waste composition changes and less biodegradable material ends up in residual waste the emissions from the RDF plant will increase and the amount of electricity that will be able to be counted as renewable will fall. LCC is aware<u>know</u> that the waste composition may is going to change due to Government policy announcements – so the biodegradable content of the waste may<u>waste is going to</u> fall.</p> <p>The electricity generated from the plant will have a carbon intensity well in excess of the national electricity grid and the difference will keep growing as the grid decarbonises and as plastics make up a greater and greater proportion of the waste going into the RDF. The electricity from this facility will be a high</p>	<u>Under discussion</u> <u>Agreed</u>

SoCG Reference	Document Reference	Topic	AUBP Position	Lincolnshire County Council's Position	Status
				carbon dirty electricity compared to most of the sources feeding into the grid. Similar to above in respect of the choice of feedstock being RDF and therefore question the assumptions made about how this facility will divert waste that is currently going to landfill.	
LCC 6.3	Environmental Statement – Chapter 21 (Climate Change) (APP-059)	Carbon Capture	The Facility includes from the outset the ability to capture and store part of the CO ₂ emissions. Provision is made for 80,000 tonnes capture and storage with additional capability possible to be installed at a later date driven by either policy or commercial, legislative or commercial need. The Applicant has provided a technical note regarding the carbon recovery technology submitted at Deadline 4 (document reference 9.54, REP4-019).	<p>Carbon Capture and Storage: If the plant is going to have Carbon Capture and Storage – that is a benefit compared to not having the system. However, a system capable of capturing 80,000 tonnes barely scratches the surface of what this facility will emit. It is capturing around 8% of the CO₂ emissions from the plant. LCC therefore asks what about the other 92%.</p> <p>Again, the evidence is that at best CCS facilities can only capture around 80% of the emissions from a plant. LCC questions the remaining 200,000 tonnes of CO₂</p> <p>LCC ask for details to be provided of the type of CCS system that they will using, what types of technology will the CCS use, are there examples of where similar systems have been used in commercial applications. Where are they planning to store the captured carbon? There are a</p>	Agreed

SoCG Reference	Document Reference	Topic	AUBP Position	Lincolnshire County Council's Position	Status
				<p>few demonstration CCS projects – but there don't appear to be any industrial plants that are operating this type of technology commercially in the UK.</p> <p>The response to the Council questions received on 7th February in relation to the proposed feedstock addresses this point</p>	
LCC 6.4	Combined Heat and Power Assessment (APP-036)	Combined Heat and Power	<p>The Facility will have the ability to export heat from its operation. Such heat may be used locally for domestic or industrial purposes. A Requirement <u>21</u> of the draft DCO (<u>document reference 2.1(4), REP8-004</u>) requires AUBP to submit to the planning authority a report that updates the combined heat and power assessment submitted with the application. The report needs to consider whether opportunities reasonably exist for the export of heat and include a list of actions AUBP is reasonably required to take (without material additional cost to AUBP) to increase the potential for the export of heat. AUBP then needs to take the actions within the specified timescales. The report needs to be reviewed every 5 years.</p>	<p>There are problems with using the heat through a CHP / district heating system – in that you need a nearby large heat demand that is capable of taking the heat. LCC remain in the view that if the plant doesn't have a viable use for the heat from the start – then it is never going to have a CHP added to the system at a later date. The costs of installation are always lower if done during the initial construction phase.</p> <p>Without a viable CHP / district heating load the plant is considerably less energy efficient – as waste heat has to be vented to the atmosphere.</p> <p>The original information from the developers said "based on the low heat demand in the surrounding area and taking into account the distance and sparse nature of heat users resulting in technical and commercial challenges for</p>	Agreed

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				<p>proposed routes, the Facility will be designed as CHP Ready and will not be developed as a CHP scheme until such loads become available that running with CHP is considered economically feasible".</p> <p>Satisfied the AUBP are following established practice in bringing forward a requirement to review the potential for CHP to be achieved in the locality and for supplementary documents to be produced to confirm if a market for CHP is available.</p>	
LCC 6.5	N/A	Carbon Tax and Incineration	<p>The 2018 Resources and Waste Strategy for England advises that <i>'incineration currently plays a significant role in waste management and that the Government expects this to continue'</i>¹. The introduction of a carbon or incineration tax would be subject to wider Government Policy and out of the control of AUBP. The development of the Facility is being undertaken in the light of commercial and policy factors and AUBP is aware of potential future changes.</p>	<p>In order to meet the 2050 net zero carbon targets, the Government is increasingly likely to introduce financial measures to encourage businesses to reduce their environmental impacts. Potential financial drivers include carbon taxes and an incineration tax. However, Budget 2018 set out the Government's long-term ambition to maximise the amount of waste sent to recycling instead of incineration and landfill.</p>	Agreed

¹ HM Government (2018) Our Waste, Our Resources: A Strategy for England

SoCG Reference	Document Reference	Topic	AUBP Position	Lincolnshire County Council's Position	Status
7. Ecology					
LCC 7.1	Outline Landscape and Ecological Mitigation Strategy (APP-123)	Biodiversity Net Gain ('BNG')	AUBP recognises and has accounted for the loss of some habitat along The Haven and in relation to smaller ecology features within the Site. AUBP is going beyond the statutory requirement for NSIPs and progressing BNG as part of the application, with details set out within the Outline Landscape and Ecological Mitigation Strategy. AUBP is continuing to discuss opportunities for BNG on land owned by other parties.	This is noted and it is agreed that the AUBP is continuing to provide for loss of habitat. Lincolnshire County Council feel that they no longer have comments to make on the subject of ecology.	Agreed
8. Cultural Heritage					
LCC 8.1	Environmental Statement – Chapter 8 (<i>Cultural Heritage</i>) (APP-046) and Outline Written Scheme of Investigation (APP-122)	Approach to Investigation and Mitigation	<p>The Environmental Impact Assessment (EIA) has been informed by a desk-based assessment and a programme of geophysical survey. We are in agreement with LCC (and other stakeholders) that a reasonable, appropriate and fit for purpose mitigation strategy is essential.</p> <p>A programme of targeted geoarchaeological investigation was undertaken in October 2021 to further inform the understanding of the application site. The results of the intrusive site works were submitted at Deadline 4 (document reference 9.52, REP4-017).</p>	LCC is in agreement that the targeted geoarchaeological investigation is required. LCC agree on the phased approach, LCC continues to state that sufficient evaluation is and will be required to inform the archaeological potential of the site and to inform a suitable mitigation strategy to deal with the development impact.	Agreed

SoCG Reference	Document Reference	Topic	AUBP Position	Lincolnshire County Council's Position	Status
			<p>The results of this work will guide the approach to, and programme for, wider geoarchaeological monitoring and assessment in conjunction with planned geotechnical site investigations. This will be followed by targeted, intrusive evaluation which will inform the development of the subsequent mitigation strategy. A commitment to the delivery of this 'phased' approach is set out in the Outline Written Scheme of Investigation.</p> <p>Discussions on the appropriate approach to investigations with LCC (and others) will continue in planning for each phase of archaeological works.</p>		
LCC 8.2	Environmental Statement – Chapter 8 (<i>Cultural Heritage</i>) (APP-046) and Outline Written Scheme of Investigation (APP-122)	Suitability of Assessment for EIA and Timing of Further Investigation	<p>Discussions on the appropriate strategy for investigations with Lincolnshire CC (and others) were undertaken at meeting on 20th January, following receipt of results (e.g. from the targeted geoarchaeological investigation). The results of the intrusive site works were submitted at Deadline 4 (document reference 9.52, REP4-017).</p> <p>Given the significant depths of alluvium across the site which overlie identified deposits with archaeological potential, as</p>	LCC is in agreement that the targeted geoarchaeological investigation is required. However, it is not agreed that post-consent evaluation is in line with NPPF which states the onus is on the developer to provide sufficient information nor is it in line with EIA Regulations which have not been mentioned in the Cultural Heritage section of the Statement of Common Ground.	<u>Under discussion</u> <u>Not agreed</u>

SoCG Reference	Document Reference	Topic	AUBP Position	Lincolnshire County Council's Position	Status
			<p>confirmed by the targeted geoarchaeological investigation in October 2021, archaeological evaluation by trial trenching or test pitting is unlikely to be practical at this time. The Applicant stands by a targeted strategy for further evaluation following, and informed by, planned, post-consent geotechnical investigations (to include geoarchaeological and archaeological objectives) which will allow for a fuller understanding of the potential for sub-surface archaeological deposits.</p> <p>The Applicant considers this approach is in line with paragraph 194 of the National Planning Policy Framework (NPPF) which requires that <i>'the level of detail should be proportionate to the assets importance'</i>. This paragraph also states that this level of detail should be <i>'no more than is sufficient to understand the potential impact of the proposal on their significance'</i>. The results of the desk-based assessment and field evaluation in the form of a geophysical survey and targeted borehole investigation have not demonstrated significant potential for archaeological remains to be present and remains of the highest, national importance have not been identified.</p>	<p>LCC believes a borehole survey on its own is not sufficient to determine the presence, absence or significance of any surviving archaeology. Three boreholes have been taken across the site, this is deemed inadequate for determining either the archaeological potential or as a detailed means to inform fit for purpose impact mitigation.</p> <p>As stated in the response to the previous drafts:</p> <p><i>'Appropriate levels of evaluation are required particularly with an application of this size and location with its unknown ground and riverine impacts, and as a PINS project EIA regulations must be adhered to: "The EIA must identify, describe and assess in an appropriate manner...the direct and indirect significant impacts of the proposed development on...material assets, cultural heritage and the landscape."</i> (Regulation 5 (2d))</p> <p>LCC agree on the phased approach but do not agree to the work being undertaken post-consent. Reasonable and appropriate evaluation is required with the results informing the potential</p>	

SoCG Reference	Document Reference	Topic	AUBP Position	Lincolnshire County Council's Position	Status
			The Applicant agrees that the site may still have potential to include heritage assets with archaeological interest however, the desk-based assessment and field evaluation (which has included both geophysical survey and targeted boreholes) undertaken to date are believed to be proportionate to the potential importance of any buried archaeological assets which may be present.	impact and proposed mitigation and this should be submitted before determination.	
9. Draft Development Consent Order					
9.1	Draft DCO (APP-005)	Draft DCO	The articles and schedules in the draft DCO are appropriate for the Proposed Development.	LCC agrees to the draft DCO which has been published and the information included	Agreed
9.2	Draft DCO (APP-005)	Requirements	<p>The requirements set out in Part 1 of Schedule 2 provide a suitable framework for securing the necessary and relevant environmental mitigation measures and other environmental control measures.</p> <p>The Applicant has considered LCC's request for a new requirement in the dDCO in relation to the maximisation of captured carbon, similar to Requirement 21 for combined heat and power. It is the Applicant's view that such would be</p>	<p><u>Whilst initially wishing for this to be secured via a requirement through discussion with the applicant the Council has accepted that this should be secured via an obligation in the S106 rather than a requirement. As this is now included within the S106 that the Council has approved this point is now agreed.</u> Further to the meeting on 2 September 2021, LCC are waiting to hear from the applicant regarding suggestions to the requirements discussed. LCC suggestion that a further</p>	Under Discussion Agreed

SoCG Reference	Document Reference	Topic	AUBP Position	Lincolnshire County Council's Position	Status
			<p>more appropriately dealt with as a section 106 planning obligation. Such a provision has been added to the draft s.106 since the Issue Specific Hearing.</p> <p><u>A draft version of the The-s.106 agreement is submitted to the Examination at Deadline 9 (document reference 9.100).</u></p>	requirement is included for Carbon capture/storage.	
9.3	Draft DCO (APP-005)	Discharge of requirements	The procedures for discharging requirements as set out in Part 2 of Schedule 2 of the draft DCO are appropriate.	LCC agrees to the procedures of discharging conditions after the meeting and agreements from the meeting 22 September 2021	Agreed
9.4	Draft DCO (APP-005)	Definitions	The definition of "Relevant Planning Authority" in Article 2 of the draft DCO has been updated to reflect which local authority will discharge each of the relevant requirements in Schedule 2.	LCC are content that they are the correct discharging authority for suitable requirements within the DCO.	Agreed
10 Policy					
10.1	Planning Statement (APP-031)	Policy	<p>An additional appendix to this Statement of Common Ground is to be drawn upAppendix C setting out the relevant national and local planning policies that AUBP feels are relevant to the scheme and for both parties to agree on the relevant policies and if</p>	<u>The Council is in agreement with the list of National and Local Plan policies set out in Appendix C that are relevant to this application. LCC agree to work jointly with AUBP to complete a policy appendix.</u>	Agreed

SoCG Reference	Document Reference	Topic	AUBP Position	Lincolnshire County Council's Position	Status
			<p>the <u>whether the</u> scheme is in accordance with these policies or not.</p>		

4 Agreement of this Statement of Common Ground

4.1 Statement of Common Ground

- 4.1.1 This Statement of Common Ground has been prepared and agreed by the Parties.

Signed.....
[NAME]
[POSITION]
on behalf of Alternative Use Boston Projects Limited
Date: [DATE]

Signed.....
[NAME]
[POSITION]
on behalf of Lincolnshire County Council
Date: [DATE]

Appendix A Engagement and Correspondence

Note / Memo

**HaskoningDHV UK Ltd.
Industry & Buildings**

To: Hugh Scanlon, Jonathan Standen, Ed Saunders, Bethan Griffiths, Kelly Linay,
Richard Marsh
From: Gary Bower
Date: 20 March 2018
Copy: Abbie Garry, Matthew Hunt
Our reference: PB6934-RHD-01-ZZ-MI-E-1006
Classification: Project Related

Subject: BAEF - Meeting Notes - Lincolnshire County Council Meeting - 14/03/2018

Notes for preparation of meeting.
Lincolnshire County Council, Lancaster House
Orchard Street
Lincoln LN1 1XX

14th March 2018.

In attendance;
Neil McBride- Planning Manager Lincolnshire County Council
Marc Willis- Planning team leader
Gary Bower- Royal HaskoningDHV
Ed Saunders- Athene Communication
Jonathan Standen – Lichfields

GB introduced the Boston team and its purpose. JS added that a meeting had been held with PINS recently to kick start the process of preparing for a DCO submission. GB identified that we had met with Port of Boston.

NM mentioned that he and MW had been visited 18 months ago by a group who were looking to make a submission for a scheme which also fell within the scope of a DCO submission, though this never materialised.

NM asked if the applicant team had experience of DCO schemes. The County Council had experience of Triton Knoll off shore windfarm and West Burton power station.

GB described the scheme with reference to a power point presentation (attached with these notes) explaining the arrival of RDF by ship, its subsequent handling and processing.

MW asked if the fuel source would be domestic refuse. GB confirmed that the fuel source would be residual RDF with recyclate removed. This material is presently being shipped to the continent as a fuel source. NM commented that the North Hykenham EFW was at capacity and that other takers were being sought.

GB described the need for performance guarantee and specification of the feedstock from supplier. The Plant would rely wholly on RDF. The BAEF will be separately operated from Boston 1, so both could end up using a RDF feedstock (from different sources).

GB confirmed that an Environmental permit will be required.

GB confirmed that all the material would be brought in by ship and would provide economic benefit to the port.

There would be some element of pre-processing of the RDF after being received at the site. This would be shredding to size and removal of inert material.

The ash from the gasifier (including the hazardous air pollution control residues from the stack) would be used to produce aggregate on site. The gasification plant would generate approximately 250,000 tonnes of ash (i.e. approximately 25% of the RDF input quantity) to be converted in to aggregate, which would be exported by boat.

Anticipated that there would be 8 return ship movements per week.

The ash from the lightweight aggregates plant can be recycled back into the start of the process. This includes (air pollution control residues (APC). However, after several cycles, the APC residues will become concentrated with contaminants and will have to be disposed. Only a very small proportion of the APC residues from the lightweight aggregates plant would need to be exported from site for disposal (by road). Quantity will be confirmed.

Odour control will be applied to the waste processing facility and the reception bunker for the gasifier. These would be at Negative pressure.

We confirmed to LCC that there was no water abstraction required from the Haven.

The Environment Agency is likely to require (via a permit condition) that RDF will not be stored for more than 5 days.

Carbon capture was not to be part of the DCO, but is a future proposed enhancement for the scheme.

NM asked what proportion of the UK market would this take. GB advised that 3.6mt is being exported to the continent, so uptake would be 1/3 of this. GB confirmed that there is still a shortfall in capacity to use RDF as a fuel.

MW questioned if the aggregate was still marketable if it contained hazardous APC residues. GB confirmed that the lightweight aggregate process can accommodate APC residues, however, there will be a point where it cannot be recirculated and will require disposal. This will be a very low % of the input quantity. These residues would be disposed of at hazardous landfill. Transport by road.

Programme - GB described the programme - still at an early stage.

GB confirmed that Scoping Opinion would be sent to PINS in April.

Allocation

NM confirmed that EfW had been specifically excluded from the allocation for the site in the adopted Locations Plan on the basis of potential impact on nature conservation interests to the south east/ east.

NM noted that we still had to meet with Boston Borough Council. He enquired as to who would take the lead in providing contact and producing a local impact report. because it was a 'waste' scheme he assumed the County would, but Boston may have a different perspective.

Consultation

ES confirmed that this was a key aspect. Frontloading of the process. SOCC to be produced. GB and ES set out the key timescales for submission of SOCC and response of PINS.

We would hold 2 x PIDS, the first after Scoping and the second before DCO application

GB said that there were lessons to be learnt from the Kings Lynn scheme. Need to engage with the local community.

SOCC had to be prepared. Advice on venues. Newspaper and gazette. Diverse community in Boston.

We discussed who the neighbouring authorities were with whom we have to consult – North Kesteven, East Lindsey and, South Holland.

Process to be open and transparent.

MW wished to have sufficient time to respond on the any draft scoping report prior to submission (1 month) . If 1 week was allowed, they wouldn't be able to say too much in response.

LCC stated that residents and stakeholders would be interested in the cumulative impacts of both Boston 1 and 2

LCC stated that we might require PINS comment on DCO with two-tier authority consultation and impact report. We may want to consider providing briefings to Ward Councillor, MPs and the planning committee in advance of any formal submission

County Council actions. LCC were keen on adopting a Planning performance agreement. We identified that we would need to speak with client team about this.

NMc need to agree points of contact with us and will provide contact details for his Community Engagement team

Post meeting question between JS/ES/GB – do we provide a copy of the slides to LCC? Response was that we should not do so, until the project is publicly announced.

BAEF Stakeholder Meeting

Meeting Date: Thursday 6th September 2018

Attendees: Kelly Linay (Athene Communications) Gary Bower (RHDHV), Cllr Daniel McNally (on behalf of Edward Poll) and Neil McBride (LCC)

Points of Discussion	Notes
Overview	Following the PowerPoint presentation Gary explained about the DCO process and the forthcoming PIDS, he then introduced the project team.
Questions & Comments	<p><u>How does it compare to Boston 1?</u> NM GB - Future aspirations for capturing carbon – looking to build on site to produce food grade carbon dioxide. 3 x 34MW facilities that will run in parallel (102MW) Current facility being built in Hull that is about the same size.</p> <p>Showed the plan of the hard edge of the wharf and the site layout. Gary then went into the process of how it will work on site. 200,000 of non-hazardous ash and 50,000 hazardous ash.</p> <p><u>Do you know where the ash will be sent to if it does have to go to landfill?</u> NM GB - Kingscliffe is the closest and the other option is Wiltshire. The other option is to explore a facility that could take it and use it – this is yet to be explored.</p> <p>Gary explained about what the anticipated road movements are – people, incoming products required and possible ash as it leaves. Showed images of Boston 1 from the opposite riverbank. Ours is going to be a little bit bigger than that in terms of the footprint.</p> <p><u>Where are the existing waste facilities in that area?</u> NM GB - Mick George. We are likely to have to make the wharf a 7m for flood protection.</p> <p>NM - Local plan was adopted in 2016 – so they knew about gasification at the time. The County Council has a waste transfer station near the site where black bin waste is taken and then transported from there.</p> <p>GB - We would like to have the capacity to bale on site, however, this is not within our current boundary – so could be a second application. Could reduce the vehicle movements to keep it within the confines of the industrial estate – dealing with local material locally.</p> <p>NM - To find out how much waste come to the facility</p> <p>GB - We want to maximise the security of the supply</p>

<p>Questions & Comments (Continued)</p>	<p><u>Is there a facility like this in the UK?</u> NM GB - Said about Outotec – one of which is Hull – 6 plants in the UK all in commissioning stages.</p> <p>NM - Boston 1 likely to be working January 2019.</p> <p>GB - No CPO required for the site. Landowner consultation has started as well and is being run by Terraquest.</p> <p><u>Has the EA asked for any habitat replacement?</u> (It could be quite a big issue) DM GB - Explained about the surveys and work that is undertaken to consider this.</p> <p>DM - More concerned about the mud flats.</p> <p>GB - We're not trying to clog up the road system, our aim is to keep it as clear as possible. Tony McArdle as stepped down as CEO of LCC – this was announced in January. We don't know yet how tall our stack will be – we are still calculating this</p> <p><u>The front cover of the brochure, is that Boston 1?</u> DM GB - Yes - it won't really make that much difference NM - Boston 1 has already had a lot of complaints about the lighting. They're not sure if this is because it's in construction and this will change when it's in use, however, it is of concern.</p> <p><u>Can deliveries be made 24/7?</u> NM GB - Yes as long as it's permitted.</p> <p>NM – send over the scoping opinion as he's not seen it Add the Scoping Opinion to the BAEF website – KL emailed BG to request this</p> <p><u>Are you producing a SOCC?</u> NM KL explained about the informal and formal consultation. GB explained about the timeline.</p> <p><u>Who would be the authority that is responsible for assessing the discharge?</u> NM GB - We have to take advice from PINS but working together is probably the most efficient way to deal with this.</p> <p>NM - Aware of West Burton Power Station – they got close to submitting and Basset.</p> <p>GB - EDF spoke to LCC in advance to get opinion.</p>
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<p>Questions & Comments (Continued)</p>	<p><u>Are we going to consider a PPA?</u> (traffic in the construction phase will be greater) NM GB - There will be relevant plans in place as part of the DCO process.</p> <p>NM - Interested in the sessions – how wide are your meetings? A facility like this you’d like to think that it would make some sort of contribution to the local area.</p> <p>GB - Absolutely</p> <p>NM - NM - They identified a shortage of capacity at their EfW facility, how we can look at if the facility goes ahead on how it can take on some of Lincs waste.</p> <p><u>What sort of tonnage could come from Lincs?</u> NM GB - N&P providing RDF, they have a facility in Grimsby (one of three places). Slippy Gout - waste transfer station. We cannot commit on behalf of the developer, but it has been spoken about and is one of our aims.</p> <p><u>Who is supplying the waste?</u> NM GB - N&P.</p>
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Minutes

**HaskoningDHV UK Ltd.
Industry & Buildings**

Present: Gary Bower and Abbie Garry (RHDHV), Jonathan Standen (Lichfields), Jonathan Stockdale, Chris Miller and Emily Anderson (Lincolnshire County Council).

Apologies:

From: Abbie Garry

Date: 01 March 2019

Location: Lincolnshire County Council, Lancaster House, Orchard Street, Lincoln.

