

Ferrybridge Community Liaison Group Meeting

Date:	12 th October 2016	Location:	'Ian Marchant' Pavilion, Ferrybridge 'C' Power Station
Date issued:		Recorded by:	Jade Fearon
Attendees:			
Jade Fearon, SSE (JF)		Apologies:	
Paul Hook, SSE (PH)		Mick Gee, SSE (MG)	
Alex Shenton, HZI (AS)		Cally Bristow, Siniat (CB)	
Graham Stokes, WMDC (GS)		John Mackman, Selby DC (JMa)	
Jessica Brown, Environment Agency (JB)		Ian Foster, Environment Agency (IF)	
Sonny Brightwell, FM2 Site Manager (SB)		Linda Wroe, Fryston Lane RA (LW)	
Steve Yates , Friends of Fryston Wood (SY)		Andrew Pound, Selby DC (AP)	
Chris Gaughan, Environment Agency (CG)		Julie Mayhew, WMDC/ Job Centre Plus (JM)	
Keith Shenton (KS)		Margaret Gill, Oakhill Park RA (MGil)	
Jennifer Mitchell, Byram Cum Sutton PC (JM)		Rory O'Connor, WMDC (RO)	
Glenn Burton, Knottingley (GB)		John French, Castleford Lane resident (JFre)	
David Nicklin, Byram cum Sutton PC (DN)		Yvonne Crewe, WMDC (YC)	
Rita Stephenson, Fairburn PC (RS)		Ray Newton, Monk Fryston and Hillam Community Association (RN)	
Roy Wilson, representing Nigel Adams MP (RW)		Stephanie Gilbert, AIRE/ Brotherton PC (SG)	
Keith Shenton, Pollards Fields resident (KS)		Michael Elphinstone, Oakhill Park RA (ME)	
Rhonda Fleetwood, BDR (RF)		Jack Crawford, Selby DC (JC)	
David Davies, Bryam cum Sutton PC (DD)		Chris Ratcliffe, Wheelabrator (CR)	
Don Simpson, AIRE/ Brotherton PC (DS)		Harry Ellis, WMDC (HE)	
Jackie Dennis, Oakhill Park RA (JD)		Chris Pearson, NYCC (CP)	
Richard Lowe, Aecom (RL)		Colin Drew, MEL (CD)	
Justin Mayes, HZI (JM)			
John Mannering, Oakhill Park RA (JMa)			

Contact Details

Jade Fearon (Community Liaison Manager) 01724 788236/ 07854 313526 (Monday to Thursday 08:30 – 17:00)

Purpose of Meeting

To inform the group of the status of the Ferrybridge C power station, of the Siniat gypsum facility, and the construction of the Multifuel power station.

This committee satisfies the requirement of Condition 58 of the S.36 consent for the development of the Multifuel power station.

Meeting Notes

Item

1 Introductions and Safety Moment

JF welcomed the group and PH gave a safety moment.

2 Review of previous minutes

The minutes of the previous meeting were reviewed and agreed.

3 Ferrybridge Multifuel 2

SB gave the following update in relation to the FM2 project.

- Works on site are now underway with the access road nearing completion
- PJ Carey's have been appointed as the main civils contractor for the project

AS presented an update from HZI which included the main programme and key milestones. Site clearance and welfare facilities are now completed. First concrete pour took place on Tuesday 11th October. AS explained that there is a 24 hour contact number for the site and asked that any members of the community that experiences any issues to call this number so that the issue can be logged. Any issues reported are logged and investigated. AS encouraged any issues to be reported straight away as this makes investigation more productive.

SITE SECURITY CONTACT NUMBERS (24HOURS) 07342998830 / 01977 884110

JD asked if there will be a commitment during FM2 to ensure that calls are answered. AS explained that the number will be manned 24 hours per day with a commitment to log and investigate all issues reported.

RW asked if there will be a need for piling works as part of the construction. JM explained that there will be no piling involved.

DS asked when first deliveries of fuel would begin for FM2 – first fuel deliveries to the plant are expected September 2018.

DS asked if all deliveries for FM2 will be taken by road and if there an opportunity for some deliveries to come by rail – SB informed the group that all deliveries would be by road. Deliveries by rail had been considered for FM2 however this was dependant on the contracts secured for the fuel. SB to speak to FM2 fuels team to discuss future options however he detailed that various studies were

carried out regarding the feasibility of deliveries by rail during the planning stages of the project and this was given serious consideration. In order for rail deliveries to be used the supplier needs to have access to a rail head at source of the fuel, this isn't always the case meaning that to use rail deliveries at the plant the fuel would need to be transported twice.

RL added that as part of the FM2 DCO all significant fuel contracts had to be assessed to demonstrate that the most sustainable fuel delivery option was being utilised. MEL use a Sustainable Fuel Transport Appraisal Tool that was developed in consultation with WMDC and Highways England to assess whether alternative transport methods to road could be used, considering the distance travelled, distance to nearest rail head and other factors,

DS asked if rail is more sustainable and efficient – in principle the answer is yes, but it depends on having access to the rail network at point of fuel generation as well as at Ferrybridge. If fuel needs to be double handled to use trucks to get it to a railhead, then load it on to trains, the sustainability position weakens.

JD added that Oakhill residents would raise concerns over potential deliveries by rail because of potential noise implications.

RW raised concerns over air quality in the area and asked if there was monitoring of the air quality in the area. Does the Environment Agency produce any reports to show if the increase of traffic in the area has affected air quality?

CG explained that three local coal fired power stations had previously provided a fund for air quality monitoring. Last year it was agreed that this was no longer necessary due to reduction in emissions/closure of stations. Local authority are responsible for undertaking air quality monitoring. CG suggested that RW contact the local authority directly to discuss any concerns in this area. Ambient monitoring continues at Brotherton to demonstrate any changes as a result of FM1's operation.

JM noted that since the commencement of construction for FM2 the road noise from the nearby A1 seems to have increased. Is there any way to monitor now to determine if there is an increase following completion of the project?

RL explained that the project has tried to simulate if this effect could be taking place. Modelling doesn't show the effect. SB added that the boundary monitors that are in place would collect this data.

DS – air quality monitoring that is in place monitors PM_{10} . Is there any monitoring taking place to collect data on the smaller particulates which can cause damage to human health? RL explained that the monitor does collect PM_{10} data but also $PM_{2.5}$ which are all measured within the filters. The standard level for $PM_{2.5}$ particulate levels in the air set by government is $25\mu\text{g}/\text{m}^3$; the monitoring from FM1 shows a level of $18\mu\text{g}/\text{m}^3$ for PM_{10} including the $PM_{2.5}$ fraction. This demonstrates that the

concentration meets the PM_{2.5} standard set for the protection of human health.

RW requested an explanation over benchmarking the monitoring. RL explained that in other urban areas the air quality exceeds the upper limit of 25ug/m³. There has been no measureable increase in PM levels since the operation of FM1 began.

In addition to particulate monitoring, metals analysis of the collected dust is also undertaken. CG requested a full list be made available, which will be shared.

RW remarked that it would be interesting to know if the closure of Ferrybridge C station has made an impact on air quality level in the area. CG commented that baseline data is not available to make this comparison.

RW raised the issue of lighting on the FM2 project and asked for clarification regarding what is classed as non intrusive. AS informed the group that lighting is orientated in a downwards direction. RW asked if lighting would be switched off during non working hours on site? AS explained that lighting will be kept to a minimum during non site working hours, however there will a requirement for some lighting for safety and security purposes.

4 SINIAT update (formerly Lafarge)

A Siniat representative was unavailable for the meeting. If anyone has any concerns regarding Siniat, they should contact Lyndon Sutcliffe on 01977 634007 or email lyndon.sutcliffe@siniat.co.uk.

5 Multifuel 1 Update

5.1 Operations Update

Colin Drew was unavailable to attend the meeting.

****POST MEETING NOTE****

Safety

On 13th October, the Site Operations and Maintenance Team completed 1 year without a lost time injury.

Noise

On 15th August we received a complaint about noise at 04:15. We investigated and found that the plant was running normally.

Vehicles

On 3rd October we were informed about lorries parking up at 06:30 on the A162. By the end of day we had:- prepared a communication sheet and sent it to our fuel suppliers Issued it to truck drivers arriving at site

Steam Turbine

26th April – Steam Turbine emergency oil pump failed requiring extensive repairs to be carried out.

10th October – Steam Turbine restarted and synchronised to grid.

<p>5.1</p>	<p>Golf Course</p>
<p>JF shared an image of the newly finished golf course.</p>	
<p>6</p>	<p>Ferrybridge C Update</p>
<p>PH provided the group with the following update</p> <ul style="list-style-type: none"> • Decommissioning is now 55% complete against the forecast plan. • Safety, security and environmental performance of the project remains excellent • Bulk storage of hazardous materials have been removed • Coal disposal from site continues and is forecast to be complete in 2017 <p>PH added that coal is currently being transported to Fiddlers Ferry power station. DS asked if any of the coal was being sent to Drax or Eggbrough. PH responded to say that there had been a contract with Drax for coal, this is now complete.</p> <p>DS asked what would happen to coal stack area once the removal is complete? PH explained that SSE has instructed independent consultants to look into future options for the site. Land is designated for power generation.</p> <p>CG explained that the Environment Agency are involved throughout the decommissioning process. RW asked if there are plans to demolish the cooling towers. PH explained that no decisions of this nature had yet been made.</p> <p>RW asked what the future plans for the ash lagoons would be? PH explained that this is currently being investigated as there seems to be conflicting information at present.</p> <p>PH informed the group that since the closure there had been a number of charitable donations such as office equipment etc made from the site to local organisations.</p>	
<p>7</p>	<p>Any other business</p>
<p>CG wished to re-iterate the offer made previously by Ian Forster that should any CLG members wish to meet with members of the EA to discuss wider issues they could contact Ian directly.</p>	
<p>8</p>	<p>Date and time of next meeting</p>
<p>The next CLG meeting will take place on Wednesday 18th January 2017 at 10.30am at the Ferrybridge site. The schedule for the 2016 meets is as follows:</p> <p>Wednesday 19th April 2017</p> <p>Wednesday 19th July 2017</p> <p>These dates are subject to change.</p>	
<p>10</p>	<p>Actions</p>

JF	Re-send air quality monitoring annual results report with minutes
	To arrange a meeting with AIRE to discuss air quality monitoring results
	To determine whether any further noise monitoring can be undertaken to understand if reflection of motorway noise can occur