Copy:

Our reference: PB6934-RHD-ZZ-XX-MI-Z-1031

Classification: Internal use only

Enclosures: Presentation of the proposed development; Footpath plan

Subject: **Boston Alternative Energy Meeting - PEIR and Formal Consultation 29/01/2019**

Number	Details	Action
1	The Proposed Scheme	

GB presented the Boston Alternative Energy Facility (see presentation attached for more information).

Key points:

- Alternative Use Boston Projects Ltd (AUBP) is a privately owned project delivery company who pull the technology teams together;
- As the proposed scheme will generate >50 MW it is considered a NSIP and a DCO will be submitted;
- The area of land within the Riverside Industrial Estate is designated for waste and energy recovery;
- The proposed scheme is a gasification plant which uses waste as a feedstock;
- The waste feedstock will be residual household waste, which will be baled in plastic and will come from the east of the UK via ship;
- We will be creating a wharf which will cut into the navigable channel to build the suspended deck of the wharf and the bales will be offloaded via crane and stored in an external storage area;
- The bales will be shredded and inert materials such as metals, glass, stones and fines will be removed and recycled. There will be 1 million tonnes of RDF into the gasifier every year, after approximately 15% is taken out;
- The RDF is stored in silos and then fed into the three gasifiers;
- The gasification is under 750-850 °C and there is a bed of semi-molten sand (semi-fluidised bed) in limited oxygen to ensure the waste doesn't combust. The gas is combusted

Number	Details	Action
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and this superheats the steam into the steam turbines for generating power;

- 102 MWe will be produced with 80 MWe being exported to the grid; and
- The residual ash will be used to produce a lightweight aggregate which will also be taken off by ship.

Programme

Currently we are compiling the PEIR and have had two rounds of non-statutory consultation. The DCO should be submitted around the end of September 2019.

2	Footpath diversion	
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During Operation

A plan showing the footpath locations at the site was used as a discussion point. A copy is appended to these minutes.

Footpath 14/4 will be permanently closed in operation of the Facility. This is because we cannot safely allow people to cross the operational wharf and we would not want to compromise the flood defence by building a tunnel.

It would also have to be stopped at 14/6 and 14/9.

The plan is to divert the footpath along 14/3, this is along the historic flood bank.

There is a pinch point where a road would be built through the flood bank and there is a covered conveyor passing above. A potential option is to take the pedestrians off the bank at this point and potentially create a ramp to bring them safely down off the bank. This should be surfaced (black top).

A bridge may not be possible due to the zone of influence of the 132 kV overhead power line above.

It was mentioned that the route 14/4 is currently planned to be part of the England Coast Path National Trail. This means there may have to be a variation order to change the line of this footpath. GB will get in touch with Natural England regarding this (area team in Peterborough/ Cambridge).

The trail is also the Macmillian Way but this is just a name given to a series of interconnected footpaths that cover the whole route. It is not a National Trail.

GB to
organise
meeting with
NE

Number	Details	Action
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It was suggested that we should look at how the 14/4 route will be improved. Some of the current route is overgrown; and fencing has been installed close to the top of the bank. This could be achieved by putting the fence which is currently at the top at the bottom of the flood defence. Potential vegetation clearing or aesthetic improvements and improving accessibility to the remaining routes in the area would be required.

Another potential option is for investment into improving the Havenside LNR, however could need to get an understanding through the Statement of Common Ground from Boston Borough Council on this.

Construction

During construction 14/3, 14/4, 14/6 and 14/9 would have to be closed (temporarily for 14/6 and 14/9).

In order to allow footpath access, it is possible we could use traffic lights or banksmen to monitor crossing of 14/3 during this time.

Construction will potentially begin in 2021 and will take 3-3.5 years and is predicted to be complete in 2024.

3	Project programme	
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We have had some delays in getting key information and have had to put back the PEIR. This means we will be holding a third round of consultation which will be statutory. This should be around end of May/ early June.

We are therefore re-issuing the Statement of Community Consultation.

4	AOB	
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Taking South Lincolnshire waste

A meeting should be planned for taking waste from South Lincolnshire as this has been raised by Neil McBride and other councillors.

This would be a good local benefit.

This meeting should be between Neil McBride, Emily Anderson, Richard Woosnam (Principal Contractor), Richard Marsh (client legal representative) and Gary Bower.

EA to set up the meeting

Number	Details	Action
	<i>Sending Information</i> GB to send the minutes, presentation and both plans.	

Minutes

**HaskoningDHV UK Ltd.
Industry & Buildings**

Present: Neil McBride (LCC), Emily Anderson (LCC), Richard Marsh (Eversheds Sutherland - phone), Jonathan Standen (Lichfields), Bethan Griffiths (Athene), Gary Bower (RHDHV) and Ashleigh Holmes (RHDHV).

Apologies:

From: Ashleigh Holmes

Date: 30/04/2019

Location: Lincolnshire County Council, County Offices, Newland, Lincoln, LN1 1YL

Copy:

Our reference: PB6934-RHD-01-ZZ-MI-E-1039

Classification: Open

Enclosures:

Subject: Meeting with Lincolnshire County Council (LCC)

Number	Details	Action
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1	<u>Update on scheme and programme for submitting the application</u> – GB outlined the project and walkthrough of the proposed Boston Alternative Energy Facility (the 'Facility') (presentation provided)	
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- GB mentioned there are a few subtle differences since NM and EA last saw the general layout plan.

GB presented a walkthrough of the proposed site.

- All refuse derived fuel (RDF) will arrive at the site via ship in bales. The RDF ships will arrive at a purpose built wharf and then transferred by crane and trailer to a storage area.
- The storage area will be open with sealed drainage.
- Reference point at 1.3 million tonnes to allow 1 million tonnes into the gasifier and the rest will be segregated out as recyclate residual material in a RDF processing facility. GB mentioned that this is the reference point we are working with for the PEIR.
- From the storage area, the RDF bales will be transferred to the RDF processing facility by conveyor.
- The RDF processing facility 'shreds' RDF bales to a consistent size and take out any recyclables (i.e. glass, stones and metals).
- Stones and fines materials taken by conveyor to a fines processing building and suitable material will be sent to lightweight aggregate facility (LWA). Denser stones will be removed for off-site recycling.
- The shredded feedstock (consistent size and blend) is stored in silos.
- The feedstock is fed into the gasifiers at a constant rate.

Number Details

Action

- The gasifiers will not be combusting solid material, instead heating solid material in a low oxygen environment to convert the solid matter into a synthetic gas which will be taken to the next part of the process. Then, the gas will be combusted which is more efficient from an emissions perspective.
- The ignition of the synthetic gas generates heat which is converted into steam which produces power via a steam turbine.
- Power transferred to an onsite grid connection 102MWe gross with 80MWe net.
- The facility will be self-powering once up and running.
- Emissions from the gasification process will be subject to Industrial Emissions Directive (IED) limits.
- Residues from the gasification process include non-hazardous ash and hazardous air pollution control (APC) residues. These will be kept separate as requested by the Environment Agency and will be processed into aggregate (separately) in the LWA.
- The emissions exhaust from one gasification line will be diverted to capture exhaust CO₂ gas. This will be processed food grade CO₂ and will be exported from site.
- There will be two berths for receiving RDF bales. The bales will be offloaded by cranes (these cranes will be mobile) onto trailers.
- The bales will be taken to stockpiles in the storage area and will be processed on a first in first out basis.
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- The conveyors will have heat sensors to check the RDF bales are not overheating before transporting to the shredder.
- Bales will not be transported if they are damaged. If bales become damaged, there will be a re-baler on site.
- Bale management involves a maximum stockpile of 450m³ and each bale stockpile must be stacked 6m apart. GB mentioned we would need 42 stockpiles no more than four bales high.

NM enquired as to where the bales will be wrapped initially. GB replied that the supplier is responsible for the baling process.

- GB showed photo of proposed wharf area with the existing Biomass UK No. 3 Ltd site in the background.
- Wharf berthing pocket will be constructed so as to not impede on fishing and navigation traffic.
- The Environment Agency wants the project to take ownership for that part of the flood bank so that it is the project's

Number Details

Action

responsibility to maintain it and the degree of flood protection at the site.

- The current Public Right of Way (PRoW) is over an active part of the site, however, a previous meeting with Lincolnshire County Council (LCC) footpaths officers discussed and agreed the principle of closing one of the footpaths and using the existing path along Roman Bank. However, this path will cross through an active part of the site, so the project will need to ensure a safe crossing point is installed.
- The silos will be concrete based with a metal roof – with each silo at 31m tall, with an 8,000m³ capacity each. There will be six silos.
- There will be three separate gasification lines. Each line will have a dedicated steam turbine. There will be at least two gasifiers running at any one time with approximately 33 days of planned maintenance for each line. All turbines will be built at the same time.
- GB indicated the first gasifier to be built (nearer the top of the layout drawing) will have a one to one relationship with the CO₂ facility.
- The current Biomass No. 3 facility uses a gasification process provided by Outotec. The same company is proposed as gasification supplier for the Facility.
- Aggregate would be formed using a blend of ash, and a binder material (either sediment from dredging and/or clay). A separate aggregate stream would be made using binder material and APC residues.
- The third berthing area is for receiving clay and sediment.
- Any dredging will be done from land with a long reach excavator.
- Settlement tanks will be installed to allow water to drain from the sediment – the water will be used as part of the water-balance for the LWA plant.

Next steps

- PEIR to be completed by the end of May
- In terms of formal consultation – we are in the middle of stakeholder meetings and Public Information Days (PIDs) are planned for the end of June 2019.
- GB mentioned the DCO is anticipated to be submitted at the end of September 2019.
- NM asked about communications with the Planning Inspectorate (PINS). GB replied that PINS are being kept informed of progress.

Number	Details	Action
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- | | | |
|---|--|--|
| 2 | <p><u>Mechanism to enable the facility to accept Lincolnshire residual waste from adjoining waste transfer station</u></p> <ul style="list-style-type: none"> • NM mentioned that from a county perspective, currently the waste from waste transfer stations, such as the one opposite the site (Slippery Gowt), is taken to North Hykeham. The Slippery Gowt facility receives municipal waste from Boston Borough Council and South Holland District Council (plus some from East Lindsey). The North Hykeham facility is operated by FCC and has a contracted capacity of 190,000 tonnes. Currently, North Hykeham has not reached capacity, however with projected waste horizons, the facility will not be able to accommodate all waste in the future. Therefore, LCC is looking for alternatives. • GB mentioned the client has voiced a willingness to accept local material from Slippery Gowt Transfer Station as long as the RDF bales come wrapped. There would also need to be a contractual agreement between LCC and the client to achieve this legally. Mutually agreeable positioning – but the contractual relationship will need to be set up and the County's legal procurement processes will need to be followed to ensure this can happen. • NM mentioned there is a scheme in South Kesteven trialling food waste as well as LCC encouraging recycling therefore less municipal waste. NM suggested to would be good to have discussions going forward and asked what contractual measures the client is looking for. • GB mentioned that following submission of a DCO application to PINS we then have a formal 18-month determination programme after submission. That would lead into consent, assuming that the project is granted, in early 2021. • There is likely to be a 3.5-4 year long construction programme. GB mentioned we are looking at >5 years until the facility is 'online'. In terms of likely material for commissioning, Slippery Gowt waste transfer station is well suited in location to the Boston facility. Slippery Gowt offers a reasonable supply that could be used, assuming it is baled. • GB asked what LCC will need to be put in place in order for the Boston facility to be an option for LCC. GB enquired as to the next steps. NM asked about the requirement for the material to be baled onsite and what capacity is required for a baling facility and he would need to find out if LCC have enough land to install this and who is responsible for providing this. NM not sure how much land LCC has at the waste transfer station (Slippery Gowt). NM enquired as to the specification for baling i.e. is it a county baler or will the baler be connected to the Boston facility. | |
|---|--|--|

Number Details

- Both NM and JS highlighted the beneficial impact from the movement potential (dealing with Boston and Lincolnshire's waste locally).
- NM mentioned LCC has a contract with FCC for 190,000 tonnes of waste to North Hykeham. Once waste goes above 190,000 tonnes, which projections suggest it will be exceeding this in 4 to 5 years, realistically LCC will need a facility in the future or a new line at North Hykeham.
- NM identified that waste is very significant politically within LCC.

NM to look at procurement issues.

GB to obtain information from the client about the potential requirement for a baling facility (size and specification) that would be needed.

NM to look into whether LCC has sufficient space for this baling plant at Slippery Gowt or if LCC should look at another land area.

- JS asked if there are any other types of waste/facilities that LCC wish to bring forward. NM replied that LCC has a contract with MID UK for managing recyclable waste - 90,000 tonnes of waste - which is up for renewal in 2020. LCC considering if they want a joint venture or commissioning their own facility (these options are both up for discussion in LCC waste brief).
- NM mentioned that LCC is aware they need more waste facilities
- Lincolnshire Waste Partnership – currently the district councils are Waste Collection Authorities and collect the waste and the county is responsible for disposal of the waste as Waste Disposal Authority.
- GB and BG mentioned the that the Project has been invited to present at the Boston Borough Council Scrutiny Board meeting (BBC) in the second week of June; and a meeting with South Holland District Council is proposed in two weeks.
- RM mentioned that collateral matters will hold back the DCO subject to procurement. Would we need some sort of commitment justification before submission?
- Councillors will be concerned about money and will need to know cost. At the moment, the Client's financial model for the facility would not include this material from Slippery Gowt. This would be subject to a different contract separate to the scheme.
- GB will identify to the client that there will be Council procurement rules required to achieve taking this material and it would be something that would need to be discussed. NM will identify what the procurement process will follow.

Action

NM to look at procurement issues and look into baling plant (if LCC have sufficient space for this at Slippery Gowt or if LCC should look at another land area).

GB to speak to client on technical specification and size of a baling plant that would be required

Number Details

Action

- The gate fee will be crucial to this. The client will have a gate fee set as part of the Financial model, but the DCO project team are not subject to the financial side of the project. NM replied this will be interesting LCC on gate fee? GB asked if FCC's gate fee for North Hykeham is in the public domain.
NM to check.
- The proposed facility is a private commercial facility and the client intends to make income from the facility.
- NM asked what we need. GB replied we need a procurement decision or contractual decision between parties. GB asked what steps we need to take. NM replied that we need to find out whether the cost of the baler is being factored in or out.
- GB mentioned that the technical team could identify baling solutions. Maybe baling could be operated privately. We need a strategic solution.

**NM to check
accessibility of
FCC gate fee.**

3

Planning Performance Agreement and Statement of Common Ground

- GB mentioned that from our perspective, we need as much agreed upfront as possible before submitting. Therefore, what would LCC want from us? As this is a major NSIP project who would be the host authority? NM mentioned that because it is waste facility, normally LCC handles these schemes because they are waste disposal authority.
- Boston said the LCC would take the lead when discussing LVIA? No real commitment has been made so far.
- GB mentioned that Michael Cooper (Leader of Boston Council) did not indicate the project falling one way or the other.
- RM stated that he would expect SoCG from each authority, because both have a role to play.
- NM mentioned in terms of DCO and requirements attached to that, there will only be one authority in charge of approving the plans. NM asked if there will be only one council responsible for discharging those requirements. RM agreed. NM asked if there would, at some stage, be a decision on which council takes charge (either Boston Borough Council or Lincolnshire County Council). NM mentioned that LCC are keen to take the

Number Details

lead as they have more experience with NSIPs, however, they would need to feed back to BBC before making a formal decision. LCC would work closely with BBC throughout the project.

- RM mentioned that from previous experience, it has been a county rather than a borough matter. RM asked if there have been any formal meetings to confirm this. NM replied no. **NM to contact head of planning at BBC to get confirmation of LCC's lead on the project.**
- NM mentioned it comes down to Planning Performance Agreement (PPA) with LCC or BBC. LCC would offer/provide a single point of contact. For example, with the National Grid, LCC has provided a point of contact for a timely response (highways and PRow).
- RM asked about a timetable for request submissions. NM replied it worked for National Grid and LCC would like to make more use of it going forward. We can progress with the programme if this is in place.
- **GB said we will take this away and respond back and find some common ground on how to move forward.**
- RM mentioned that the SOCG requires us to go through the DCO and decide which we agree and disagree on.
- NM asked when this would be agreed. RM replied that the government advice is to get this started in the pre-examination stage. This provides a framework for what we want early advice on.
-
- RM asked about update on PRow. Reasonable confirmation seemed acceptable closing edge along river and continuing along existing footpath and would not raise concern. Natural England (NE) – Proposed England coastal footpath is in examination phase and NE are not concerned about the amendment of the coastal path. MacMillan Way is not a long-distance path, it is instead a series of interconnected footpaths. There is no precedent for the series of paths.

Action

NM to contact BBC to get confirmation of LCC's lead

GB to confirm on SOCG

Number	Details	Action
4	<p data-bbox="323 416 1157 479"><u>Community involvement with local members/planning committee papers and updates</u></p> <ul data-bbox="371 488 1157 1106" style="list-style-type: none"> <li data-bbox="371 488 1157 757">• NM mentioned that for previous NSIPs, the developer has given a presentation to the planning committee. Only councillor with knowledge of the scheme is Councillor Austin. NM mentioned that once the application has been submitted, a presentation might be useful. This will enable officers when doing their local impact report, the committee will make some observations and we can make a note of what the concerns are. Presentation to potentially be held in Autumn. <li data-bbox="371 766 1157 967">• GB mentioned that he is happy to do a presentation before we submit and then one after to give members an idea of what to expect during the examination process and how the county (as an interested party) would want to be a part of the SoCG. RM highlighted that each document needing agreement will take time – and we need to consider timescales. <li data-bbox="371 976 1157 1106">• NM mentioned that once at the examination stage, that’s when authority and legitimacy to make decisions is required. In terms of application documents, client and councillor for policy for planning and waste – conflict of interest? <p data-bbox="323 1115 464 1142"><u>Next steps</u></p> <ul data-bbox="371 1151 1098 1352" style="list-style-type: none"> <li data-bbox="371 1151 1098 1214">• Add PPA onto Project Team agenda and add to programme. <li data-bbox="371 1223 1098 1249">• Footprint and costings for the baler required <li data-bbox="371 1258 1098 1352">• Waste project board – early June – some information back before early June meeting – LCC to provide feedback. 	<p data-bbox="1222 828 1385 927">Date of presentation TBC</p> <p data-bbox="1222 1281 1398 1447">Add PPA to DCO Project Team agenda and programme.</p> <p data-bbox="1222 1491 1417 1684">Footprint costings Waste project board – LCC to provide feedback.</p>

Date: 1 August 2019

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Please reply to:

Neil McBride

Planning

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Dear Ms Griffiths

APPLICATION BY ALTERNATIVE USE BOSTON PROJECTS LTD FOR THE BOSTON ALTERNATIVE ENERGY FACILITY

Thank you for consulting Lincolnshire County Council (the Council) on the Preliminary Environmental Impact Assessment on 19 June 2019. After reviewing the document the council wishes to make the following comments-

Chapter 1- Introduction

The Council are content that this chapter addresses all relevant points with adequate detail.

Chapter 2- Project Need

The Council are content that this chapter addresses all relevant points with adequate detail.

Chapter 3- Policy and Legislation Context

The Council submitted comments on 5 October 2018 regarding incorrect referencing of the Lincolnshire Waste and Mineral Local Plan. These changes have been made and the Council are content that the referencing of this Local Plan is correct.

Chapter 4- Site Selections and Alternatives

The Council are content that this chapter addresses all relevant points with adequate detail.

Chapter 5- Project Description

The Council are content that this chapter addresses all relevant points with adequate detail.

Chapter 6- Approach to EIA

The Council are content that this chapter addresses all relevant points with adequate detail.

Chapter 7- Consultation

The Council are content that this chapter addresses all relevant points with adequate detail and that the applicant has followed the specified requirements regarding consultation. However draw attention to the table and that the meeting with the Council

took place on 14th March 2018 and at that time there was no in depth discussion around the Public Rights of Way issue.

Chapter 8- Cultural Heritage

This site has not been subject to evaluation and the site-specific archaeological potential has not been determined. There is currently insufficient information to allow for an informed planning recommendation to be made.

The desk based assessment (Appendix 8.1) assesses the potential as low to moderate (A1.1.6) but no site specific field evaluation has been undertaken to inform such a statement, nor is this lack of evaluation results included in the Assumptions and Limitations section. Without evaluation there is no evidence base information sufficient to inform the identification of significant deposits or to ascertain their extent. The absence of site evaluation means there is no evidence base for Chapter Cultural Heritage's Summary statement that the potential impacts on heritage assets are "negligible to minor adverse". (p40)

The proposed mitigation (A8.11.65 and Table A8.1.14, carried over to Table 8.11 in Chapter 8 Cultural Heritage) deals only with currently known archaeology and offers very limited and reactive mitigation measures – which include evaluation only in the event that archaeology is encountered during geotechnical works. This is entirely inappropriate and insufficient.

It would be expected that the EIA to contain sufficient information on the archaeological potential to inform a reasonable evaluation strategy to identify the depth, extent and significance of the archaeological deposits which will be impacted by the development. The results of these are required in order to inform mitigation in a meaningful way to produce a fit for purpose strategy which will identify what measures are to be taken to minimise the impact of the proposal on archaeological remains.

As it stands the supporting documents are not in accordance with the requirements of the NPPF or EIA Regulations. The National Planning Policy Framework states that 'Where site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, local planning authorities should require developers submit an appropriate desk-based assessment and, where necessary, a field evaluation (para 189).

The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 state the "The EIA must identify, describe and assess in an appropriate manner...the direct and indirect significant impacts of the proposed development on...material assets, cultural heritage and the landscape" (Regulation 5 (2d)) 2

The Environment Impact Assessment should include a reasonable and appropriate level of evaluation to allow sufficient understanding of the archaeological potential which will be impacted by the proposal in order to allow for an informed planning recommendation to be made.

Chapter 9- Landscape and Visual impact Assessment

The scale of development entailed within this application has the potential to significantly impact the landscape in and around Boston.

The Council were consulted on designated viewpoints by Estrell Warren in November 2018. The viewpoints were reviewed and comments were made to Estrell Warren regarding minor changes to Viewpoints 9 and 14. These changes were noted and have

consequently been captured in the PEIR. The Council are therefore content with the methodology used and selected viewpoints.

The Council agree with the description provided for the study area. However, in respect of the proposed landscaping mitigation measures consideration should be given to 'off site' landscaping particularly to the south and west of the proposed site.

Chapter 10- Noise and Vibration

The Council are content that this chapter addresses all relevant points with adequate detail.

Chapter 11- Contaminated Land, Land Use and Hydrogeology

The Council are content that this chapter addresses all relevant points with adequate detail.

Chapter 12- Terrestrial Ecology

The Council are content that this chapter addresses all relevant points with adequate detail.

Chapter 13- Surface Water, Flood Risk and Drainage Strategy

The surface water drainage strategy details are satisfactorily covered in the PEIR and the Lincolnshire Highways and Floods Department are content with the chapter in respect of surface water drainage.

Chapter 14- Air Quality

The Council are content that this chapter addresses all relevant points with adequate detail.

Chapter 15- Marine Water and Sediment Quality

The Council are content that this chapter addresses all relevant points with adequate detail.

Chapter 16- Estuarine Processes

The Council are content that this chapter addresses all relevant points with adequate detail.

Chapter 17- Marine and Coastal Ecology

We are content that this chapter addresses all relevant points with adequate detail.

Chapter 18- Navigational Issues

The Council are content that this chapter addresses all relevant points with adequate detail.

Chapter 19- Traffic and Transport

Footpaths

The facility will have an adverse effect on the amenity of the public rights of way network most notably Boston Public Footpath 14/4, 14/5 and 14/10. This is noted in the PEIR at 19.7.5 with a proposal of permanent closure of the two footpath links which will effectively route people along Boston Public Footpath 14/9 and 14/11 through the operational site.

The current bankside route is a pleasant off-road route overlooking the river and will be substituted for an industrialised route with few redeeming characteristics. Further detail will be required on the management of the point where paths 14/11 and 14/9 cross access points for vehicle within the site. Boston 14/4 and 14/5 is also recorded in the report to the Secretary of State for the English Coast Path although this stretch (Sutton Bridge to Skegness) has not yet been confirmed Further advice will be required to be sought from Natural England.

The two footpath links are also utilised as part of the Macmillan Way long distance path and contact should be made with the operating organisation

Traffic Management

The most significant mitigation in transportation terms comes from the fact that, once operational, the facility's feedstock and the majority of the residual material following processing would be transported by sea via the proposed new wharf. The advised vehicle movements associated with the transportation of 'waste' material that would not be removed from the site by ship would be expected to be capable of being accommodated on the existing road network. Some of that material would in fact be destined for units on the adjacent Riverside industrial area. The greatest number of vehicle movements would be during the construction phase, and at times this will be 24 hours working. The more significant impacts of the peak movements may be capable of being mitigated through the proposed Construction Traffic Management. The Construction Traffic Management Document should be included in the Environmental Statement.

The appointed engineers' proposal to operate a park and ride scheme could reduce traffic impact on parts of the highway network closest to the site. However, if the pick-up and drop-off points are within the town, this practice could in fact result in increased vehicular activity in parts of the town that are already experiencing peak period congestion and could result in town centre car parking spaces being occupied by the vehicles of those working on the proposed facility, rather than those who actually work in town. To be truly effective, this detail would need to be carefully designed.

The matters relative to traffic and transport are adequately covered by the PEIR yet further information is required regarding the 'Park and Ride' scheme and the Construction Traffic Management Document.

Chapter 20- Socioeconomics

Energy Requirements

Attached is a report commissioned by the Council which shows that there are substantial energy requirements in the south of the county. The Council would be interested in seeing whether BAEF can provide targeted sources of energy as well as into the national grid.

School Places

It should be noted and amended that the provision of any new school would be through the County Council as Local Education Authority rather than Boston Borough Council.

The Council have run the numbers based on the most recent number on roll reports, these figures are from May 2019 and are therefore more up to date than those in the report and

a more accurate representation. While the applicant took the capacity figure from the DfE website, these include elements of early years/pre-school capacity, and don't include some spaces recently opened. This appears to show an issue in secondary, Boston Grammar has taken above their advertised admissions number and Haven High is in the process of being expanded.

The figures provided by the applicant are relatively accurate at primary level, and while a little way out at secondary, this element is being mitigated. While the capacity data comes from local knowledge, the number on roll data is available from the Lincolnshire Research Observatory to obtain the most recent data. From a school place planning perspective, the Council would look at future numbers which also aren't within the public domain. However, as this isn't a scheme that would contribute capital towards an expansion scheme, it is not deemed necessary to review in any greater detail.

Chapter 21- Climate Change

The proposed facility is situated in a low lying area which could be vulnerable to sea level rise. It is understood a more in-depth climate change risk assessment will be completed as the proposal is progressed. Certain assurances regarding the mitigation of the risks of pollution as a result of flooding are likely to be required by the Environment Agency. The Council would also like to receive copies of this correspondence.

There is considerable debate globally as to whether or not this type of facility is producing 'renewable' energy. There is still a significant amount of environmental damage created through processing waste in this way. Waste is not classified as typically a 'renewable source', therefore additional information indicating how this type of disposal fits in with renewable sources would be favourable.

It must be noted that there is a 'Carbon Zero' ambition by 2050. It should be demonstrated that this development would not have significant implications on meeting this carbon zero target.

Chapter 22- Human Health

The Council feels that as a preliminary, desktop human (health) impact assessment (HIA) the PEIR covers what would be expected. It is pleasing to see the HUDU checklist and potential positive impacts as well as the need to mitigate against negative ones. However the Councils feels that there should be some enhancements to social infrastructure (community gain) for example enhancing access to open space, walking and cycling networks, lighting (safety), etc., in the vicinity of the plant – especially where existing rights of way are closed and diverted to.

It is right to say that holistically, maximising renewable energy production to contribute to long-term energy security is in the public (health) interest provided potential adverse health impacts are mitigated.

It is noted that there will be a further HIA as part of the Environmental Statement (ES) which will also be reviewed by the Council. It is also felt that a development of this magnitude should have a full HIA including public participation.

Chapter 23- Waste

There are continued conversations between the Council and the applicant regarding the possibility of accepting Lincolnshire's waste. It is therefore noted that no mention is made, of accepting input by anything other than ship (5.5.4). It can be assumed that this would

not be the case if the facility were to accept Lincolnshire waste and seek clarification as to how this would be delivered

There continues to be confusion amongst the definition of 'RDF' than that which is stated in the application and the widely used definition of RDF. The Council consider it beneficial to produce an explicit definition of the term RDF with specifications and confirmation if the feedstock is in line with this definition. Clarification regarding any pre-processing of the feedstock before it is baled and brought to the facility should also be included.

There is a question as to whether there is a need for residual waste treatment capacity within the UK at this current time. BAEF's plan is to import most of the feedstock from around the UK (not overseas – see 5.5.6). Opinions seem divided as to whether or not there is a capacity gap for this type of waste disposal in the UK. Further clarification on the need for this facility should be provided.

Chapter 24- Transboundary Impacts

The Council are content that this chapter addresses all relevant points with adequate detail.

Yours sincerely

[Redacted Signature]

Head of Planning

LCC Strategic Officers Group

Judith

Nina, N

Christian Allen

Rachel Stamfar, LWP

Matthew Mitchell, LCC Waste Strategy

Victoria Burgess, Director of place East Lindsey DC

Charlotte, SHDC?

Rob Guilliot

Steve Burns, LCC

David Steel, Head of Environment, NK

Anna

Gary Bower, RHDHV

Helen Scarr, Athene Communications

GB - project presentation

South Lincs waste is meant to be coming to the North Hykeham facility for the next 25 years.

GB - conversations with LCC indicate that the facility will be at capacity and there will therefore be a need to offload some of the waste. Taking Lincolnshire's waste is not in the DCO and is part of separate ongoing conversations.

LCC - we are revisiting our predictions in light of the Government's new targets/guidelines. So we don't know

GB - it's not definitely going to happen, but it could happen if it is needed. Waste would need to be baled which is something to consider.

CA - the facility would not be reliant on this waste.

GB - exactly, there is the option there if the local county needs it.

VB - where is the RDF coming from?

GB - depends on our suppliers.

Charlotte - there is scepticism in the UK about Gasification. Are there any facilities currently under operation? We have heard about a Derby facility which is struggling to operate.

GB - Outotec are the technology suppliers. They have 140 facilities worldwide and provided the technology for the existing Boston plant. There is a facility in Scotland which is close to operation.

Charlotte - So you're saying it's proven?

GB - gasification is proven to work, there are issues with commissioning and supply at other facilities.

Anna - how long is the commissioning phase?

GB - Three to six months. Ours will be a phased approach where we turn on gasifiers at different times over a period of months.

Anna - will it use back up fuel to be commissioned?

GB - yes, this is called a black start. Once it's up and running

Anna - is that diesel?

GB - yes

Anna - will that come in via ship as well?

GB - no, that will come via road. It is not a road journey free facility.

CA - will the RDF be pre-processed household waste?

GB - it will all have been screened to some extent, but some will be black bag waste. All of it will need to be processed to some extent to be baled before arriving.

CA - therefore if you take waste from the waste processing facility it will need to meet these standards. About 30,000 tonnes of waste goes from Boston to North Hykeham. So the material that can't be processed and is separated out could add to our recycling targets by 1.5-3% possibly.

GB - this would be based on the total capacity of the Facility rather than separating out the local waste. We wouldn't be able to define how much came from local waste specifically.

CA - there is also the benefit of processing the waste locally rather than transporting it to North Hykeham in terms of carbon footprints.

LCC - why are you using gasification rather than incineration?

GB - it is an economy thing, there is more return on a gasification facility.

LCC - do you anticipate the gate fee to be similar to an EfW?

GB - we aren't involved in the financial side of the project.

GB - we also have aggregate and a lot of heat being recycled into the facility.

LCC - is there anything that could end up going to landfill from the facility?

GB - we can recycle most things. We are talking to Mick George about taking materials from the facility and some materials can be used in the aggregate facility. The CO2 facility creates a lot of liquid effluent which will be discharged via a sewer on site. There is some chemical waste which will need to be removed (3 lorries per year).

CA - and the drainage is a closed system on site?

GB - yes, we require quite a lot of water so we will capture rainwater and use this in the lightweight aggregate facility. Any water which is discharged will be monitored to ensure it is not polluted.

LCC - what are the biggest risks of the facility?

GB - Charlotte already picked up on the commissioning challenges. There is also the risk of having one gasifier operating while we construct the other two. Another risk is Brexit and the amount of waste we export to Europe which will make a big difference to how much waste we have to process. Also politically in Scotland there are changes underway which may mean there are materials coming south from Scotland as they try to stop anything going into landfill. There are numerous things which could affect the supply of waste.

LCC - there are many gasification facilities which have been constructed to work with waste in the UK and which are sat there not processing anything.

GB - it is key for us to have a consistent supply of RDF which will make a big difference. We need our fuel to be consistent.

LCC - how to we as a group want to take this opportunity forward?

CA - there are meetings being held between BAEF and BCC which will look at this in more detail.

GB - we will continue to speak to stakeholders throughout the process. It is important to register as interested parties during examination as well.

CA - what are the key issues being raised from your consultation?

GB - the public are most worried about air quality and the impact on human health and agriculture. The impact on local fishermen and navigation. Transport issues regarding the construction period (not operation). We are putting strategic measures in place to manage this. We want to put a concrete batching plant on site to reduce the number of vehicles delivering concrete. Noise is another concern. The air-cooled condenser is the noisiest part of the facility.

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

In attendance:

Officers –
Chief Executive, Head of Environmental Operations, Head of Place and Space,
Transformation & Governance Manager and Democratic Services Officer

15 APOLOGIES

Apologies for absence were tabled for Councillors Sean Blackman and George Cornah. No substitute members.

16 MINUTES

With the agreement of the committee, the Chairman signed the minutes of the previous meeting held on the 30 July 2019

17 DECLARATION OF INTERESTS

No declarations of interest were tabled.

18 PUBLIC QUESTIONS

Mr Darron Abbott tabled the following question:

It appears from the agenda from this evening's meeting a vote was taken by the members of this Committee to approve the setting up of a Task and Finish Group into the night time economy of Boston is this correct?

The Chairman thanked Mr Abbott for the question and responded as follows:

As you will see from the minutes of the last meeting, published with the agenda papers for tonight's meeting, specifically minute 13 on page 6, the committee did resolve to establish a Task and Finish Group to examine the night time economy of the Public Space Protection Order area and the Borough as a whole.

The Chairman then asked Mr Abbott if he had a supplemental question which he tabled as follows:

At that same meeting on the 24th July did a discussion take place as to which Councillor would Chair the task and finish Group? If yes was that Councillor present? If they were did they accept the proposed appointment? At the BTAC meeting on Wednesday 21st August Councillor Hastie requested that the report from the Task and Finish group on the night time economy " be presented at the next meeting, as he was supposed to be the chair and had heard nothing" Will this report be presented at the BTAC meeting on the 2nd October 2019 and if not why not?

The Chairman thanked Mr Abbott for the supplemental question and stated:

In response to your supplementary question Mr Abbott, no the Chairmanship of a Task and Finish Group was not agreed at the meeting, any Chairmanship of a Task and Finish Review is agreed at the first meeting of the group in line with Scrutiny Best Practice. It is not for the parent scrutiny committee to agree any Chairmanship. I am further advised that when the subject matter arose at the BTAC meeting the Chairman of that committee clearly stated any such review was a Scrutiny matter and not for BTAC.

19 BOSTON ALTERNATIVE ENERGY FACILITY

The Chairman introduced Mr Gary Bower and Miss Bethan Griffiths from Boston Alternative Energy Facility and welcomed them.

Mr Bower presented a very comprehensive update supported by a detailed powerpoint presentation. The following minute highlights key points of information:

Three rounds of public consultation had taken place in September 2018, February 2019 and in June/July 2019. The proposed development would be a 102MWe Energy from Waste (EfW) advanced gasification facility. It would operate via an import/export wharf, providing waste reception and storage export of lightweight aggregates. The proposed development site is 25 ha of land, allocated in the Lincolnshire Minerals and Waste Local Plan, as suitable for works on the banks of The Haven. Both delivery of the refuse derived fuel and the export of the lightweight aggregate is by ship.

The refuse derived fuel (residual household waste) would be plastic wrapped in 1.8cbm bales weighing 1.5 tonnes with 620 shipments per year. It would all be UK collected waste with nothing from overseas with off-loading at the site by mobile crane at one of the three berthing points.

Waste would be stored for no longer than 5 days before being shredded to allow non suitable items for the gasification process to be removed. Recyclable products such as glass and metal are captured and sent for recycling locally. The shredded feedstock is then transferred via a sealed conveyor to store in silos before gasification and conversion into approximately 80 MW of power being exported to the National Grid. Ash from the process is recycled into aggregates for the construction industry which would be exported via ship.

Members were advised that the build would be in line with the best technology available to operate efficiently and safely with strict European emission standards. Liaison with the Port of Boston was ongoing in respect of the turning of the ships which would be either at the knuckle point or within the dock itself.

Addressing the overall benefits Mr Bower confirmed that, the recovered energy from 1 million tonnes of RDF would generate power to more than 206,000 homes. It would also reduce the 3.5 million tonnes of waste currently exported and processed abroad.

With the UK benefitting from generating its own renewable energy, it would allow the UK to meet UK renewable energy targets. The initial construction phase would create approximately 300 jobs, and 80 permanent jobs once operational. It would bring new skills to the town with the developer engaging with the college in respect of apprenticeships. The facility would also allow local investment opportunities with potential exporting of Co2 which was a desirable commodity. It also had capacity within its tolerance level of 1.3 million tonnes, to take the 50,000 tonnes of residual waste for South Lincolnshire which was currently transported via road to the EFW at North Hykeham.

Highway impacts would be experienced due to the large volume of cement needed. Local batching was being considered which would significantly reduce the number of deliveries. The developer was committed to the mitigation measures stipulated within the Construction Traffic Management Plan. There would be off-site traffic noise impact assessments.

Addressing operational noise members were told that the air-cooled condenser located at the south-west of the site was the dominant noise source and the developer would work with the technology provider to alter the design to include attenuation measures to reduce the noise.

Any impact on air quality during construction was predicted to be negligible. The contributions of benzo(a)pyrene produced by the facility would be below the required environmental assessment levels but with background contributions, there was a predicted exceedance.

There was a predicted exceedance of the 24-hour Oxides of Nitrogen and Hydrogen Fluoride levels at Havenside Local Nature Reserve at the closest point to the facility and action would be taken to mitigate them.

Concluding Mr Bower explained that a Development Consent Order would be drafted, the Environmental Statement completed and then the application submitted to the Planning Inspectorate. Thereafter if it was accepted, the examining phase would take place, ahead of the application being submitted to the Secretary of State.

Mr Bower responded to members questions as follows:

- The site would be the joint largest in the UK once constructed and the tallest stack would stand 73 metres tall. Boston Stump is 83m.
- Once the power was sold on from the site it was for the distributor to determine where it went for usage. The provider had no authority in the distribution of the power.
- The number of ships per annum visiting the site would be 620: 11 ships per week delivering the RDF and 2 exporting the aggregates.
- The facility would be sealed. Levels of all emissions would be continually monitored and the facility would be built with the technology to allow it to shut itself down, should it need to.
- The initial construction of the silos which were 4000 tonnes each would be a 24 hour a day operation.
- The need to use plastic to bind the bales was to ensure secure and strong wrapping and also restrain odour. Once the bales were opened, all the wrapping is then put back into the recycling process at the facility ensuring no residual plastic waste.
- There were 2 forms of piling available but the specifics were not known: one was via hammer driving and the second via a vibration method. Agreement on which form would be used had not been finalised.
- No discussions had been held with Lincolnshire County Council in respect of the possibility of the facility receiving the residual waste from the Slippery Gowt facility in Boston. The Development Consent Order was a legal document which when agreed would then allow any negotiations to take place in respect of the transfer site.

- Where possible local companies would be contracted to provide training for specialist skills for both the manufacturing phase and the operational activity of the facility.

The chairman invited questions from the floor which Mr Bower answered.

20 CLIMATE CHANGE WORKING GROUP UPDATE

The Chief Executive addressed the meeting and tabled apologies on behalf of the Chairman of the group Councillor Anne Dorrian.

Committee were advised that two meetings of the group had already taken place with the third being scheduled for 25th September 2019. There were 7 meetings scheduled to ensure final reporting back to Full Council in December 2019.

The working group comprised of five Council Members including the Portfolio Holder and eight members of staff, plus one co-opted member of the public. External representatives would be invited as required.

At its first meeting the group had scoped its terms of reference which it agreed needed to result in tangible and deliverable recommendations. It recognised the success of the Council's own Carbon Management Plan to date, in that it had reduced its own carbon footprint by 49% since 2008 and agreed its commitment to reducing carbon emissions further.

The group recognised the importance of being pragmatic in what it could achieve and hopes to suggest 2 areas of climate emissions declaration which currently frame the work:

1. What the Council could achieve itself in a practical and achievable way.
2. Championing with others including partners to look at carbon reduction opportunities and action across the Borough geography.

No Member questions were tabled and the Chairman thanked the Chief Executive for the update.

21 THE PILGRIMS 2020 AND ALLIED OPPORTUNITIES (UPDATE)

Presenting the report the Head of Space and Place confirmed the report was an update to the initial report tabled in January 2018 and then tabled at Cabinet in February 2018 requesting support for specific elements for funding to progress projects. Plymouth had secured £500k from Visit England in May 2016 with a similar amount being secured in 2018 from the Department for Culture, Media and Sport. Boston had benefitted directly from the funds resulting in it being included in travel itineraries for 2020; promoted at trade fairs and was also featured prominently on national and internationally available apps telling the Pilgrim story. Furthermore interest had increased in the Guildhall and the Boston Heritage Trail.

A bid submitted to the Heritage Lottery Fund to build on the Explore and Discover project, which would introduce monoliths firstly at Pilgrim specific sites and then sites within the town, had been unsuccessful.

As such in line with the tight timescales a reduced scheme was proposed focussing on the interpretation of the Pilgrim story. Boston Borough Council had match funded the bid and also secured a further £10k from Lincolnshire County Council but that money had been dependant on securing the original bid. Lincolnshire County Council had then agreed a reduced fund of £5k and that money along with the £10k match fund from Boston Borough Council had been used to deliver the works.

Referencing the Structures on the Edge project at Havenside members were advised that it was hoped that the structure would be in place by July 2020 at Scotia Creek. Running alongside this project was that of the bouys. Five applications for siting them had been agreed at the Planning Committee in July 2019, The installations would be sited at Haven Bridge, on the High Street, at the Bus Station, alongside the footbridge and in Central Park.

The Council had been asked to join forces with the Poacher Line in April 2020, to provide specific information in respect of Boston and its American connections to be advertised at Kings Cross Station for a day. The facility was part of the Community in the City initiative which encouraged travel by train supporting rural routes to the City.

In conclusion the Head of Place noted that the list of activities was not exhaustive and that as 2020 approached it was likely that additional activity could be incorporated in the programme of events.

Member comment and questions followed including:

Noting the app. which provided the half-day tour, a member stated that the period of time given would only permit viewing within the actual town itself: any progression out towards the Pilgrims memorial site and further, once the Structure on the Edge was in situ at the wash, would be impossible on foot due to time restrictions. Further concern noted it would be very difficult to get coaches up onto the bank. The Head of Place and Space agreed but stressed that the majority of the trail was town centric and that tours and visits to the outer town sites could be arranged: members were advised that Fishtoft Parish Council were very active in both the promotion of and possible tourist visits to Scotia Creek.

Noting confusion on the cost of the illuminate festivals within appendix 1 for £110k and the monies made available by the Controlling Migration fund on page 16 of the report, a member asked what the funds on page 14 from ACE were for and if the funds noted were all the same. The Head of Space and Place confirmed that the funds on page 14 were from a separate funding stream.

Members voiced approval of the events scheduled and suggested / requested that a proper tourism offer be established which would be permanent in the town to build a reputation and make it a destination. Concern noted that after 20/20 nothing new would arise and the Head of Space and Place assured committee that projects for 2030 were already being scoped and there would be significant promotion of the town and all its history and future events going forward. Key to establishing the towns permanent heritage would be development of its strong maritime history. Alongside that would be elaboration of the American connection and the importance of Boston, its Grammar School *[and further information to yet be revealed]* in respect of the Pilgrims story and early settlers in America from Boston.

22 NIGHT TIME ECONOMY

The Head of Environmental Operations advised the committee he was presenting the report on behalf of the Head of Regulatory Services.

Members were reminded that at the committee's previous meeting held on the 30 July 2019, having considered a very detailed report in respect of crime and disorder, alongside the annual review of anti-social behaviour and the Public space Protection Order, they determined that they would like to carry out more in-depth scrutiny of such matters and agreed to convene a Task and Finish group.

Members were advised that given the size of the scrutiny task and the wide range of areas to consider, officer felt that an Inquiry Day would be the most efficient way to progress the task in first instance. At this session the committee members could receive information from Council officers and Lincolnshire Police who had already agreed to support the scrutiny process.

In receiving the information at the Inquiry Session, it would allow the committee to agree or not, if a Task and Finish Group was still necessary and to agree the scope and reporting arrangements.

If so, then a report on the Inquiry Session would be taken back to the next scheduled meeting of the Committee on the 5th November 2019, at which point members could agree or not, to convene a Task and Finish Group. If agreed then the Chairman of the group would be elected at the first meeting.

Member comment included:

Overall members noted the reasoning for having the Inquiry Session recognising that it would allow them to determine if a Task and Finish Group should be convened.

One member was keen to speak with CCTV Operatives and Anti-Social Behaviour Teams from a number of other authorities along with our own, and to also call on Enforcement Officers.

At this point in the proceedings the Portfolio Holder addressed the meeting and urged strong caution that the member be aware of being too operational. As a point of clarification and to ensure all members were aware of the process, the Head of Environmental Operations confirmed that the Inquiry Day would be the first step. Should members wish to continue scrutiny via a Task and Finish Group, they had the right to do so.

It was moved by Councillor Paul Goodale and seconded by Councillor Anton Dani that committee agree the officer recommendation and resolve to undertake preliminary scrutiny by way of an Inquiry Session.

The motion was clearly carried.

RESOLVED: That an Inquiry Session be scheduled ahead of the next meeting of the committee on the 5th November 2019 and that a report on the Inquiry Session be tabled at that meeting.

23 REPLACEMENT DOMESTIC WHEELED BIN CHARGES

The Head of Environmental Operations addressed the committee confirming the reason for the report which was to respond to the resolution agreed by the committee at its last meeting on the 24th July 2019 that charges for replacement wheeled bins be added to this agenda.

For clarity members were advised that the Brown Bin charges were not in the scope of the report as the service is in opt-in discretionary service. The report covered Blue and Green bin replacement charges only.

Referencing the 2013/14 annual budget report, the Head of Environmental Operations drew members' attention to the new charge for replacement 240L bins as being £25.00 per bin. The budget report had been taken through the Corporate and Community Committee on the 17th January 2013; Audit and Governance Committee on the 28 January 2013, Cabinet on the 20th February and Full Council on the 4 March 2013 for formal approval. The same charge had been included in subsequent budgets for each year thereafter up to and including the current financial year.

Since the formal approval of replacement bin charges in 2013/14 budget, it became apparent that the charge had not been consistently applied. On the 14th January 2019 at an Inquiry Evening held in respect of the draft Waste and Recycling Operational Procedures document, at no time during the deliberations were concerns noted by any member in respect of the charges for the replacement wheeled bins.

Income from the sale of the replacement bins from 2013/14 to date had been £5,000, £4,150 of that amount had been collected since April 2019.

Member comment and questioning included:

A member stated there appeared to be a few discrepancies within the Waste and Recycling Operations procedures document with the one tabled within the report. The Head of Environmental Operations agreed that there had been a number of draft versions of the procedures but the one on the Council's website, which had been agreed following the Inquiry evening, was the correct one. Clearly set out under Procedure 14 it stated that when a bin was damaged in the back of the collection vehicle, a note would be made by the crew and the Council would arrange a replacement bin to be delivered free of charge.

A number of suggestions by members followed including:

- Developers on new builds taking responsibility for the cost of the initial bins. Members were advised this was already in place
- Charging all residents for their existing bins and making them the owner. They would then be automatically responsible for any bin replacement subject to it being damaged by the Council.
- Charging HMO's commercial rates and not residential rates for their refuse collections. Members noted that many HMO's had multiple bins to empty.

- Waiving all replacement charges and looking at the possibility of off-setting the replacement costs through the overall waste removal system.
- Holding a 'Bin Amnesty' to allow any unused / unwanted secondary bins to be collected freeing up reusable bins.

It was moved by Councillor Deborah Evans and seconded by Councillor Neil Hastie that all charges for replacements Green and Blue bins be withdrawn.
The motion was clearly carried.

RECOMMENDATION: That the Environment and Performance Committee recommend to Cabinet that it withdraw all replacement charges for the Green and Blue domestic wheeled bins.

24 WORK PROGRAMME

The Transformation and Governance Manager presented the Quarter 1 Performance report to committee to support their consideration of the future work programme. Addressing the planning applications determined the Transformation and Governance Manager noted the improvement in performance with previous red flags having become blue. Red flags on Environmental Services were being addressed through the current trial providing separate kerbside collections for paper and card. Incidents of commercial fly tipping had reduced. Members questioned fly tipping by HMO's whereby mattresses and furniture were just dumped outside the HMO and asked if HMO owners were charged for the removal of large scale furniture item and abandoned white goods.

Noting the decline in the markets a member questioned the previous Task and Finish Group review and questioned if the outcomes and recommendations had been monitored and reported back. **Committee agreed that a report on the outcomes of the markets review simply updating on each recommendation be tabled for a future meeting.**

At this point in the meeting a member questioned the Chairman as to why only one portfolio holder had taken the time to turn up at the meeting bearing in mind the number of reports on the agenda. The Chairman confirmed that all portfolio holders were invited to attend the meeting.

The Head of Environmental Operations duly noted apologies for Councillor Yvonne Stevens for having been unable to attend the meeting due to annual leave.

The Meeting Closed at 10.00 pm

**NOTES FROM BAEF MEETING
WEDNESDAY 25TH SEPTEMBER 2019, AT 2 00PM
COMMITTEE ROOM – MUNICIPAL BUILDINGS**

Michelle Sacks, Deputy Chief Executive, Boston Borough Council (MS)
 Mike Gildersleeves, Growth Manager, Boston Borough Council (MG)
 Christian Allen, Head of Operations, Boston Borough Council (CA)
 Peter Udy, Planning Officer, Boston Borough Council (PU)
 Warren Peppard, Lincolnshire County Council (WP)
 Neil McBride, Lincolnshire County Council (NMcbB)
 John Coates, Lincolnshire County Council (JC)
 Gary Bower Royal HaskoningDHV, (GB)
 Andy Ross Royal HaskoningDHV, (AR)
 Helen Scarr– Athene Communications (HS)

	ACTION
<p><u>Introductions</u></p> <p>MS opened the meeting by welcoming everyone and round the table introductions took place.</p> <p>MS advised that she was very impressed that as part of the consultation, the documents had not only been translated into braille, but a home visit had taken place with Mr & Mrs Fixter.</p>	
<p><u>Context</u></p> <p>MS advised that both Boston Borough Council (BBC) and Lincolnshire County Council (LCC) be committed to being involved in this key strategic project, hence both authorities being represented today. BBC and LCC have developed a joint board that will exist for the duration of the project and will ensure a consistent approach. Pauline Chapman (Pauline.chapman@boston.gov.uk) telephone 01205 314211 will be the conduit for the meetings and as such all correspondence/documents should be sent to her and she will ensure that they are disseminated to the correct recipients. Today the principles of how this group may meet throughout the process will be established.</p> <p>BBC and LCC have submitted consultation documentation and have requested further information from BAEF. There will be 2 further meetings after this one; each meeting will include an update on the agreed actions from the previous meeting. Additionally, meeting 2 will focus on Environmental Health/Regulatory Issues and meeting 3 will be a mop up session for all other topics including principally Economic Development.</p>	BAEF
<p><u>The Options of Traffic Mitigation</u></p> <p>A lengthy discussion took place, during which BBC/LCC were interested to learn how the option presented to mitigate traffic impact during the construction period and when operational was considered to be expedient and in particular they would like to know what other options were considered to mitigate consequential negatives.</p>	

MG referred to the proposal for one way in and one way out and advised that the authorities both need to understand the level of detail that has gone into that decision and what other options there were around mitigation actions. In summary, how did this option become the only solution? He added there is sensitivity around the area and there will be impact on residents and businesses and the traffic movement is likely to have economic implications.

MS advised the joint board would like to engage positively, inputting into the proposals that will help it to become further enhanced. She added Members are generally supportive, but the board needs to demonstrate it can sit down with BAEF to explore options, mitigations, proposals for the businesses, etc. From an economic development perspective, the project is exciting; however, for governance reasons MS will lead on economic development and MG on regulatory and CA on waste.

AR sought clarification as to whether those present had experience of the DCO process, rather than the traditional Town & Country Planning Act. He added there is a defined process for the DCO including a Preliminary Environmental Information Document (PEI) that results in a full impact assessment. He added that the PEI process is designed to be flexible enough to provide enough information for the project to then be developed, but may not have the preferred level of detail at this stage.

A discussion followed, after which MS confirmed the project board would like the ability to be able to flag potential issues up at this stage and the full details will be required at some stage in the project.

General Site Area

The following key points were raised:-

- There will be an impact on employment, businesses, residents and the transport network and so the board will like to see how BAEF approached this and what mitigation is planned.
- The key impact for businesses is likely to be delays and capacity issues associated with the numbers of vehicles on site, especially at peak times and during construction.
- There are some very commercially sensitive businesses who are very keen to see what the proposed mitigations are.

WP summarised by stressing that the board needs to be satisfied that all options have been fully considered, why others were dismissed in favour of the final one and why it is the best.

GB advised that some of the fundamental principles are guided by EN1 and EN3 and are supplemented by the National Policy Framework and the Local Plan. There also specific principles for the transport perspective which have been identified. MS confirmed there is a general principle of support for the project, but there are concerns about the impact on the amenity of the area both during construction and once operational and so it is helpful for BBC/LCC to have the opportunity to raise potential issues that can be addressed at an early stage.

BAEF

<p>GB reported a key concern that was picked up on the public information days was that there is a view that the public may not be asking the right questions, in the right way, to get the right answer and so it is helpful for BBC/LCC to ask the questions as it will allow BAEF to better shape the answers.</p>	
<p><u>Transport</u></p> <p>AR advised that the EN1 is a formal transport assessment and the environmental assessment relating to traffic follows the GERT principle which addresses amenity, severance, fear and intimidation, on with noise and air quality picked up in a further chapter. Additionally, the Department of Transport assessment guidance focussing on the operating capacity of the highway and road safety; and capacity and delay on the network.</p> <p>A lengthy debate took place regarding the temporary impact of the traffic demands and it was noted that BAEF will need to build up knowledge of what the traffic demands will be, looking at activities, etc. The construction traffic management plan is in the first instance a general commitment on how to manage traffic; this will then be picked up by the contractor and refined, but it was acknowledged that this is produced to mitigate the chosen option; we do not yet know if other options would have been more appropriate.</p> <p>During further discussions, which included reference to the Tritton Knoll site, AR declared an interest as he had worked on the Tritton Knoll project.</p> <p>Summarising, MG advised that the board needs to better understand:-</p> <ul style="list-style-type: none"> • That all alternatives have been considered and why they have been discounted • what options have been considered and have they been looked at in a realistic way, • what lead BAEF to the current position • what the unintended consequences of contractors using specific routes will be. • If a haul road has been considered as an option. • What will be the impact on John Adams Way as if there are delays this will cause economic impacts on various businesses, such as the Geoff Moulder Leisure Complex, food processors, manufacturing businesses that transport goods where John Adams Way is their major route, drivers running out of time and refuse collections. Air quality issues have already been identified in John Adams Way and what assessment of impact and delays has been done. • How will BAEF reflect that one delay in one area quickly impacts on the whole traffic network. • That BAEF reflect that the project is not just about the impact on the highways; it's about the economic growth and the delay on delivery of projects and businesses and air quality issues. <p>It was noted that 25 years is a long time and during that time, BAEF may seek expansion, change of operating systems, etc. Design is key to future proofing and it is important that the site is not constrained by issues that could be addressed now. GB advised any expansion will require further planning through the DCO process.</p>	<p>BAEF</p> <p>BAEF</p> <p>BAEF</p> <p>BAEF</p> <p>BAEF</p> <p>BAEF</p> <p>BAEF</p> <p>BAEF</p> <p>BAEF</p> <p>BAEF</p>

<p>GB confirmed that BAEF will take a more flexible approach to discussing mitigation and will demonstrate a wider coverage of mitigation and why specific things have been discounted. There will also need to be an audit trail to show how/why mitigations have been discounted. BAEF will also identify the impacts of the specific development.</p>	BAEF
<p>A discussion followed regarding the impact of the mitigations imposed and how will they be enforced as there are likely to be enquiries around this, how to enforce vehicle movements, etc. GB confirmed there are various measures such as cab management, vehicle identification, etc. A monthly report will also be produced which will be reviewed and monitored.</p>	BAEF
<p>WP reiterated that the board needs to go through BAEF's option appraisals, to be able to confidently understand why/how BAEF has deemed this the best option.</p>	ALL
<p>A further discussion followed regarding transport arrangements. There will be more boat movement than anticipated due to aggregate being removed via barges. Such barge movements and enforcement will be subject to legal agreement.</p>	
<p>GB confirmed that discussions have taken place with the owner of the unadopted road. Discussions have also taken place with the Crown in respect of the Wharff and consequently an agreement is now in place with the Crown.</p>	
<p>AR gave a brief presentation on transport that included a transport activity schedule and advised that, in terms of traffic movement, week 5 is when the concrete pour is planned and so the anticipated traffic numbers are extremely high.</p>	BAEF
<p>WP noted that the figures in the initial assessment are based on assumptions, but he would like to see evidence of construction activity, in terms of where the material is coming from. AR gave an absolute commitment that contractors will not be using the Liquorpond Roundabout route and appropriate enforcement will be in place to monitor and manage this. He added that the construction traffic management plan will be provided as part of the tender information for perspective contractors and will include a clear instruction on what constraints will be in place.</p>	
<p>GB reported there is a waste transfer station very close to the BAEF and so it would be sensible for BAEF to deal with this waste, rather than sending to Hykeham, although this will need to be balanced with BAEF not attracting more waste than is already processed.</p>	
<p>JC expressed concern that there many assumptions around access to LCC's waste. Although there has been concern about capacity at Hykeham, the Government's proposed new waste strategy will result in Hykeham's capacity not being exceeded.</p>	
<p>A lengthy discussion followed around waste processing, during which it was noted there is no certainty of recyclate staying on the Riverside Industrial Estate. AR confirmed that the traffic management assessment provided for some waste material being take off site including metal 42,000 tonnes, non-ferrous 9,000 tonnes and ferrous 34,000 tonnes. MS expressed concern that existing businesses have the capacity to both receive, store and process this volume of waste and requested BAEF undertake further consultation with existing business users. In addition, it was also highlighted that there will be additional traffic movement from these businesses</p>	

<p>in processing and managing this product that will require traffic movement off site via Marsh Lane.</p> <p>JC asked that BAEF model the impact on the waste and recycling collections. Any significant delays to the freighters will potentially mean that daily refuse collections will not be completed. Agreed that LCC would provide data relating to the movement for the Boston Transfer Station.</p> <p>MG expressed concern that the figure of 150 tonnes of materials referred to is significantly differed to the PE1 information on traffic that suggests 30 tonnes per annum.</p> <p>A discussion took place in respect of the maintenance requirements associated with dredging. It was noted the Port of Boston has a licence to deposit 60 tonnes of sediment, but only deposits 30 tonnes.</p> <p>BAEF also need to be mindful of the number of vessels in the Port, the Fishermen's access and marine life.</p> <p>AR advised the next stage, in terms of traffic management is to model the sensitive junctions, based on data provided by LCC and BAEF's own. Mitigation will include avoiding sensitive times and areas.</p> <p>WP reiterated that as part of reviewing BAEF's options appraisals, evidence will need to be provided on traffic management, mitigation, etc. and once the board is satisfied that the chosen option is the best one it will be signed off.</p> <p>In terms of the network in future year, BAEF will:-</p> <ul style="list-style-type: none"> • Examine what developments have been approved and their transport assessment • Examine the general economic growth, using a database that gives growth factors based on the Local Plan and so gives an idea of the general increase on traffic associated with economic growth. 	<p>BAEF</p> <p>LCC</p> <p>BAEF</p> <p>BAEF</p> <p>BAEF</p> <p>BAEF</p> <p>BAEF</p> <p>BAEF</p>
<p><u>Communications</u></p> <p>In respect of communications, the following was noted</p> <ul style="list-style-type: none"> • Evidence of discussions with local businesses in respect of capacity and BAEF's longer term plans, given this is a 25 year project is required • BAEF to work jointly with the businesses to make them aware of any possible opportunities • BAEF to consult with existing businesses, particularly food related businesses in respect of the construction plan timing and potential impacts. • Freshtime is the only business to respond and they have expressed a concern about the cost of their insurance and accidents on site, but felt this might be lack of clarity of project. • The Council to consider hosting an event to ensure that all of the correct businesses are invited – suggested Clive Gibbon to invite. 	<p>BAEF</p> <p>BAEF</p> <p>BAEF</p> <p>MS</p>

<ul style="list-style-type: none"> The fishermen have appointed a legal representative for this scheme. 	
<p><u>Actions</u></p> <p>In addition to those recorded within the notes, it was agreed that:</p> <ul style="list-style-type: none"> JC/CA would provide vehicle information on refuse vehicle movement. JC to provide the modelling impact on Market Deeping The next meeting will be a 2 item agenda, i.e. Update on actions arising from this meeting and Environmental Health/ Regulatory Issues GB to provide a brief resume on actions taken as a result of consultation feedback on an ongoing basis, although it was acknowledged that full feedback will not be available until all of the meetings have been concluded. WP advised that, once the options appraisals have been reviewed and the board is satisfied that current option is the best one, the model can be agreed, all of the data that is available needs to be sensitively tested, agreement needs to be reached between all parties. BAEF will need to drill down into the model and so will need to meet separately with LCC to agree the right model. NMcb requested that all future meetings are focused through the project board, rather than a scattergun approach, however he was content the meeting with the Heritage team which has already been arranged could go ahead. <p>END</p>	<p>JC/CA JC</p> <p>ALL</p> <p>GB</p> <p>BAEF</p> <p>BAEF</p>

**NOTES OF BAEF MEETING
WEDNESDAY 3RD OCTOBER 2019 AT 9 AM
COMMITTEE ROOM, BOSTON BOROUGH COUNCIL**

Present:

M Sacks, Boston Borough Council (MS)
 Mike Gildersleeves, Boston Borough Council (MG)
 Peter Udy, Boston Borough Council (PU)
 Nick Davis, Boston Borough Council (ND)
 Nicole Hilton, Lincolnshire County Council (NH)
 Neil McBride, Lincolnshire County Council (NMcb)
 Emily Anderson, Lincolnshire County Council (EA)
 Gary Bower, Royal HaskoningDHV (GB)
 Ben Cartwright, Royal HaskoningDHV (BC)
 Bethan Griffith Athene Communications (BG)
 Pauline Chapman, Boston Borough Council (PC)

Apologies received from Warren Peppard, Lincolnshire County Council

	ACTION
<p><u>Introductions</u></p> <p>MS opened the meeting by welcoming everyone and round the table introductions took place.</p> <p>MS reminded the group the last meeting related to highway and traffic matters, this one will focus on regulatory matters and next week's will discuss economic development and mop up any outstanding matters.</p>	
<p><u>Notes of the last meeting, matters arising</u></p> <p>Agreed as a true record with the following matters arising:</p> <ul style="list-style-type: none"> • GB confirmed that Christian Allen (CA) has provided information, but he will check if any further information is required. • Agreed that NMcb would contact John Coates (JC) to remind him to provide the outstanding waste data and the Market Deeping information. • Agreed that a fourth meeting is required to revisit highways and that JC and CA should attend. • In terms of the modelling which has taken place, GB confirmed within commercial activities "driver delays" is one of the 4 core aspects and a holistic approach will be taken, i.e. it will not just relate to commercial activities. The collection data for each junction will also be assessed. 	<p>GB</p> <p>NMcb</p> <p>JC/CA</p>

<ul style="list-style-type: none"> • The timescale for submission of the application has been delayed and it will not be the end of the month as originally planned. • Bullet points regarding transport have been sent to BAEF who will provide supporting information. GB to provide dates when the information will be available. • Correction to the minutes – GB to provide wording, to reflect that a formal agreement with the Crown is not required because the wharf does not go over their land. • NMcB advised research has taken place regarding the waste facility on Riverside Industrial Estate (RIE) that has confirmed there is very little capacity for the site to receive/recycle the waste arising from the BAEF project. GB to ask the project team to have discussions with the relevant companies regarding the waste that will be generated from the project and ask the technical team to assess the volumes of waste that will be produced. 	<p>GB</p> <p>GB/PC</p> <p>GB</p>
<p>GB advised there will need to be an absolute number which will be refined, based on the likelihood of waste materials going into the RIE; and based on none going into the RIE (the latter being the worst case scenario when all waste will be in the road network, in which case the traffic team will calculate the traffic movement). NMcB advised the waste team will need to have input, as it will be useful to know the amount of waste already coming into RIE.</p>	<p>GB/JC/CA</p>
<p>Agreed this issue will form part of the discussions at the next meeting, in respect of economic impact.</p>	<p>MS</p>
<p>ND added as there is a likelihood existing companies will not be able to take the volume of waste, BAEF will need to be aware of what capacity there is within the waste network. GB confirmed an assessment will be done on which waste facilities within 10 kilometres of the site are able to take it. Agreed BAEF would provide the results of the assessment to LCC to cross-reference to local intelligence.</p>	<p>GB</p>
<ul style="list-style-type: none"> • MS reminded BAEF they will need to look at how to engage with businesses effectively and covering not just the impact on the businesses, but how the businesses can work in partnership with BAEF. • GB confirmed BAEF has tried engaging with businesses, but it has been difficult, with only Freshtime responding. Agreed Clive Gibbon will assist as he has the correct contacts for the businesses. 	<p>CG</p>

<ul style="list-style-type: none"> • GB confirmed BAEF is working closely with the Port and fishermen in respect of the numbers of vessels. The outline design for the wharf area is almost complete and once available GB will review and circulate to this group. • MG suggested there had been some confusion regarding shipping traffic and shipping movement on the BAEF response to BBC's consultation response and confirmed that shipping vehicles relates to the vessels, not the shipping of materials by road. • GB confirmed the written response to this part of the consultation on the points raised so far is not the final one; a more detailed response will be produced at the conclusion of this series of meetings that will be developed into the E.S. • Agreed that GB would provide a copy of the draft DCS when it is available. • Noted that BAEF's lawyer is Richard Marsh of Pitmans. • GB confirmed the heritage meeting is taking place tomorrow, with the draft W.S.I. (Archaeology) sent yesterday. MG confirmed that Matt Bentley (Heritage Lincolnshire) will be contacting Denise Drury regarding this. 	<p>GB</p> <p>GB</p> <p>GB</p>
<p><u>Regulatory Services</u></p> <p>MG advised there will be an element of crossover from last week's discussions. He advised there are 3 main areas to consider, i.e.</p> <ul style="list-style-type: none"> a) Air Quality b) Noise Pollution c) Light Pollution <p>And the impacts associated with shipping and moving ships along the river for each.</p> <p><u>Air Quality (AQ)</u></p> <p>BAEF to consider all aspects during construction and mitigation and there is a concern that supporting Park & Ride will have an impact on AQ.</p> <p>GB confirmed their client has moved away from Park & Ride and will now have 2 contractors' car parks on site. 1 will utilise Nursery Road both in and out and the other will be accessed in from Marsh Lane and out from Nursery Road South (through Bittern Way). Traffic</p>	

<p>movement will have to be re-assessed/remodelled and the red line revised accordingly.</p> <p>The transport team will be working on standard calculations which identify how many people per vehicle, how many vehicles will be arriving on site, on a daily basis and reflects contractors shift patterns during the period of the project. The traffic assessment, noise and AQ impacts will be revisited, with the results fed back into the construction management plan.</p>	<p>GB</p>
<p>ND sought clarification the plan reflects the timing of the piling work will be tidal dependent. GB confirmed this will be worked into the construction methodology, he added that working practices will be in the construction environmental management plan which will be submitted with the application.</p>	<p>GB</p>
<p>A discussion followed regarding the construction phase assessment and what it would include in respect of AQ, during which ND advised the results of the assessments could have a bearing on what the Environment Agency (EA) permit on site and in particular, the EA has the ability to set stricter targets to reflect local impacts.</p>	<p>GB</p>
<p>ND expressed concern that the removal of Park & Ride will increase the AQ and so to help mitigate it would be helpful if contractors shift patterns did not clash with peak traffic times. He added the ATS roundabout is currently being monitored as a potential AQ management area that is close to the site and so the consequences of traffic congestion in this area will need to be considered. MS added that health deprivation in nearby residential areas will also need to be considered, as AQ is key to health.</p>	
<p>GB confirmed the operation of plant is within acceptable limits, but thresholds for both will potentially need to be revisited due to changes in legislation. He added that deposition in the Wash was initially about the screening threshold and so this will be done as part of the wider core assessment.</p>	<p>GB</p>
<p>A discussion took place regarding the feasibility of a haul road, which both authorities were supportive of. GB confirmed this would be looked at, however a new road would result in other issues for the client. MS confirmed the authorities would be happy to look at the intended consequences, but traffic, AQ and NP are all linked and do impact on residents. Given the project has a 4 year construction period, which now suggests 300 contract workers (subject to car share, etc.) will be accessing the ATS roundabout which as per previous discussions is clearly subject to monitoring for a 3rd AQ management area, both authorities need to be confident that the option of a haul road was seriously considered and understand the reasons it was discounted. If any restrictions cause an ongoing</p>	<p>GB</p>

<p>financial impact, a financial comparison of restrictions versus the cost of a new road should be considered.</p>	
<p>Agreed that ND would catch up with Charlotte Goodman regarding AQ and that ND should also attend the 4th meeting planned for this group.</p>	<p>ND</p>
<p><u>Noise Pollution (NP)</u></p>	
<p>ND expressed concern about the low level of detail in respect of construction noise. GB advised a full set of data regarding this is now available and so further detail can be added. Further work is also required on the assessment in respect of the concrete patching plant and it has been confirmed that the vessels bringing clay in can be used to take aggregate out.</p>	<p>GB</p>
<p>During discussions it was noted that:-</p>	
<ul style="list-style-type: none"> • BAEF is still waiting for data to reflect the changes to traffic movement (shipping and road). • A meeting took place with ND in 2018 to discuss criteria that was put in place and the team hopes to get close to meeting the criteria. • A noise and vibration monitoring system will be developed as part of the code of construction practice and there will be a commitment to monitoring this. • ND expressed concern that the commitments seem loose and need to be more specific, with the assessment reflecting exactly what will be done -GB confirmed there is a general approach to minimising noise during construction, but a more refined code of construction will pick this up. • GB confirmed a meeting has taken place with the Barrier Team, with a view to learning from their good practices and clearly strong communications with all potentially affected parties is key. He added that BAEF plans to have a visitor's centre as part of the site and is looking at what interactive activities are possible during the construction period. • There is currently a project website, which is hoped will progress to allow key information to be published on. • MS advised Elected Members are keen to see a visitor's centre, but asked that consideration be given to utilising one of the empty shops in the Market Place for this purpose, to minimise visitor traffic to the site area and be more accessible to everyone. • Work on 200 new residential properties has started nearby and this needs to be reflected. Work on the Quadrant has also commenced. • The softer side of noise must also be considered. In particular, the country park is across from the site and there will be some 	<p>GB</p> <p>GB</p> <p>GB</p> <p>GB</p>

<p>noise implications on the tranquillity of this area that may reduce the number of visitors. Agreed that landscape and the visual impacts requires further discussion.</p> <ul style="list-style-type: none"> • There will be three berths on the wharf, two will receive RDF bales and may operate overnight, but the one receiving aggregate will not. • Cold ironing will be in situ on the wharf which is ship to shore power, but this should not create a noise, • NB requested that vibration noises be factored in and added that there is not enough information to comment further at this stage. In particular, there is no reference to low frequency impacts. • GB advised the operational noise is well balanced and key is looking at opportunities to reduce noise for the air condenser, ND stressed this is essential. 	<p>GB</p> <p>GB</p>
<p><u>Light Pollution (LP)</u></p> <p>GB confirmed that BAEF has been guided by PINS in terms of the EIA for LP. There will not be a standalone chapter on lighting but the impacts of lighting will be discussed as an item on each topic chapter. Any implications will be identified before application stage.</p> <p>He confirmed the wharf lighting will be passive and will not be lit up when there is no activity in that area. However, the site will be open 24 hours day/365 days year and so from a health and safety perspective will need to be safely lit.</p> <p>Feedback has been received from the Port and the fishermen as to the potential impacts on their operations, both identified navigational lighting and lighting of the wharf as issues. This will be managed and lighting will be where and when it needs to be, will be passive, directional and low height.</p> <p>MG suggested BAEF's approach to lighting should be discussed at the 4th meeting and sought agreement to an extension to the scoping for this.</p> <p>Further points regarding lighting and impact on the landscape and heritage aspects are noted:-</p> <ul style="list-style-type: none"> • CAA wants red beacons on the stack, which is 70m in height. Comparisons were made with Boston Stump which is between 80m and 90m and it was felt that when the stack is lit up it will have similar impact on the landscape to the Stump. • Bats and fish are potential issues; the lighting will need to be as such that it does not attract fish into the berths. 	<p>MG</p> <p>GB</p>

<ul style="list-style-type: none"> • A lighting assessment is not yet available. GB confirmed that elevations will be circulated for discussion and it was agreed this would be discussed at the fourth meeting. • GB confirmed the heritage and cultural impacts will be discussed at tomorrow’s heritage meeting. • A theoretical visibility assessment has been based on the tallest building (44 metres) and it shows that the site is most visible from Kirton, Frampton and Fishtoft but this does not reflect the 70metre height of the stack. • It is expected that the EA will issue a single permit for the whole site, which will take into account the air control residues. • A meeting has taken place with the RSPB as the site will be in their line of sight, but from an LVIA assessment perspective, they have specific criteria to use, but they are not necessarily concerned about the stack. MG stressed it is about the impact on the view from the RSPB and it the impact it might have on tourism and recreation if visitor numbers reduce and the wider economic impact. • GB agreed that consideration would be given to the possibility of adding something to the structures to attract wildlife (such as a nesting site) as BAEF is keen to “put things back” and is already working with the RSPB and Lincolnshire Wildlife • It will be important that the site is screened sensitively and in keeping with the area, but noted an “industrial” area. • With regard to increased shipping movements, GB confirmed that numbers of vessels, navigational risks and navigational safety are the three key issues to discuss with the Port, fishermen and leisure users. • The impact of moving vessels passing through the wash will form part of the marine impact assessment and will reflect the impact on habitat and the sediment process. • The navigational safety impact is about how the vessels turn. The Port wants to control this as this will take place in the Port or in the turning circle and will increase its licence for dredging to accommodate the turning circle; and as part of the barrier work there is already provision for maintaining the turning circle and improving the knuckle. • ND advised there will be noise implications associated with vessels using the turning circle as it is close to residential areas. Agreed that GB and BC would consider this issue, which will result in a short intense burst of noise, which will be at differing times because of the tide changes and create more impact on local residents because of uncertainty as to when noise will occur. ND suggested it may be better to use the option for turning in the Port at inappropriate times. Agreed GB to discuss further with the Port and update at a future meeting of this group. 	<p>GB</p> <p>GB</p> <p>GB/BC</p> <p>GB</p>
<p><u>Other Issues</u></p>	

<p>NMcB advised at the scoping stage last year, the issue of capturing major accidents and issues relating to fire was raised. Specifically, BAEF needs to be mindful of the impact on the local community if an accident resulted in a road closure and/or the impact of a significant fire. GB confirmed this will form part of the environmental impact assessment and will be a condition of the EA's site permit. The application will also include an accident and risk management sector. NMcB advised this will be a planning consideration, even though there will be some overlap with EA's requirements.</p> <p>A discussion took place regarding the fire risks associated with storing materials on site. GB confirmed there is already a skeleton fire prevention plan and this will be used to look at fire management and monitoring on site. Lincs Fire & Rescue and the HSE do not have any major concerns; however, a technical report will then be produced to cover off any emerging issues.</p> <p>There is a significant water main running through the site and the potential for grey water harvest and so there is an initial design concept for that.</p> <p>GB advised discussions are taking place with a major RDF supplier on how they manage odour and vermin. He added that bales will be on site for no more than 4 days and as RDF have bales on site much longer, problems are not anticipated.</p> <p>NH advised that, from a heritage perspective, the site will need to be properly tested as this is a site of archaeological interest for a significant period and so the chances of not disturbing anything or not finding something are remote. GB confirmed BAEF is working with the Heritage team to agreed terms for testing, which will be proportionate based on the evidence based desk assessment.</p> <p>Discussions have taken place with Boston College about hosting an information day for children on the project. Agreed that MS would speak to Jo Maher at the College regarding this. GB added that BAEF is also speaking to the College regarding bespoke apprenticeships for the scheme. Agreed that MS would also discuss this Jo Maher.</p>	<p>GB</p> <p>GB</p> <p>MS</p> <p>MS</p>
<p><u>Summary:</u></p> <ol style="list-style-type: none"> 1. The next meeting would be on economic development and would include:- <ul style="list-style-type: none"> - Information around capability and capacity of on-site businesses to deal with waste products arising from the project. - Wider engagement with businesses 	

<ul style="list-style-type: none">- How can BBC/LCC work with BAEF on behalf of “Team Lincolnshire” to reflect this is a place of investment and how to generate interest in businesses coming to and investing in Boston.- Local Community Fund- Progressing an apprenticeship scheme. <p>2. 4th & 5th meetings will be arranged. The 4th will revisit Traffic, Highways, Air Quality and Lighting. The 5th will revisit Noise.</p> <p>3. Thereafter there will be monthly meetings for the next 6 months and will inform the agenda for the next meeting as we progress.</p>	
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**NOTES OF BAEF MEETING
THURSDAY 9TH OCTOBER 2019 AT 9 30 AM
COMMITTEE ROOM, BOSTON BOROUGH COUNCIL**

Present:

M Sacks, Boston Borough Council (MS)
 Mike Gildersleeves, Boston Borough Council (MG)
 Nick Davis, Boston Borough Council (ND)
 Neil McBride, Lincolnshire County Council (NMcB)
 Jill McCarthy, Lincolnshire County Council (JM)
 Emily Anderson, Lincolnshire County Council (EA)
 Gary Bower, Royal HaskoningDHV (GB)
 Ross Lillico, Royal HaskoningDHV (RL)
 Bethan Griffith Athene Communications (BG)
 Pauline Chapman, Boston Borough Council (PC)

Apologies received from Nicole Hilton & Warren Peppard, Lincolnshire County Council and Peter Udy, Boston Borough Council.

		ACTION
<u>Introductions</u>		
MS opened the meeting by welcoming everyone and round the table introductions took place.		
<u>Notes of the last meeting, matters arising</u>		
i) It was agreed that a number of the points designated as actions, are ongoing topics, rather than specific actions.		
ii) Correction to the minutes "Agreed that GB would provide a copy of the draft DCO when it is available" (not DCS as noted).	PC	
iii) Correction to the minutes on Light Pollution. - Para to read "MG suggested BAEF's approach to lighting should be discussed at the 4 th meeting and sought agreement to provide supplementary information to the scoping for this".	PC	
iv) Correction to the minutes " NATS wants red beacons on the stack (Not CAA as noted).	PC	
v) The heritage meeting was good and a way forward was agreed. The notes will be circulated to all attendees and thereafter to this group. Any impacts will be discussed at the 5 th meeting.	GB	
vi) Internal discussions regarding risk and accident management have commenced and information from a similar scheme (Riverside & Thames) will be used as a model.	GB	

<p>Outstanding actions are recorded at the end of these notes</p> <p>Thereafter the notes were agreed as a true record.</p>		
<p><u>Economic Development</u> Information around capability & capacity of on-site businesses to deal with waste products arising from the project.</p> <p>i) Wider engagement with businesses ii) How can BBC/LCC work with BAEF on “Team Lincolnshire” to reflect this is a place of investment and how to generate interest in businesses coming to and investing in Boston</p> <p>MS advised that the governance for this project has been separated, she will be leading on economic development and MG will lead on regulatory matters.</p> <p>MS & JM have already spoken about the potential of this project in terms of existing businesses in the Borough expanding to take the products locally, or new businesses sitting closely to BAEF to take the products, thus minimising traffic movement.</p> <p>The Local Plan identified 800 new jobs, this project once completed, will bring 100 and so need to look at what opportunities there will be for associated new jobs. A cohesive strategy on how and what will make the investment attractive will be key.</p> <p>JM appraised the group of how Team Lincolnshire came into being and it’s relationship with the LEP. In particular the following key points were noted:-</p> <ul style="list-style-type: none"> • All District Authorities have signed up to Team Lincolnshire. • There has been a build-up of investment, predominantly from the construction industry, but now includes support businesses such as finance and HR. • Within a 2 year period, there are now almost 100 members and includes agri-food, foreign businesses, etc and all recognise the benefits of Team Lincolnshire and in turn all are asked to spread the investment message throughout the country. <p>CG stressed the importance of looking at the operational delivery and creating economic development resilience by</p>		

working closely with BAEF. If the plan is to create sectors around the bi-products then all delivery aspects will be required.

GB confirmed his role is to deliver the DCO and in that role there are limits to what can be delivered. His focus is on the information that is required to support the DCO submission and Economic Development is much wider than that. GB will therefore take all ideas back to his client to make them aware of how the scheme can interact with Boston. If the DCO has supporting information that purposely commits to this requirement then it will be more favourable. It is important that common ground in respect of the client, economic development and Team Lincolnshire is achieved.

MS acknowledged GB's role and remit, but felt it would be beneficial for the client to work with Team Lincolnshire as the scheme is a tangible scheme that could be raised at MIPIN.

RL advised it is helpful to demonstrate that the LEP is geared up to deliver the strategic direction. It's about understanding what the opportunities may flow from the scheme for businesses, including an apprenticeship scheme to be able to provide a skilled workforce.

MG suggested the scheme may be the catalyst for the change of employment land to an energy quarter. RL added that being able to point potential investors to a specific cluster of activities is powerful. MS confirmed both LEP priorities and the Council's aspirations also include zoning.

MG confirmed there was a generous amount of employment land within the Local Plan, which has been pared back. A number of time critical local businesses are already looking at what land opportunities there are to the South of the Borough, which would result in improved travel times, traffic flows, etc and so the current employment land allocation may need to be moved to reflect this. RL confirmed that a number of local authorities are moving away from traditional employment land areas to reflect demand and need.

During discussion, it was agreed that it would be useful to do a piece work on the sustainability of the scheme and in particular if any businesses wanting to use the bi-products can be relocated into the area, equally businesses currently located within the "energy zone" may

wish to move out. This will include looking at growth, how to integrate different sectors to maximise use of the bi-products. It was noted that Mick George's operations on the Riverside Industrial Estate are small, but as a national company there may be potential for them to expand if the land is available to do so.

GB confirmed the client team has been tasked with speaking to businesses to find out what they are willing to take and if that would displace some other activities. This information will be fed into the highways impact assessment. The heating facility is configured to use the heat it produces, but may be amended to allow additional heat to be exported and the power output is fixed going into the Western Power grid.

The aggregate product will total about 1/4million tonnes, it is very versatile and can be used in a number of ways, but local usage will have a positive impact on the network, as the current plan is it will be moved by ship. The model will be based on the worse case scenario, in terms of shipping, but can be amended to reflect local use.

GB will provide details of exact quantities of CO₂, which is likely to be 12 tankers daily, but similarly, if this can be used locally it will also have a positive effect. The CO₂ can be refined so that it can be put into food and so local food producers may be a potential market.

MS & JM have discussed hosting an event with the client to talk about residual and bi-products to promote to the local market and beyond. GB confirmed that if products are used locally it may influence how it is transported.

JM outlined the role that Team Lincolnshire can play in respect of the scheme, i.e.

- Hosting events, promoting via social media
- Working with bespoke groups of interest
- Softer landing package, outlining the benefits
- Links with agritech – particularly the South Holland food enterprise zone.
- Raising the profile at MIPIN
- Communications around all of this, building up the proposition.
- Links with foreign investors

During discussions, MS suggested it would be helpful to host an event, especially given the local business interest

and therefore consideration should be given to how such an event could be facilitated. GB agreed that whilst from his perspective, a legislative path must be followed, it is possible at the same time move away from this and talk to people.

It was agreed that:-

- A collective group of CO2 end users are meeting within one month to receive information and a presentation.
- A wider sales pitch on what the scheme can deliver will be made to all businesses.
- CG will help engage with the client team and contact local businesses.
- CG/JM/MG to come up with a strategy to identify 10 – 12 key people to hopefully get a flavour of their requirement and interest.
- The strategy to be available for meeting 4.
- GB to produce data for an event, using theoretical assumptions.
- If the land allocation is not sufficient to be able to exploit the potential for new businesses to come in to use the waste materials, then BBC will work with LCC through the South East Local Plan on the employment land aspect.
- A separate meeting with LCC/BBC and the client team to be arranged within 2 months regarding possible promotion of the scheme as a potential inward investment opportunity.

It was confirmed there is interest in outside investment from the UK and through MIPIN these contacts are already established.

iii) Local Community Fund (LCF)

GB confirmed his client is aware of the expectation to provide an LCF, but he is not aware of the size, criteria, etc and so he will discuss with his client what this might be.

MS asked that consideration be given as to how community groups will be allowed to bid for the LCF. As an example the Tritton Knoll project has allowed villages that are outside of the parish to bid, as it is recognised the project will impact upon them. She added the LCF

provides an opportunity to work with parish councils that will be directly affected by the scheme, in particular Fishtoft, Wyberton and Frampton. The Environment Agency, is involved with a coastal art project and the RSPB, are also organisations that will be affected. ND enquired if the LCF might include provision to support local community transport as there are issues with public transport from the villages. Such an initiative would also support Air Quality Management.

- iv) Progressing an apprenticeship scheme
- v) Tourism

MG advised that consideration needs to be given to the softer impacts of the scheme and how that translates to tourism, which is significant in terms of the local economy, specifically the impacts on the river, heritage, St Botolphs Church and the RSPB. In addition, there has been no consideration of the Country Park on the opposite side of the river which is managed by the Boston Woods Trust, who are working with the Environment Agency encouraging people to use the river walk way.

GB advised he is keen to establish names to discuss this, however, the immediate surrounding area is allocated to the industrial estate and so from a tourism perspective there will be no immediate impact. He added that the views from other sites will be picked up on, along with the use of the river and this information will be cross referenced to the social economic development chapter.

A desk top analysis on how the scheme may link to tourism perspective has been done, but BAEF has not engaged with relevant officers. Agreed that RL would facilitate a discussion with Phil Perry, Luke Skeritt and MG. MG advised this is more about pulling together the outcome from other chapters, in terms of landscape, heritage, RSPB, etc. As an example, the stack will compete with the Stump and so the potential impacts will need to be considered.

A discussion followed regarding the possibility of a visitor centre on site once the scheme was completed, similar to that at the North Hykeham Energy from Waste Facility, which is very successful and helps to engage the community.

<u>Any Other Business</u>		
<u>Agree Meeting Dates</u>		
OUTSTANDING ACTIONS		
NMcB to contact John Coates (JC) reminding him to provide information relating to Market Deeping.	NMcB	Asap
Transport assessment to be available for Meeting No. 4 once confirmed.	GB	TBC
GB to provide ND with Charlotte Goodman's contact details.	GB	Asap
GB to work with Athene on utilising an empty shop in the Market Place for a Visitors Centre	GB	Ongoing
Ben Cartwright to ensure that vibration noises be factored in to the noise assessment and identify the noise arising from vessels turning.	BC	
Visual Landscape to be added to Meeting 5	PC	
In the context of the lighting scoping, the report has been agreed with PINS, but additional work is being done which will link with landscape visual and softer amenity meeting.		
MS to update GB on her discussions with Jo Maher from Boston College regarding hosting an information day for children; and a bespoke apprenticeship scheme.		

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

No.	Details	Action
1	Project Update	

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 450m³ 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 m³ 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.

No.	Details	Action
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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 CO₂ capture unit, so two in total. The capacity for further CO₂ units in the future.

No.	Details	Action
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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&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>Project team to inform BBC and LCC of the beginning of consultation</p> <p>Project team to provide Boston BC and Lincolnshire CC with a briefing note</p>
3	Timescales	
	<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	AOB	
	<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. 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>PC to circulate previous action points</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.

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

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

In attendance:

Officers –
Assistant Director - Regulatory, Assistant Director - Planning and Senior Democratic Services Officer

59 APOLOGIES

Apologies for absence were tabled for Councillor Peter Bedford. It is noted Councillor Bedford attended this meeting for the initial presentation of the item but left thereafter taking no part in any deliberation. Councillor Stephen Woodliffe was in attendance for Councillor Bedford.

60 MINUTES

With the agreement of the committee the Chairman signed the minutes of the previous meeting held on the 14 July 2020.

61 DECLARATION OF INTERESTS

No declarations of interest were tabled for the meeting.

62 PUBLIC QUESTIONS

No public questions.

**63 BOSTON ALTERNATIVE ENERGY FACILITY (BAEF) PHASE 4
CONSULTATION SUBMISSION**

The Council had provided feedback on previous phases of public consultation, which had been warmly welcomed by the agents acting on behalf of the applicant. Many of the amendments to the revised scheme before Members today had been incorporated into the development proposals as a direct result of feedback provided by this Council. Significant changes included 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.

Phase 4 consultation enabled 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.

Madam Chairman invited Gary Bower, Development Consent Order Project Manager for the applicant's agent, to address the Committee.

Mr Bower gave a PowerPoint presentation setting out the details of the BAEF proposal as they stood for Phase 4 consultation, and highlighted the differences between the Phase 3 proposal and the Phase 4 proposal.

The facility remained an Energy from Waste (EfW) facility, although the technology used to convert waste to energy had switched from gasification to traditional EfW thermal technology. The changes were anticipated to have only minor and net positive effects, resulting in an overall reduction in potential negative impacts from the development.

[A copy of the PowerPoint presentation to be e-mailed to Members upon request.]

The Portfolio Holder for Environmental Services expressed concern regarding emissions from the site, in particular, the release of CO₂ into the atmosphere, and the importance of using the facility for Lincolnshire's waste, particularly Boston's, rather than transport it anywhere else by road.

In response to these issues and other questions raised by the Portfolio Holder, Mr Bower explained the following.

The site would have three lines of thermal plant and there would be additional plant on site capable of capturing CO₂ from the exhaust gas connected to two of the three lines. Each CO₂ plant would capture 12% of the CO₂ emitted by the line it was connected to; however, there would be no CO₂ capture from the third line, which would release 100% into the atmosphere.

At the current time of submitting the Development Consent Order (DCO) application, it would not be possible to connect a CO₂ plant to all three lines. This was because the amount of CO₂ that would be produced by the facility was dictated by market demand and it would not be appropriate to create more CO₂ than there was a defined market for it. The facility would still be compliant with emission limits without capturing any CO₂; therefore, capturing any amount of CO₂ was beneficial.

The household waste currently bulked at Boston's Slippery Gowt transfer station was taken to the North Hykeham Energy from Waste facility. The Applicant and the County Council (as Waste Disposal Authority) had both expressed an interest in taking the Boston waste into the BAEF site, although this could not be guaranteed because it was subject to current procurement rules. Dialogue would continue with the County Council on the matter.

The Port of Boston did not dredge at the point of the proposed berthing pocket for the BAEF. The Applicant proposed to dredge and excavate the land in front of the flood defence line to create the berthing pocket for the wharf. The wharf would form the new flood defence line at a height agreed with the Environment Agency in line with Boston's Flood Defence Strategy. The Applicant would then have to keep this clear and the sediment would be used as the binding agent in the facility's aggregation process.

Committee Members raised similar concerns to the Portfolio Holder. However, there were some positive comments regarding the effect of planned shrub planting on CO₂ emissions and creation of the berthing pocket on water flow making the level more stable between the Haven and the Witham leaving less mud visible.

In answer to further questions, Mr Bower explained there was more evidence available regarding the environmental impact of energy from waste schemes than from gasification schemes and it was not possible to make a direct comparison of emissions. Each facility was unique because there were variants in waste streams. The actual level of emissions would not be known until the facility was operating, which was the reason requirements were in place that would have to be met. These requirements were European Union Commission-level standards.

The estimate of actual CO₂ emissions was all part of the Environmental Impact Assessment, which included impact assessments of the level of CO₂ and air quality. The applicant and agent recognised the significant importance of Boston as an agricultural area and the need to meet requirements with respect to emissions.

Two assessments overlapped in terms of identifying the approach for visual screening, one identifying biodiversity and another the use of landscaping; this was all part of the assessment work. The sediment process, water flow and water quality were all important parts of the assessment work.

A Member then voiced particular objection to the proposals in terms of the location, deeming its proximity to residents inappropriate, and concern regarding the chimneys' plume dispersal. The chimneys would be high, at 70m, and it was considered that the prevailing wind would spread gas emissions quite widely, affecting two wards, reducing house prices and tourism. Furthermore, the site would emit not only CO₂ but also other, more toxic, chemicals.

Mr Bower responded by pointing out that the location was an industrial estate identified in the local plan for energy from waste development for facilities of this type. The air quality assessment would cover the plume dynamics. The recommended modelling approach, the national ADMS dispersal modelling (a planning standard) would be used. It would model the three stacks omitting exhaust at certain velocities and how they interacted with each other under the standard and worst-case perspective. They used five years set of wind data and took into account the height, shape of roofs etc. Contaminants would be emitted, as they were from all combustion engines, including vehicles, and would have to comply with standards in the same way. For example, dioxins were measured by extremely stringent standards set by scientists to EU Commission-level in respect of the impact on human health and the environment. It was not possible to have zero emissions. The facility would be designed so that it would not cause an unacceptable risk; it would be within acceptable limits.

Still concerned, the Member remarked that the emissions would not be known until the facility was operating and it would be burning feedstock without knowing what was in it. Mr Bower explained that was exactly why they would be continuously monitoring exhaust gases to ensure it was demonstrating that it was working at the best operational limits.

Another Member agreed that the location was too close to schools, amenities, and villages, particularly as the proposed site was significant in size with a high chimney and they did not know what emissions it would produce or its effect on the town. Globally, there had been explosions at such facilities in the past. Although supporting the project in principle and the jobs it would create, the Member had reservations, including concern about waste being stored for 4-5 days and the odour it could cause.

Mr Bower advised Members that there was potential to create over 120 jobs plus 300 during construction. They would attract engineering skill sets and they were looking to engage with Boston College in relation to apprenticeships.

They had increased the capture of CO₂ for no other reason than that there was space for doing so on the site and there was a market for it. The health and environmental impact assessments were ongoing and it was hoped that the outcomes would be known by the end of September. The findings would be shared with Members before the application was submitted.

With respect to safety, allowing the developer and regulators to implement technology and requirements that were more stringent would mean there would be much tighter control on the build and operation and so reduce the chances of such things happening.

With respect to odour, negative pressure in the shredding building and bunker meant that air would flow into these buildings when a door was opened and, furthermore, the odorous air would be diverted to the thermal treatment plant to be destroyed in the EfW. For the bales stored outside, they would be tightly wrapped in plastic and only stored for a minimum period and would be monitored. They would go from the ship to the sealed bunker system and storage would be minimised. To comply with the environmental permit the operator of the facility would have to demonstrate there would be no odour outside the site boundary.

A non-Committee Member pointed out that Lincolnshire's waste did stay within Lincolnshire and considered the location of the site satisfactory, as it had been identified in policy and within the local plan. In addition, the prevailing wind was actually in a direction away from the town. The Member reported that Marsh Lane residents were satisfied there would be fewer vehicle movements and added that the response of the RSPB was disappointing, as it was unduly negative.

The Member asked how the system would compare with gasification scheme emissions, how it would compare with the unit at North Hykeham, and if the PEIR document had been updated or whether it was considered acceptable as it was.

Mr Bower confirmed that there was one proposed CO₂ unit with gasification. The volume of exhaust emissions without capture on either was approximately similar because there was similar power output. The comparison was the capture of 12% from 2 out of 3 lines compared to 12% with one on the previous gasification proposal. Mr Bower did not know the facility at North Hykeham in terms of its elements of abatement and capture, but assumed the composition of the exhaust gases would be similar and that the Boston site would capture more CO₂ because North Hykeham did not capture CO₂.

Mr Bower reiterated that the prevailing wind had been taken into account and modelled for accordingly in the air quality assessment. The PEIR had been submitted and formal consultation had been carried out. It had been updated and every aspect would appear within the environmental statement with the application. Again, all the information on all these topics that the assessment would cover would be shared with Members.

There had been two strands of negotiation with wider stakeholders and they had been working with the RSPB site manager at Frampton Marsh and the RSPB at policy level. There had been a change of policy contact and the letter copied to Members had been sent after a meeting with all parties. The writer had missed the first part of the meeting when compilation of bird data was reported. They had contacted all parties regarding the birds and marine life and had subsequently informed the applicant who was dedicated to provide adequate habitat compensation where there was unavoidable significant impact. They had not started consultation with the Wash local group, as it was not a statutory consultee, but they could still do so, and they were more than willing to attend meetings with colleagues and professionals working with the scheme.

A Committee Member voiced support for the scheme, having visited other such systems and finding them impressive. They had to be mindful of emissions for the sake of residents and the food producing nature of the area, but this would probably be no worse than sprays used in farming. It was understood that if the site's emissions went anywhere near the limit the plant would shut down and the scientists had to be trusted with respect to what they considered safe levels. It had to be borne in mind what the environmental impact would be if the facility was not built, particularly as landfill was harmful. They needed to be open to industry, with safeguards in place, and demonstrate that Boston was open and receptive to business, new industry and initiatives. A large private investor with a scheme that would provide a number of jobs could not be dismissed. The changes were welcomed with respect to vehicle movements, and the work put in by the applicant and the agent were commendable. It was reassuring that the agent and the applicant were organisations worth dealing with and it was hoped the Council would support the proposals.

The Portfolio Holder for Economic Development commented that it had been a long process to get to this stage and he looked forward to the application's approval. Boston was definitely open for business. It had started as a port and had deteriorated; this would bring in more boats and increase jobs. There were no negatives; waste had to go somewhere. It would kick-start business positivity, attract more and improve the national profile of the town.

Madam Chairman was supportive the scheme and its location having received confirmation that notification would be sent to residents regarding piling and that the facility would be used for UK waste only for the lifespan of the facility. The site would reach its end of life after 25 years at which point the company was responsible for reinstating the site. It was especially timely, as the site at North Hykeham would soon reach capacity. All Committee Members would have sight of the results of the assessments.

Mr Bower added that he had held discussions with Boston Barrier's company liaison officer regarding notification of local residents with respect to piling and were intending to learn from their good experience. In terms of the use of the site for UK waste only, they had insisted on this at an early stage and it would be written into the Development

Consent Order, which was legislation. In terms of decommissioning, they were obliged to put this in place. It was usually a 25 five-year lifespan, or earlier if the technical environmental assessment changed and the facility could no longer demonstrate it met requirements. The site would be left in the condition it was found. The wharf would remain because it would be part of the new flood defence scheme.

The recommendation was then read out and it was clearly carried, with one Member voting against.

RESOLVED: To delegate authority to the Assistant Director Regulation, in consultation with the Leader of the Council and the Portfolio Holder for Economic Development, Planning and Environment to finalise the Council's submission in response to the Phase 4 consultation.

The Meeting Closed at 7.50 pm



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

18 November 2020

1. Welcome & Apologies

Present

Christian Allen, Head of Environmental Operations – Boston Borough Council (Chair)
Mike Gildersleeves, Assistant Director for Planning – 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
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
Pauline Chapman, Executive Assistant - Boston Borough Council
Clive Gibbon – Economic Development Manager – Boston Borough Council
Mark Gilbert – Boston Borough Council
Ryan Eldon – Transport – Royal HaskoningDHV (GB)
Charlotte Goodman – Air Quality – Royal HaskoningDHV
Dean Curtis – Noise – Royal Haskoning DHV (left meeting early replaced by SC)
Paul Salmon – EIA Project Manager – Royal HaskoningDHV
John Coates, Head of Waste - Lincolnshire County Council
Anne-Marie Read – Environmental - Boston Borough Council
Sebastian Chesney – Noise – Royal HaskoningDHV

Apologies

Nicole Hilton, Assistant Director for Communities – Lincolnshire County Council
Warren Peppard – Lincolnshire County Council
Abbie Garry, EIA Coordinator - Royal HaskoningDHV
Michelle Sacks, Director of Group and Deputy Chief Executive – Boston Borough Council

2. Notes of the last meeting dated 31 July 2020 / matters arising

NB did not realise the chapters were embedded into the meeting so has not had a chance to review the documents supplied earlier. JS also said the same.

Top of page 6 – should be attributed to Neil McBride not Nick Davis – **Action: KL to amend**

3. Outstanding actions

GB to resend high level design of the wharf – **Action: GB to send high level design of the wharf to attendees**

4. Chapters for review

This meeting is to get some initial feedback and is not the opportunity to input into the content of the chapters. This will inform future meetings post submission stage.

GB – we have committed to submit to PINS on 27 November 2020. We are submitting electronically and are in the final stages of pulling everything together for the DCO. There are six main categories of documents:

1. Application form, covering letter and S55 checklist
2. Draft DCO itself and explanatory memorandum
3. Land and CPO information – incl. book of reference
4. Suite of plans – site location, landowner plan, phase of works, access and rights of way, landscaping and biodiversity, marine plan, heritage assets plan and indicative generating station plan, services connection plan
5. Reporting statements – consultation report is the most important of these. Also includes; planning statement, design and access statement, other consents and licences, habitats regulations signposting statement, nuisance statement, combined power statement, grid connection statement, fuel availability and waste hierarchy statement.
6. Environmental statement including key topic areas the public has raised. There are 24 chapters in total.

Once we've submitted PINS will start to assess this. They will determine if it is a duly made application. We expect a response by mid-January. They will then start the determination process. This can take between 2-4 months. This will then set the diary for the examination phase. Examination will last 6 months, so we expect this to start middle of next year finishing towards the end of the year. This then goes to the Secretary of State, so looking mid-2022 for an outcome.

MG – we had an initial conversation about a PPA, we now need to advance this and continue the dialogue. NB is also keen to get this sorted out. **Action - PS to take take this forward.**

- Air quality

CG - The assessments have changed since the PIER. The design has changed. From an air quality assessment, vessels are now used during the construction phase. We also included odour. For the operational phase we incorporated the design changes. We also increased the stack height to 80m as this is beneficial to the impacts in relation to the nearest receptors. Responding to comments made during the consultation – we've extended the markers and concluded a minor adverse impact but this is not classed as significant. There is a commitment during construction to use Euro6 HGVs. From a dust emission perspective, we are using best practice. In operation the facility will be permitted, and we'll have to work within the permit limits.

ND – we spoke about moving the concrete batching plant to another location on the site due to a company who would be impacted. GB – this has now moved into the centre of the site. GB showed on a plan where it has moved to.

CA - the stack height has been increased to 80m. Was this to improve air quality dispersion. CG – it applies to all stacks and will reduce impacts. Raising the stack height by 10m was more appropriate. CA – is this normal practice. Is it just pushing the emissions higher, not reducing them? CG – Yes. GB – we would like them higher but don't want to go higher than the Stump. CA – do you have to demonstrate in your application that you've used the best available techniques to reduce the output of emissions? Was raising the stack the last option? CG – yes, there will be a lot of flue gas treatment that occurs before it comes out the stack. We've also done a stack height calculation. Increasing the height does help but it is also considered as an overall planning balance.

MG – we definitely don't want to be going higher and there will be some nervousness about this. We'll cross this bridge when we get to it. We've considered the human receptors but what about the Agri food companies in the area? You may want to tweak this chapter to say they've been considered. CG – hasn't received any comments on this lately. GB – we've been to see one company and we've tried to engage with them all. The one we did engage with their concern was that the facility would blow up and them not being able to work. This is something we can discuss post submission.

ND – we have a lot of experience with Boston Barrier being built. Will there be regular road sweeping? What about dealing with low level complaints such as dirty cars etc.

GB – the application considers how it will handle things like this, however, it will evolve post-submission stage. This is a condition that we must meet - code of construction package. A fundamental part of this is a complaints procedure.

PS – this document will be done in the post application period and agreed with key stakeholders.

CA – with your experience of doing this chapter what are likely to be the most contentious comments. CG – stack emissions but these are heavily regulated. The facility wouldn't be able to operate if these were not acceptable. Also, road traffic. This has been reduced significantly.

These are both related to construction, so hopefully nothing too contentious.

GB – this was one of the most popular topics for discussion with the general public.

- Noise quality

Dean has had to leave so Sebastian has stepped in.

SC – construction, operation and road traffic noise assessment have been undertaken. With construction we have had to implement certain mitigation measures to reduce the impact. The traffic noise assessment deemed nothing significant.

ND – surprised when looking at the background noise, can't quite understand why the levels during night-time readings are higher than those in the daytime. I've never seen this before.

What is the reason behind this? SB – it depends on when the tide is coming in and out. There

may have been greater activity on the river. GB – there has been two noise surveys. Both recorded higher noise levels at night. ND – there is a variation in night and day predicted levels.

SC - the weighting of the night is higher. The day is 16 hours, but the night is only 8 hours. There is more activity at night-time. ND - Daytime backgrounds has been taken as 36 but when you look at the L9s taking 36 for over 50% of the time it is actually lower than that. It's around 30-31.

This suggests that more has to be done in terms of noise. SC – we've tried to look at the spread of background noise levels. GB – there is requirement in the DCO about operational noise limits. This has the potential to evolve following your feedback.

CA – Is mitigation that you've put in place is this standard construction practice? SC – for the construction it was piling noise at night that was the main issue so we've added a piling shroud that would enclose it. This is fairly standard. GB – the likelihood of piling at night is fairly low. Concrete pouring is the only thing that is likely to happen at night. The ES is done on a worst-case basis.

CA – what about operations noise? SC – one of the main things is the noise break out from machinery within the buildings. We've made the panelling more robust. Design around the air condenser. GB – we've assumed this is working 100% of the time all the time. In normal operation not all fans will be in operation all the time.

ND – in terms of construction have you put in the application your construction workings hours?

GB – yes.

- Transport quality

RE – Project design changes – we were assessing 1,083 vehicle movements, this has reduced as we're now using vessels as much as possible rather than road. 1,273 this has dropped to 273 movements with the average 163 flows in PEIR to 70 in the ES. The employee movements in

PEIR was a minibus pickup from town centre. Now they can travel directly to site, parking at onsite car parks and then a small minibus journey to the actual facility. There have been a number of junction models undertaken and a full cumulative impact assessment. Impacts have substantially reduced since PEIR to ES. We are showing negligible or minor for all assessment criteria.

ND – mitigations for roundabout on A16, was part of this to route some traffic from the south?
RE – this is a worst-case assessment assuming 100% coming from the north or 100% from the south. In reality it will not be like this.

CA – Am I right that mitigation is sufficient assuming the worst-case scenario? RE – yes. GB – we are submitting an outline version of the traffic management plan. This will evolve and will require signoff from the local authority. This includes a travel plan.

NM – is there a possibility that some material will need to come in via road? Will the DCO say no traffic will access the site by road at the operation stage. GB – the premise is that no RDF will come via road. There will be a commitment to a number of vehicles per day. If ships can't come in due to weather we have a couple of days contingency.

MG – we've now moved to a more realistic scenario but we also need to consider sustainable motor transport. This is missing in the chapter. Also, there is mention of the net spend of the people on site. If they travel by car they're unlikely to spend outside of the site location. I'm comfortable how this has moved on in the past year.

RE- we have just assessed on the worst case of the traffic movements, so we understand the impacts on the network. In the traffic management plan we have spoken about how we can encourage sustainable transport, so we can see if any are taken up by employees.

MG – are you comfortable the level of parking is suitable and will not impact on the local network. GB – showed a plan to show car parking

JS – unlikely that Alan will want the road adopted

JC – we use a booking system to access the recycling centre which means there may now be queues on the private road.

PU – Can the minibus run on a circular to allow employees to get provisions locally? GB – don't see why not but not included in the traffic plan at the moment. We can think about this as part of the community involvement perspective. PU – if it is an electric bus it would be even better.

5. Any other business

GB - Gary advised he is leaving RHDHV and Paul will take over the project management. Paul has plenty of experience post submission so the project is in good hands.

CA – wished him the best for the future

MG – Is there an update on the RSPB? Also, heritage implications were left hanging due to the height of the stack. Will we get to have sight of this before you submit? GB – will send the heritage chapter for you to see. **Action – GB to send heritage chapter to MG.** RSPB – we have worked with them focussing on marine issues and are working on building in some mitigation. This will evolve post submission working with the RSPB, Natural England and Lincolnshire Wildlife Trust.

CA – how is the potential for local waste delivery being dealt with in the final submission? – GB – we have identified that local waste is taken to Slippery Gowt and then North Hykeham. We have said in the DCO application the facility taking the waste is a possibility subject to procurement rules. Therefore, it has been left open.

NM – LCC has received notice from PINs that the application is about to be submitted. We may have to met separately going forward. I'll be the contact for the County Council.

6. Date for next meeting

The next meeting will be when we're looking at the determination and will be a slimmed down meeting. It will be guided by the PINS process.

Minutes

**HaskoningDHV UK Ltd.
Industry & Buildings**

Present: Paul Salmon (PS), Abbie Garry (AG), Andrew Ross (AR), Vic Cooper (VC) and Joe Parsons (JP) (Royal HaskoningDHV); Neil McBride (NM) and Emily Anderson (EA) (Lincolnshire County Council); Jonathan Standen (JS) (Lichfields); Richard Marsh (RM) and Sophie Reese (SR) (BDB Pitmans); Richard Woosnam (RW) (AUBP, client's engineer).

Apologies:

From: Abbie Garry
Date: 29 June 2021
Location: Teams
Copy: Alternative Use Boston Projects Limited
Our reference: PB6934-RHD-ZZ-XX-MI-Z-1074
Classification: Project related
Enclosures:

Subject: Boston Alternative Energy Facility - Lincolnshire County Council (LCC) Meeting 29.06.21

No.	Details	Action
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1	Meeting Objective	
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The meeting was called to discuss LCC's position and their relevant representation in relation to the Boston Alternative Energy Facility.

2	Traffic and Transport	
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NM noted the following points with regards to traffic and transport:

- LCC did have concerns originally regarding transportation, however with the changes which have been made, ensuring as much construction materials can be brought vial vessel rather than road this has eased.
- The reduction in the number of vehicle movements is welcomed by LCC's highway engineers.
- Noted that there are less vehicle movements than typical B2/B8 use of an equivalent size.
- LCC are not asking for road improvements to be made.
- The Highway Authority would not be supportive if the waste was not brought to the site via vessel. Requested a condition/ requirement / obligation to ensure that there wouldn't be an option.

AR questioned whether there could be an exception to vessel movements in terms of emergency planning if the navigable waterway was blocked or not in use.

NM stated they would need to ensure it wasn't a temporary arrangement which then extends for a long period of time. NM noted that they would be

No.	Details	Action
	<p>prepared to look at availability for coming in via road but would need to make sure it was controlled.</p>	
	<p>RM noted that as the Environmental Impact Assessment (EIA) assessed vessel movements, switching to road movements would not be in accordance with the submitted documents.</p>	
	<p>NM requested that we define what an emergency situation would be.</p>	
	<p>RM suggested we could consider incorporating force majeure wording within the DCO to permit movements by road in emergency situations only.</p>	<p>RM to consider wording of DCO relating to force majeure.</p>
	<p>AR noted that LCC's relevant representation states that the access to the site would be on privately maintained roads and therefore site access would not be agreed with the Highways Authority, however, there is a construction access off Marsh Lane (Requirement 7 of the draft DCO). Therefore this would need to be confirmed with the council.</p>	
	<p>NM noted he would go back to the highways team to seek clarifications on this point.</p>	<p>NM to clarify access via Marsh Lane with highways team.</p>
	<p>Public Rights of Way (PRoW)</p>	
	<p>NM noted that the EIA states the PRoW along the proposed wharf is infrequently used, but questioned when the survey was undertaken. Due to the COVID-19 pandemic there has been more use of the PRoW. However, NM also mentioned that construction activity by the Environment Agency (EA) has limited the use of the PRoWs. NM questioned if there was any mitigation to offset the loss of 1km of PRoWs.</p>	
	<p>PS confirmed there hasn't been a survey however the information was derived from consultation with the various stakeholders including Boston Borough Council (BBC) and the local public. It was also noted that we are currently in consultation with BBC and NE to address their comments considering the PRoWs and England Coast Path.</p>	
	<p>PS noted we are currently considering mitigation measures such as improvements to surfacing of the PRoW and an interpretation board for the Roman Bank. Connectivity will also be maintained using the footbridge.</p>	
	<p>RM stated that as parts of the PRoW are outside of the Order limits, in principle there could be a planning obligation to provide a sum to the relevant authority to improve the footpath and include an interpretation board.</p>	<p>RM to take in to consideration a planning obligation for offsite improvements</p>

No.	Details	Action
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3	Carbon Dioxide Emissions	
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NM noted the following comments from the sustainability team:

- Carbon emissions from RDF burning will impact on council on Net Zero carbon by 2050. The Green Masterplan for LCC is due to be released which includes this ambition.
- Energy from Waste (EfW) is called 'renewable energy' but will burn waste and contribute to climate change.
- There are no sites nearby which have high enough heat demand therefore waste heat will be vented to the atmosphere.
- There aren't significant facilities nearby that would take the carbon capture element.

JP stated that the approach to EIA assessment compares the Facility to existing options of landfilling and sending to Europe.

RW noted that currently 25% of the CO₂ is recovered with two CO₂ recovery units, this could be expanded to three or four if there is demand in the local area.

NM noted that they didn't think there would be enough of a market to take the CO₂.

PS noted we are looking to strengthen this aspect to address this.

Heat

RW noted that further studies will be done for potential demand for a heat source.

NM noted that for the North Hykeham EfW although studies have been ongoing for 10 years there has been no recipient for heat in Lincoln.

RM noted that the Facility is in an existing industrial area with potential for further industrial development. The current draft requirement proposes that the CHP study is carried out every 5 years.

4	Cultural Heritage	
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NM noted there wasn't sufficient work to demonstrate the conclusions in the Cultural Heritage chapter.

VC noted that the largest area of the site comprises a historic wetland covered in alluvium which would reduce the success of trial trenching. Geophysical surveys concluded that there was no evidence to suggest the presence of significant archaeological features.

No.	Details	Action
	<p>VC suggested that a meeting could be arranged with the LCC archaeological adviser to discuss the approach.</p>	
	<p>It was concluded that a meeting would be arranged with LCC, Historic England and Heritage Lincolnshire to discuss these points.</p>	<p>RHDHV to arrange cultural heritage meeting with stakeholders.</p>
5	Minerals and Waste	
	<p>NM outlined the relevant representation on waste as follows:</p> <ul style="list-style-type: none"> • Although the land is identified in the policy as suitable for EfW, the allocation was intending to deal with waste arising within the county. • Gasification had the potential for taking black bin bag waste, however this is no longer an option. EfW would take RDF which would need to go through a Materials Recycling Facility first. • The allocation for EfW would only be acceptable if the waste was taken from Lincolnshire. • Conflict with Policy W1 and DM2 Climate Change. • Could waste be treated higher up the waste hierarchy? 	
	<p>RW confirmed that if waste has had recyclates extracted and baled then it could be delivered to the site.</p>	
	<p>NM noted that the county's recycled waste is taken 30/40km away to be processed which would be a more complex arrangement compared to the original option of using the waste transfer station adjacent to the site.</p>	
	<p>RW suggested a working group could be set up to discuss the potential for using Lincolnshire's waste.</p>	<p>RHDHV to set up a discussion regarding the taking of local waste</p>
	<p>NM confirmed that if there is a situation where RDF in Lincolnshire could be brought to the Facility, then would be in a similar situation as to with the gasification plant.</p>	
	<p>JS asked if the North Hykeham Facility was still at capacity.</p>	
	<p>NM notes that at the time of the Joint Municipal Waste Management Strategy the North Hykeham Facility was close to capacity and it was considered that future capacity would be needed. However, following the intension to include mandatory food waste collection there is not the same need for capacity.</p>	
	<p>NM confirmed that the Waste Needs Assessment would be with Jonathan by next week.</p>	<p>NM to provide Waste Needs Assessment to BAEF team.</p>

No.	Details	Action
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JS questioned the comments on proximity principle given the UK need.

NM noted that from a local waste planning authority perspective the proximity principle isn't demonstrated.

JS mentioned appropriate methods as local needs often use road transport whereas the national need is using ships.

NM noted more detail is required on the amount of material which would be landfilled or sent abroad. NM also mentioned that in Lincolnshire landfills have been closing.

NM mentioned the Environmental Bill will include improving consistency of waste collection, food waste collection and increased recycling.

PS noted we are currently pulling together more data on where waste is currently managed in the UK.

Habitat Loss

PS noted that we are speaking in detail with NE, RSPB, EA and LWT on the subject of Habitat Loss.

PS noted the Applicant's position in terms of HRA, is that there isn't an adverse effect on The Wash SPA, there are currently ongoing bird surveys and reviewing other sources. We are providing a without prejudice HRA derogation case.

With regards to biodiversity net gain/ mitigation/ compensation AUBP is considering existing nearby reserves such as Freiston Shore and Frampton Marshes Nature Reserves.

NM suggested that LCC should be informed on the discussions but not directly involved.

RM noted that it was likely that NSIP projects would be included within the Environment Bill, to require a 10% biodiversity net gain.

Drainage and Flooding

A surface water drainage strategy hasn't yet been prepared.

NM noted that it is anticipated that a surface water drainage strategy would be approved pursuant to a requirement.

No. Details

SR noted there is a requirement within the current the DCO which requires the surface water and foul water drainage strategy to be submitted and approved.

Draft DCO

NM noted that they will have comments to make on the DCO but haven't included these at this stage. NM will update us with any comments.

One comment however was that the definition of relevant local planning authority should be changed to include Lincolnshire County Council plus Boston Borough Council or the terminology "relevant planning authority".

AOB

NM noted that as a result of the election the previous councillor was not re-elected and the portfolio for planning and waste is split between Councillor Davie (Planning) and Councillor McNally (Waste). Therefore the representation will be put before the committee of the council to check the comments made by the officers.

There is a planning committee meeting on the 26th July. There is the opportunity for the developer to come and speak at the meeting and to pitch the proposal. As there is normally 3 minutes to present we could request longer. The Applicant should inform LCC on how long we would want to present.

NM noted that LCC have not formally objected to the scheme however that could change and will be dependent on the Members' views.

PS stated that we would provide a summary response to LCC's relevant rep to NM in advance of the Planning Committee.

PS noted that PINS are considering requests from RSPB, NE and EA for a delay to start of examination, of up to 3 weeks potentially. Currently the Preliminary Meeting is set for the 7th September. We will inform LCC once we know the timescales.

Action

RM to consider the terminology for 'relevant planning authority' in draft DCO.

PS to confirm the length of presentation to the committee.

RHDHV to provide a summary response back to LCC.

RHDHV to confirm timescales with LCC.

Minutes

HaskoningDHV UK Ltd.
Industry & Buildings

Present: Paul Salmon (PS), Abbie Garry (AG) and Vic Cooper (VC) (Royal HaskoningDHV), Denise Drury (DD) (Heritage Lincolnshire), Tim Allen (TA) and Matthew Nicholas (MN) (Historic England (HE)) and Jan Allen (JA) (Lincolnshire County Council (LCC)).

Apologies:

From: Abbie Garry

Date: 9th August 2021

Location: Teams

Copy:

Our reference: PB6934-RHD-ZZ-XX-MI-Z-1081

Classification: Project related

Enclosures:

Subject: Boston Alternative Energy Facility Cultural Heritage Meeting 09.08.21

Number	Details	Action
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1

Introduction

PS noted that:

- examination will be mostly virtual;
- there will likely be two preliminary meetings (PMs) on 28th September with the second on 7th October;
- the Rule 6 letter will be received w/c 16th August; and
- there will likely be one face to face open floor hearing.

Post meeting note: the Rule 6 letter is [here](#), published on 17th August.

2

Summary of Relevant Representations (RR)

VC summarised previous consultation including a meeting in 2019 where it was agreed to take forward the geophysical survey and make updates to the Outline Written Scheme of Investigation (OWSI). VC noted due to project delays and Covid-19, full consultation was not able to be progressed prior to application submission.

Historic England's (HE's) RR

VC noted that HE's RR focussed on the value of the geoarchaeological work and requested further detail on how it would be approached within the WSI. VC noted the RR mentioned ensuring geoarchaeological involvement in planning the post consent ground investigations.

VC confirmed that this was the strategy that would be put in place, but this will be made clearer in updates to the OWSI.

Number	Details	Action
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VC has noted reference to HE guidance on deposit modelling and piling, and the preservation of archaeological remains which includes wetland areas. Therefore, updates will be made in terms of recent guidance.

VC noted the approach to archaeology will come out of the discussion on evaluation and how it integrates with the overall strategy.

TA noted that the OWSI will be required by the Local Planning Authority (LPA) to discharge the requirements within the Development Consent Order (DCO). TA mentioned that where investigations are post consent, there should be clarity within the OWSI on what the final WSI will be addressing.

VC noted that there would be further detail added within the OWSI, including the commitments required and the process for demonstrating how the conditions are discharged should be included.

Lincolnshire County Council's (LCC's) RR

VC noted LCC's RR that the geophysical survey should have been followed by trial trenching prior to submission of the application, and therefore there is a lack of information for informed planning recommendations.

VC noted a note had been circulated on the reasons why trial trenching was proposed post consent and following geoarchaeology.

Boston Borough Council's (BBC's) RR

VC mentioned that BBC's response included comments on cultural heritage and the focus on public interpretation and appreciation of the environment. VC also noted views from Boston Stump.

3 Approach to Evaluation

VC summarised the note circulated on the mitigation strategy. VC noted the purpose of the note was to provide streamlined information on how the strategy was formed.

VC summarised the strategy which included:

- Phase 1 within the OWSI comprised of a programme of geoarchaeological monitoring and assessments,

Number	Details	Action
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including geoarchaeology advice in planning the investigations and including targeted geoarchaeological investigations, informed by the geophysical survey to understand the ground conditions;

- Phase 2 is trial trenching if shown to be appropriate based on the geophysical survey and geoarchaeological assessment; and
- Phase 3 which is dependent on detailed design and construction methodology, which would include set-piece excavation, archaeological monitoring/ watching briefs during construction – but this depends on the results of the evaluation.

VC noted the comments in the RRs were about when this takes place. VC stated that we are proposing this to be done post consent due to the programme of ground investigations which is planned post consent. VC noted the evaluation would be better informed by having the geoarchaeological investigations done first.

VC suggested that, as the results of the desk-based assessment and geophysical survey do not suggest the presence of significant or extensive archaeological features, the risk to the project of encountering such remains would be limited.

JA noted we aren't in a place to fully understand that there is no significant archaeology.

VC mentioned that we know there is potential for remains but the ability to identify and target this is difficult due to the amount and depths of alluvium.

VC noted that the trial trenching at Boston Biomass No. 3 revealed only alluvium and no archaeological remains.

JA confirmed we are in agreement in terms of the process [of geoarchaeology and then trial trenching]. JA noted less than half of the site had the geophysical survey, and noted that 'we don't know enough'.

VC noted that in terms of the work currently done, we can make a judgement that there are no extensive archaeological sites here although it is agreed that the potential for archaeological material to be present cannot be ruled out.

Number	Details	Action
	<p>VC showed the areas of geophysical survey were the open areas of the site, whereas other areas are covered by existing facilities. VC noted that the geophysical survey has shown that we wouldn't be able to find out anything more with evaluation at this stage.</p> <p>JA noted there was 12.7 hectares (ha) of the 26.8 ha site geophysical survey undertaken. JA noted there should be sufficient evaluation before submission.</p> <p>JA noted that they would be consistent in the advice based on guidance and policy.</p> <p>VC confirmed there would be a whole suite of ground investigations post consent which would cover the whole site.</p> <p>VC noted there are specific features such as a palaeochannel and field boundary, therefore, if we could agree with the client taking forward 2-4 boreholes sooner, rather than waiting for the Ground Investigation (GI) that could be a potential solution.</p> <p>MN noted it was important to have a synergy between the geotechnical investigation and geoarchaeology.</p> <p>TA noted that issues should be dealt with before the examination hearings.</p> <p>PS noted that we need to consider the timescale we've got left and we could do something now which would provide information within the examination.</p> <p>MN asked for further information on the wharf area.</p> <p>VC noted that the approach to assessment and geotechnical investigation would be different for the intertidal/subtidal area compared to the onshore assessments. VC stated we don't have details on how the geotechnical investigation will be carried out for the wharf area.</p> <p>AG noted we would need to check details of geotechnical investigation for the wharf area within the draft DCO. <i>Post meeting note, the draft DCO includes Requirement 9 stating "No part of the authorised development may commence until intrusive geotechnical and geo-environmental phase investigations have been carried out". The wharf area is not specified separately.</i></p>	

Number	Details	Action
	<p>VC noted they could liaise with MN on locations and could plan some boreholes in the onshore area, with a view to undertake larger scale investigations at a later date.</p>	
	<p>DD asked what details we have of the GI works.</p>	
	<p>VC confirmed we don't have locations of where the boreholes are going and what the engineering designed GI will be.</p>	
	<p>DD noted that the borehole locations would be for the engineering purpose rather than geoarchaeology.</p>	
	<p>VC mentioned that boreholes located for geoarchaeological purposes could also be used for geotechnical information.</p>	
	<p>VC noted action on considering a proposal of boreholes to take to the client. VC noted timescales would be considered for the WSI, and if the boreholes were undertaken a smaller WSI would be needed to inform the process.</p>	<p>VC to consider proposal of boreholes and discuss with the client.</p>
	<p>VC noted if boreholes are going to be undertaken now the OWSI would need to be updated to reflect that strategy.</p>	
	<p>JA mentioned that the geophysical survey suggested some archaeology could be masked.</p>	
	<p>VC noted the trenches at the Boston Biomass Facility which is adjacent to the site. The trenches went to 2 m and extended half of those to 4 m, which showed mostly alluvium, although there was a layer with organic material (roots) at depth suggesting a previous land surface.</p>	<p>VC to send over details of Boston Biomass trial trenching.</p>
	<p>TA noted that although you can extrapolate to an extent from the adjacent site, there could still be defined areas of paleochannels and creeks.</p>	
	<p>VC noted it would be useful to understand the depths of the deposits before doing trial trenching.</p>	
	<p>JA asked what the maximum impact depth would be.</p>	
	<p>PS noted we don't currently have this information but we could find out if it is available at this stage. PS noted we would need client signoff on the proposed plan for boreholes.</p>	<p>PS to confirm if we have information on maximum impact depth.</p>

Number	Details	Action
4	<p>DD noted that the OWSI seemed to imply that trenching wouldn't be necessary following other pieces of work. DD noted upper deposits would need to be checked.</p> <p>VC noted the wording would be made clearer within the OWSI.</p> <p>PS mentioned we would be seeking Statements of Common Ground (SoCG) through the various organisations (LCC/BBC).</p> <p>Mitigation</p> <p>VC noted mitigation would need to be fully considered when evaluation has been undertaken.</p> <p><i>BBC Mitigation Suggestions (public interpretation/ landscaping)</i></p> <p>VC noted that there is a commitment in the OWSI on including publication, heritage boards etc., but currently we don't have details on what that would look like, as this would be determined with consultation with stakeholders and the final design process.</p> <p>VC mentioned we don't have the details on physically how the mitigation could be done, for example boards, or a heritage trail, however we could look at options.</p> <p>PS noted if there were specifics on what could be done, this could be considered within the Section 106 agreement.</p> <p>DD mentioned public art projects in the area including a focus on heritage.</p> <p>DD asked if there is consideration for schools.</p> <p>PS confirmed there will be provision for schools visiting and there could be a provision of information on heritage. PS noted would discuss this within the legal agreement.</p> <p>JA mentioned that there are opportunities for creative digital ways to engage with the public.</p> <p>PS noted the Section 106 agreement would be in consultation with stakeholders.</p> <p><i>Boston Stump</i></p> <p>VC mentioned there was a comment from BBC on the predominance of the Facility within views from Boston Stump.</p>	<p>PS to discuss heritage aspects of Section 106 agreement with lawyers.</p>

Number	Details	Action
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DD noted this was considered at previous meetings but it wasn't considered by DD for the relevant representation.

PS mentioned that there are significant effects predicted in the Landscape and Visual Impact Assessment, however this is within a current industrial landscape with a current biomass facility and pylons.

VC noted that within the settings assessment the Facility was not considered to be a concern in affecting the significance of the Stump as a heritage asset. VC mentioned the point was more related to the landscape and visual impact assessment rather than the heritage assessment.

TA mentioned GPA 3 setting of heritage assets should be considered.

VC noted the GPA 3 guidance was followed for considering the contribution setting makes to significance.

5 Conclusions/ Next Steps

VC stated we would come back with a proposal on the boreholes if the client approves the work.

VC noted the OWSI won't be updated until the boreholes aspect is determined. The separate WSI and method statement for the additional boreholes would be developed with MN.

Statements of Common Ground

PS noted SoCG are currently being written and will be based on the RRs prepared. PS mentioned we would like to have draft SoCG progressed prior to examination.

PS noted that for the local authorities the subjects will be split up.

PS mentioned there isn't currently a timetable but that we are in discussions with BBC and LCC.

Minutes

**HaskoningDHV UK Ltd.
Industry & Buildings**

Present: Paul Salmon (PS), Abbie Garry (AG) (Royal HaskoningDHV), Jonathan Standen (JS) (Lichfields), Neil McBride (NM) and Emily Anderson (Lincolnshire County Council (LCC)).

Apologies:

From: Abbie Garry

Date: 1st September 2021

Location: Teams

Copy:

Our reference: PB6934-RHD-ZZ-XX-MI-Z-1083

Classification: Project related

Enclosures:

**Subject: Boston Alternative Energy Facility Lincolnshire County Council Meeting
01.09.21**

Number	Details	Action
1	<p>LCC's Position</p> <p>NM will discuss with senior officers and members how LCC will present the position to PINS.</p> <p>NM noted the comments won't show an objection but will highlight the relevant policies. NM noted support for the project would be indicated.</p> <p>AG mentioned we could confirm with the project's lawyers on when a suitable time to submit the updated position to PINS might be.</p> <p>NM noted they would consider this but may not agree.</p> <p>PS noted the Preliminary Meeting could include raising what should be covered during examination.</p> <p><i>Additional issues within LCC</i></p> <p>PS noted the discussions which are ongoing on cultural heritage.</p> <p>PS noted a call with Chris Miller on the England Coast Path.</p> <p><i>Section 106</i></p> <p>PS stated we are preparing an Outline Design Document for the Public Right of Way (PRoW). PS noted that as part of the PRoW is outside the red line boundary it would need to be secured within the Section 106 agreement.</p>	<p>AG to check with BDB Pitmans on when LCC could update PINS.</p>

Number	Details	Action
	<p>NM and PS confirmed it would be useful for the lawyers to discuss the Section 106 agreement with LCC (the highways authority).</p> <p>NM noted adding in a requirement for the feedstock coming in via ship rather than HGV. NM also noted a requirement for carbon capture if possible.</p> <p><i>Statements of Common Ground (SoCG)</i></p> <p>PS mentioned that draft SoCG were due at Deadline 1.</p> <p>PS noted we will provide a draft for LCC to review and respond to.</p> <p>NM suggested 2 – 3 weeks for responding to a draft SoCG.</p> <p>PS noted the SoCG could be with them in 2/3 weeks' time but would confirm this.</p> <p><i>Comments on Draft DCO</i></p> <p>NM noted they had some comments on the draft DCO.</p> <p>PS mentioned these could be provided in advance for the lawyers to review.</p>	<p>PS to arrange for call with LCC and BDB Pitmans on S106</p> <p>RHDHV to provide draft SoCG for LCC's response</p> <p>NM to send comments on draft DCO.</p>
2	<p>Additional Work</p> <p>PS ran through the additional pieces of work which are currently being done including:</p> <ul style="list-style-type: none"> • Navigational Risk Assessment • Drainage and pollution prevention • Outline PRow design • Further work towards the HRA including bird surveys • Waste policy/ waste need work. 	

Minutes

**HaskoningDHV UK Ltd.
Industry & Buildings**

Present: Abbie Garry (AG) (Royal HaskoningDHV), Richard Marsh (RM), Jess Hobbs (JH), Sophie Reese (SR) (BDB Pitmans), Sam Williams (SW), Richard Woosnam (RW) (Alternative Use Boston Project (AUBP) Ltd.), Neil McBride (NM), Martha Rees (MR) (Lincolnshire County Council (LCC))

Apologies:

From: Abbie Garry
Date: 22nd September 2021
Location: Teams
Copy:
Our reference: PB6934-RHD-ZZ-XX-MI-Z-1087
Classification: Project related
Enclosures:

Subject: Boston Alternative Energy Facility LCC S106 Meeting 22.09.21

Number	Details	Action
1	<p>Section 106</p> <p>JH ran through the draft Heads of Terms which included:</p> <ul style="list-style-type: none"> Public Rights of Way; and Use of local feedstock. <p>AG noted a meeting on Monday 27th September with regards to PRoW design and has invited NM.</p> <p>NM questioned whether the “use of local feedstock” should be a requirement instead of within the Section 106 agreement.</p> <p>RM noted that Section 106 allows for more flexibility and it is difficult to amend a DCO.</p> <p>NM noted that as this is something requested by Boston Borough Council it should either be captured as:</p> <ul style="list-style-type: none"> A Section 106 obligation with Boston Borough Council; or As a requirement. 	
2	<p>LCC’s comments on the draft DCO</p> <p>SR ran through LCC’s comments on the draft DCO and AUBP’s response (as shown in a separate document).</p> <p>NM noted with regards to Requirement 16 of an employment, skills and training plan, the Growth Advisor at LCC should be consulted with as they can provide wide reaching advice and can liaise with other areas in the county.</p>	<p>SR to consider this request</p>

Number	Details	Action
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	<p>NM noted with regards to the highways requirement, that LCC was originally under the impressions that there would be no access or egress of HGVs from the Facility. Therefore, NM suggested the requirement could include a maximum number of HGVs per day.</p>	
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	<p>RW confirmed vehicle movements were related to CO₂ export which may increase due to pressures on increasing CO₂ capture. There are also some vehicle movements associated with the by-products of the combustion process.</p>	
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3	LCC's Position	
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	<p>NM noted that he has a meeting planned with the Portfolio Holder next week which are required before a response letter can be finalised and submitted to PINS.</p>	
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		<p>AG to issue fuel assessment and waste hierarchy report to LCC</p>
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	<p>NM also noted it would be useful to see the fuel assessment and waste hierarchy report before issuing a response.</p>	
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	<p>AG noted this report is currently being reviewed and will be provided over the next few weeks.</p>	
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From: Vic Cooper

Sent: 29 November 2021 12:24

To: Jan Allen [REDACTED] Denise Drury
[REDACTED]; Nicholas, Matthew

[REDACTED] >
Cc: Paul Salmon [REDACTED]

Subject: Boston AEF - Proposed Update Call (January)

Hi all,

I hope you are all well.

We are expecting the report from Wessex detailing the results of the borehole survey this week and it is our intention to complete all required review etc for formal submission at Deadline 4 of the examination (13th December). We will also send this to you directly at the same time, and earlier if we can.

As I realise that trying to fit in a review and further discussion prior to Christmas would be unrealistic, I wonder if we could set up a call as early as possible in January to go through the results and consider next steps.

To this end, could you possibly let me know of your availability w/c 3rd and w/c 10th January?

Many thanks

Vic

Victoria Cooper MCIfA
Senior Marine Heritage Consultant
Royal HaskoningDHV

[REDACTED]
HaskoningDHV UK Ltd., a company of **Royal HaskoningDHV** | Westpoint, Peterborough Business Park, Lynch Wood, Peterborough, PE2 6FZ, United Kingdom | Registered in England 1336844



From:

To:

Cc:

Subject:

Date:

BAEF ; Addendum to Fuel Availability and Waste Hierarchy Assessment

20 December 2021 09:55:03

Morning Paul,

Further to the meeting early this month on SoCG and the version submitted at Deadline 4 I committed to letting you have some questions/comments in relation to the addendum to fuel availability and waste hierarchy assessment which are set out below

9.5 – Addendum to Fuel Availability and Waste Hierarchy Assessment

- Catchment areas
 - 1.5.2 – Important to note that the "2-hour travel times" calculations are by road to the outgoing port, and that the list of ports (see 1.6.3) includes some at large distances – e.g. Port Talbot & Southampton. Once on a ship, those would actually be closer to Northern France than Boston, so why would they choose to come to Boston?
 - 1.7.5 – Figure 1 emphasises that some sources seem unlikely. As well as those too far away, they are suggesting that other, more local, material would be transported 2 hours by road away in the opposite direction to then be loaded and shipped back again!
- Diversion from landfill
 - 1.6.1 – States they want to divert material from landfill to BAEF but, since it would first have to be processed into RDF, wouldn't it be the RDF-production facility doing the diverting rather than BAEF itself?
 - Now using conventional EfW rather than gasification, why have chosen only to accept processed RDF rather than untreated residual waste which could be directly diverted from landfill?
 - 2.2 to 2.5 – Their calculations for England include material which would question due to sailing times from Wales, Northern Ireland, Scotland, NW England, Southern England, etc.
- RDF feedstock
 - 2.7.3 – Seems unlikely that the large fall in RDF exports in 2020 would be solely due to Covid. If it was, what happened to that missing waste instead?
 - 3.1.4 – Are you assuming, by stating "3.83 million tonnes of RDF" that all EfW capacity is for RDF feedstock?
- "Summary and Conclusion"
 - 4.1.4 to 4.1.6 – This section appears to have been split in two by the inclusion of an extra copy of Table 4.1 which is then repeated later.
 - 4.1.7 – Appears to suggest that all the "in catchment" waste is available to BAEF but, as stated in later sections (and shown in both versions of Table 4.1), much of that material is already committed elsewhere.
 - Table 4.1 is then repeated.
 - 4.1.9 – States that "The data demonstrates that there will potentially be 3.9 million tonnes of fuel within the defined catchment areas that could be transported to the proposed Facility" but, as already stated, much of that would actually be unlikely to travel right around the UK coastline to get to Boston.

- Review of WPA documents – see Appendix 3
 - Paras 1.48 to 1.51 reference Lincolnshire's MWLP and sound reasonable.

9.6 – Climate Change

- Any emissions from the process to convert waste into RDF before feeding it into BAEF?
- Any emissions from shipping the waste around the coast? – e.g. long-distance from N Ireland or short-distances where driving might be better.
- That different landfills have different emissions? – e.g. depending on whether landfill gas is captured or not.
- That emissions from landfill will reduce dramatically once food waste is diverted to AD?

I would be grateful if you can review these and provide a response which will enable progress to be made in respect of the relevant sections of the SOCG.

Happy to discuss further if necessary.

Regards

Neil

Neil McBride
Head of Planning

Lincolnshire County Council,
County Offices, Newland, Lincoln LN1 1YL



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From:



[Redacted sender information]

Subject: Boston AEF Responses to LCC Questions

Date: 26 January 2022 09:56:00

Attachments: [BAFF : Addendum to Fuel Availability and Waste Hierarchy Assessment.msg](#)
[PB6934-RHD-ZZ-XX-NT-Z-4095 Exam LCC Waste response.pdf](#)

Hi Neil and Emily

Hope you're both well, looking forward to our meeting on Friday.

Following your email on 20th December (attached) we have pulled together the attached note to answer your questions. This includes information on proximity principle and example DCO/ IPC decisions.

Please can you have a review of the attached note? I recognise we don't have long before our meeting on Friday, but if you do have any further questions or require any more clarity we could discuss this then.

I am also just updating the Statement of Common Ground which I'll send later on today to run through at the meeting.

Kind regards

Abbie

Abbie Garry MSci (Hons)

Environmental Consultant

Environment Group

Industry & Renewables UK



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-



Please consider the environment before printing this e-mail

From:



Subject:

RE: Boston AEF Responses to LCC Questions

Date:

02 February 2022 15:49:15

Afternoon Abbie,

Thanks for your note and attachments which have proved much of the clarification and response to the questions set out in my email dated 20th December 2021.

In terms of the proximity principle, I can see how this has been addressed in previous DCO decisions that because of the commercial nature of the waste business it is difficult at this stage to quantify exactly where waste will be sourced and Inspectors have been satisfied with that approach on other decisions. This has not been seen as conflicting with the statutory requirement of the proximity principal. Therefore, I am content that on this point the Council are now in agreement because of the reasoning and examples provided in the note received by the Council on 26th January 2022.

On the other points covered in the note again now largely in agreement just subject to 2 items of clarification as set out below:-

At point 1'.5.2 – although covered briefly in other answers – can an explanation be provided about the nature of the residual waste to be processed to form RDF - will this be in the form of a 'dirty MRF' where recycled materials being removed or a 'clean' MRF where contaminated and unsuitable materials for recycling will be removed and baled to form the RDF? Also states that this will take place in locations that require diversion of waste from landfill – where are these locations?

Final point in the table on food waste – note the comment about paper and card still being within the composition of residual household waste but in Lincs and other areas we are undertaking separate collections of paper and card that is removing much of this feedstock that was previously being delivered to the EfW in Lincoln. Any comments on this?

Thanks

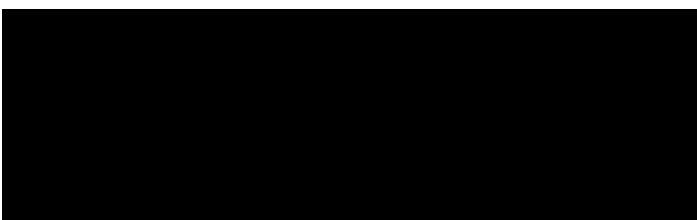
Neil

Neil McBride

Head of Planning

Lincolnshire County Council,

County Offices, Newland, Lincoln LN1 1YL



From: [REDACTED]
To: [REDACTED]
Subject: RE: Boston AEF Responses to LCC Questions
Date: 07 February 2022 08:23:00

Hi Neil

Thanks for your questions we've provided some responses below but please let me know if you require further clarity.

LCC Question	Response
At point 1`5.2 – although covered briefly in other answers – can an explanation be provided about the nature of the residual waste to be processed to form RDF - will this be in the form of a 'dirty MRF' where recycled materials being removed or a 'clean' MRF where contaminated and unsuitable materials for recycling will be removed and baled to form the RDF? Also states that this will take place in locations that require diversion of waste from landfill – where are these locations?	<p>The residual waste that has been identified will be processed into RDF at a variety of locations throughout the UK, and specifically targeted at those regions when higher quantities of combustible wastes are currently being landfilled (see further comment below). The wastes will be processed at either Waste Transfer Stations (WTS) or Dirty Material Recycling Facilities (MRF) to convert to baled RDF. Wastes may also be sourced from reject materials from clean MRFs and converted to RDF.</p> <p>The methodology used in the Addendum to Fuel Availability and Waste Hierarchy Assessment (document reference 9.5, REP1-018) identified where large quantities of combustible residual waste continues to be landfilled. The regions with the highest quantities included Yorkshire and the Humber, West Midlands, East of England, and the South East. Regional data is presented in Table 2.2 of the report, and higher level sub region data is provided in Appendix 1 of the report.</p>
Final point in the table on food waste – note the comment about paper and card still being within the composition of residual household waste but in Lincs and other areas we are undertaking separate collections of paper and card that is removing much of this feedstock that was previously being delivered to the EfW in Lincoln. Any comments on this?	Although many authorities provide for separate collection systems that include paper and cardboard, large quantities will remain in residual waste due to actual household participation. We recognise that capture rates of paper and card in Lincs may improve in the future, although a significant fraction of combustible materials will remain in the residual waste stream.

We look forward to receiving your SoCG today.

Kind regards

Abbie

Abbie Garry MSci (Hons)
Environmental Consultant
Environment Group
Industry & Renewables UK

[REDACTED]

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Appendix B Glossary

Term	Abbreviation	Explanation
Alternative Use Boston Projects Limited	AUBP	The Applicant.
Development Consent Order	DCO	The means for obtaining permission for developments of Nationally Significant Infrastructure Projects (NSIP).
Refuse Derived Fuel	RDF	The fuel produced from various types of waste, such as paper, plastics and wood from the municipal or commercial waste stream.
Statement of Common Ground	SoCG	This document.

Appendix C National and Local Policy Commentary

<u>Policy Reference</u>	<u>The Applicant's Commentary</u>
<u>National Policy Statement 2011</u>	
<u>NPS EN-1. 1.4.2</u>	<u>As an electricity generating station generating more than 50 MWe onshore, from waste, the proposed development falls within the threshold set out within the Planning Act 2008 for consideration as a national important infrastructure project in the energy sector.</u>
<u>NPS EN-1 3.1.1 – 3.1.4</u>	<u>NPS EN 1 states ‘The UK needs all the types of energy infrastructure covered by this NPS in order to achieve energy security at the same time as dramatically reducing greenhouse gas emissions. It is for industry to propose new energy infrastructure projects within the strategic framework set by Government. The Government does not consider it appropriate for planning policy to set targets for or limits on different technologies. The IPC [PINS] should therefore assess all applications for development consent for the types of infrastructure covered by the energy NPSs on the basis that the Government has demonstrated that there is a need for those types of infrastructure and that the scale and urgency of that need is as described for each of them in this Part. The proposed development is consistent with and supportive of these national policy objectives.</u>
<u>NPS EN1 3.3.2</u>	<u>The Government states there is an urgent need for new electricity generating NSIPs. NPS EN 1 states ‘Electricity meets a significant proportion of our overall energy needs and our reliance on it is likely to increase as we move towards our 2050’. The proposed development would contribute to meeting this urgent need.</u>
<u>NPS EN1 3.3.3</u>	<u>NPS EN 1 states ‘The larger the difference between available capacity and demand (i.e. the larger the safety margin), the more resilient the system will be in dealing with unexpected events, and consequently the lower the risk of a supply interruption.’ The proposed development would contribute to lowering the risk of supply interruption.</u>
<u>NPS EN 1 3.3.7 and 3.3.9</u>	<u>NPS EN1 states ‘In the UK at least 22 GW of existing electricity generating capacity will need to be replaced in the coming years, particularly to 2020. This is as a result of tightening environmental regulation and ageing power stations’... ‘Any reduction in generation capacity from current levels will need to be replaced in order to ensure security of supply is maintained’. The proposed development would contribute to the replacement capacity required to ensure security of supply is maintained.</u>
<u>NPS EN-1 3.3.15</u>	<u>NPS EN 1 states ‘In order to secure energy supplies that enable us to meet our obligations for 2050, there is an urgent need for new (and particularly low carbon) energy NSIPs to be brought forward as soon as possible, and certainly in the next 10 to 15 years, given the crucial role of electricity as the UK decarbonises its energy sector’. The proposed development would contribute to meeting the urgent need for new energy NSIPs.</u>

<u>Policy Reference</u>	<u>The Applicant's Commentary</u>
<u>NPS EN1 3.4.3</u>	<u>NPS EN 1 identifies a suite of sources from which future large-scale renewable energy generation is likely to come from. This includes Energy from Waste where the principal purpose of the combustion of waste, or similar processes (for example pyrolysis or gasification) is to reduce the amount of waste going to landfill in accordance with the Waste Hierarchy and to recover energy from that waste as electricity or heat. Only waste that cannot be re-used or recycled with less environmental impact and would otherwise go to landfill should be used for energy recovery. The proposed development is such a form of electricity generation.</u>
<u>NPS EN1 4.6 and 4.7 and EN3 2.5.26 and 2.5.28</u>	<u>The proposed development makes provision for carbon capture and is CHP-ready, consistent with the Government's wider objectives set out within NPS EN-1 and EN-3.</u>
<u>NPS EN-1 4.1.2, 4.1.3. Section 4. Section 5.</u>	<u>NPS EN-1 states: 'Given the level and urgency of need for infrastructure of the types covered by the energy NPSs set out in Part 3 of this NPS, the IPC should start with a presumption in favour of granting consent to applications for energy NSIPs.' and then sets out the approach in considering proposed development when weighing adverse impacts against benefits.' The application for the proposed development is presented on this basis and comprehensively addresses the aspects highlighted in Section 4 (Assessment Principles) and Section 5 (Generic Impacts) where relevant.</u>
<u>NPS EN-3 Section 2.5</u>	<u>The application for the proposed development satisfactorily addresses where relevant each aspect set out within Section 2.5 - Biomass and Waste Combustion, addressing: site selection; technical considerations; air quality and emission; landscape and visual; noise and vibration; odour, insect and vermin; waste management; residues management; and water quality and resources.</u>
<u>NPS EN-3 2.5.2</u>	<u>NPS EN-3 notes that 'the recovery of energy from the combustion of waste, where in accordance with the waste hierarchy, will play an increasingly important role in meeting the UK's energy needs. Where the waste burned is deemed renewable, this can also contribute to meeting the UK's renewable energy targets. Further, the recovery of energy from the combustion of waste forms an important element of waste management strategies in both England and Wales'. The proposed development accords with the waste hierarchy and would contribute to meeting the UK's energy needs and where the waste burned is deemed renewable, then contributing to the UK's renewable energy targets.</u>
<u>NPS EN-3 2.5.9</u>	<u>In accordance with NPS EN3, the applicant has provided reporting with respect to conformity of fuel waste feedstock, its sourcing and conformity of the waste with the waste hierarchy as part of its assessment of the proposed development.</u>
<u>National Planning Policy Framework 2021</u>	
<u>7</u>	<u>The proposed development accords with paragraph 7 in that it will contribute to the achievement of sustainable development in the manner identified by the policy framework.</u>

<u>Policy Reference</u>	<u>The Applicant's Commentary</u>
<u>8</u>	<u>The proposed development accords with paragraph 8 in that it will contribute towards the achievement of economic, social and environmental objectives in the manner identified by the policy framework.</u>
<u>81</u>	<u>With respect to Building a Strong Competitive Economy, the proposed development accords with paragraph 81 in that it will support economic growth and bring productivity to the local area to the benefit of local businesses.</u>
<u>83</u>	<u>Planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations. The proposed development accords with paragraph 83 in that it is appropriately located within a site allocation (Lincolnshire Minerals and Waste Local Plan Site Locations Document allocation WA22-BO) which includes energy recovery and is directly accessible by sea going vessels.</u>
<u>104</u>	<u>With respect to the promotion of sustainable transport, the proposed development accords with paragraph 104 in that it is very well located with access to the sea to allowing for the sustainable transport of fuel by boat to the facility for the generation of renewable electricity.</u>
<u>106</u>	<u>The proposed development accords with paragraph 106 in that transport of fuel and aggregate bi-product by sea will rely on wharf infrastructure forming part of a nationally significant infrastructure project. This will be beneficial with respect to avoiding the need to utilise transport by road and the associated impacts.</u>
<u>110</u>	<u>The proposed development accords with paragraph 110 in that appropriate opportunities to promote sustainable transport modes have been taken up given the type of development proposed and its location.</u>
<u>126</u>	<u>With respect to good design, the proposed development accords with paragraph 126 in that it is very well designed and appropriate to its location.</u>
<u>130</u>	<u>The proposed development accords with paragraph 130. The proposed development is very well designed and appropriate to its location in terms of its function over the lifetime of the development.</u>
<u>154</u>	<u>With reference to planning for climate change, the proposed development accords with paragraph 154 in that it will contribute to the reduction in greenhouse gas emissions compared to other waste disposal/treatment options in a national context.</u>
<u>155</u>	<u>The proposed development accords with paragraph 155 in that the County Council supports the development of renewable energy generating infrastructure at the proposed location.</u>

<u>Policy Reference</u>	<u>The Applicant's Commentary</u>
<u>174</u>	<u>The proposed development accords with paragraph 174 in that it generally contributes to the natural and local environment and makes provision for biodiversity net gain.</u>
<u>185</u>	<u>The proposed development accords with paragraph 185 in that it is development appropriate to its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development.</u>
<u>186</u>	<u>The proposed development accords with paragraph 186 in it will be compliant with relevant limit values and national objectives for pollutants.</u>
<u>194 to 203</u>	<u>The proposed development accords with the principles set out in paragraphs 194 to 203 in that the significance of heritage assets and their setting have been assessed and that no resulting harm has been identified.</u>
<u>National Planning Policy for Waste (2014)</u>	
<u>3 Identify the need for waste management facilities</u>	<u>The proposed facility contributes to a national need for energy recovery infrastructure, which will drive waste management up the waste hierarchy. The additional waste management capacity will be or more than local significance contributing to a national need.</u>
<u>4 Identifying suitable sites and areas</u>	<u>The proposed facility is located on a site identified for waste management purposes including energy recovery. The facility will be accessed from the sea by boat and will provide capacity to contribute to meeting national need and self - sufficiency.</u>
<u>5 Identifying suitable sites and areas</u>	<u>The location of the proposed facility on an allocated site will support the sustainable transport of waste by sea.</u>
<u>Lincolnshire Minerals and Waste Local Plan 2016</u>	
<u>Other</u>	<p><u>Compliance with policy in the Development Plan does not mean that a scheme must strictly comply with each and every policy but rather that the Development Plan has to be read as a whole and a judgment made as to whether the proposal complies with it since applications for planning permission are determined in accordance with the approved Development Plan unless material considerations indicate otherwise.</u></p> <p><u>Lincolnshire Planning and Regulation Committee on 26th July 2021 resolved:</u></p> <p><u>1. That the Committee support this application and includes an informative that the Committee would encourage the use of carbon capture if that was feasible.</u></p>

<u>Policy Reference</u>	<u>The Applicant's Commentary</u>
	<p><u>2. That the Head of Planning, in Consultation with the Chair and Vice-Chair of the Planning and Regulation Committee, be given delegated authority to amend the Council's response to this application during the Examination Process should further information be provided that addresses the objectives.</u></p> <p><u>The minutes were then confirmed on the 6th September meeting as being an accurate record.</u></p>
<u>Policy DM1: Presumption in favour of sustainable development</u>	<u>The proposed development accords with policy DM1 in that it comprises sustainable development and will improve economic, social and environmental conditions in the area.</u>
<u>Policy DM2: Climate Change</u>	<u>The proposal accords with Policy DM2 Climate Change of the Minerals and Waste Local Plan in that it will implement the waste hierarchy, by contributing to the reduction in waste to landfill; located suitably for the generation of renewable energy; and will provide for carbon capture.</u>
<u>Policy DM3: Quality of life and amenity</u>	<u>The proposed development accords with policy DM3 in that it will not generate unacceptable adverse environmental impacts.</u>
<u>Policy DM4: Historic Environment</u>	<u>The proposed development accords with policy DM4.</u>
<u>Policy DM6: Impact on Landscape and Townscape</u>	<u>The proposed development accords with policy DM6 in that due regard has been given to the likely impact of the proposed development on landscape and townscape, including landscape character, valued or distinctive landscape features and elements, and important views.</u>
<u>Policy DM7: Internationally Designated Sites of Biodiversity Conservation Value</u>	<u>The proposed development accords with policy DM7 in that it can be delivered without adverse effect on the integrity of any SAC, SPA or Ramsar site.</u>
<u>Policy DM8: Nationally Designated Sites of Biodiversity and Geological Conservation Value</u>	<u>The proposed development accords with policy DM8 in that it can be demonstrated that the development, individually would not conflict with the conservation, management and enhancement of Sites of Special Scientific Interest, National Nature Reserves and irreplaceable habitats, or have any other adverse impact on such sites.</u>

<u>Policy Reference</u>	<u>The Applicant's Commentary</u>
<u>Policy DM9 Local Sites of Biodiversity Conservation Value</u>	<u>The proposed development accords with policy DM9 in that it can be demonstrated that the development, individually would not affect locally designated sites.</u>
<u>Policy DM10: Local Sites of Geological Conservation Value</u>	<u>The proposed development accords with policy DM10 in that it is not located on or affects any local sites of geological conservation value.</u>
<u>Policy DM12: Best Value and Most Versatile Agricultural Land</u>	<u>The proposed development accords with policy DM12 in that impacts to loss of Best and Most Versatile Agricultural Land are localised and not significant.</u>
<u>Policy DM13: Sustainable Transport Movements</u>	<u>The proposed development accords with policy DM13 in that it relies upon the carriage of refuse derived fuel and secondary aggregate by vessel, the most sustainable transport option.</u>
<u>Policy DM14: Transport by Road</u>	<u>The proposed development accords with policy DM14 in that through the carriage of fuel by vessel, it has no unacceptable impact on highway safety, enables the free flow of traffic and will not result in unacceptable impact upon residential amenity or the environment.</u>
<u>Policy DM15: Flooding and Flood Risk</u>	<u>The proposed development accords with policy DM15 in that it demonstrates development may take place without increasing the risk of flooding both to the site of the proposal and the surrounding area, taking into account all potential sources of flooding and increased risks from climate change induced flooding.</u>
<u>Policy DM16: Water Resources</u>	<u>The proposed development accords with to policy DM16 in that it would not have an unacceptable impact on surface or ground waters..</u>
<u>Policy DM17: Cumulative impacts</u>	<u>The proposed development accords with policy DM17 in that potential cumulative impacts have been considered and not found to result in significant adverse impacts on the environment of an area or on the amenity of a local community.</u>
<u>Policy W1: Future requirements for new waste facilities</u>	<u>The proposal is consistent with policies of the Minerals and Waste Local Plan in terms of need and future requirements as set out in Policy W1.</u>
<u>Policy W3: Spatial Strategy for New Waste Facilities</u>	<u>The proposed development accords with policy W3 in that the proposed development is sited on land which is an allocated site for waste management in the Sites Location document.</u>

<u>Policy Reference</u>	<u>The Applicant's Commentary</u>
<u>Policy W4: Locational Criteria for New Waste Facilities in and around main urban areas</u>	<u>The proposed development accords with policy W4 in that the proposed development is sited on land which is an allocated site for waste management in the Sites Location document.</u>
<u>Policy SL3: Waste Site and Area Allocations</u>	<u>Policy SL3 of the Site Location document which promotes the site as amongst other waste uses as an Energy from Waste facility is consistent with the proposed development.</u>
<u>South East Lincolnshire Plan 2019</u>	
<u>Strategic Policy 1: Spatial Strategy</u>	<u>The proposed development accords with to policy 1 in that with respect to those parts of the scheme located in countryside the scheme demonstrates that it meets the sustainable development needs of the area in terms of economic, community or environmental benefits.</u>
<u>Policy 2: Development Management</u>	<u>The proposed development accords with policy 2 in that relevant sustainable development considerations are met as set out by the policy.</u>
<u>Policy 3: Design of New Development</u>	<u>The proposed development accords with policy 3 in that it design is appropriate to its location.</u>
<u>Strategic Policy 4: Approach to Flood Risk</u>	<u>The proposed development accords with policy 4 with respect to flood risk.</u>
<u>Policy 7: Improving South East Lincolnshire's Employment Land Portfolio</u>	<u>The proposed development accords with policy 5 in that the proposed development, located at the Riverside Industrial Estate will assist in the delivery of economic prosperity.</u>
<u>Policy 28: The Natural Environment</u>	<u>The proposed development is consistent with policy 28 with respect to its contribution towards a high quality, comprehensive ecological network of interconnected designated sites, sites of nature conservation importance and wildlife-friendly greenspace will be achieved by protecting, enhancing and managing natural assets.</u>
<u>Policy 29: The Historic Environment</u>	<u>The proposed development is consistent with policy 29.</u>
<u>Policy 30: Pollution</u>	<u>Taking account of the proposed development incorporating embedded mitigation, the proposed development is not contrary to policy 30.</u>

<u>Policy Reference</u>	<u>The Applicant's Commentary</u>
<u>Policy 31: Climate Change and Renewable and Low Carbon Energy</u>	<u>The proposed development is consistent with policy 31 in that it demonstrates that the consequences of current climate change have been addressed, minimised and mitigated.</u>
<u>Strategic Policy 33: Delivering a More Sustainable Transport Network</u>	<u>The proposed development is consistent with policy 33 in that it promotes sustainable form of carriage of materials, however with respect to public footpath matters, these are currently in discussion.</u>