

Ferrybridge Community Liaison Group Meeting

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| Date: | 13 January 2016 | Location: | 'Ian Marchant' Pavilion, Ferrybridge 'C' Power Station |
| Date issued: | 12 February 2016 | Recorded by: | Jayne Williams |

Attendees:

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| Jayne Williams, SSE (JW) | | Apologies: |
| Mick Culley, SSE (MC) | | Mick Gee, SSE (MG) |
| Colin Drew, MEL (CD) | | Cally Bristow, Siniat (CB) |
| Chris Ratcliffe, Wheelabrator (CR) | | John Mackman, Selby DC (JMa) |
| Jade Fearon, SSE (JF) | | Carol Mackman, Selby DC (CM) |
| Harry Ellis, WMDC (HE) | | Linda Wroe, Fryston Lane RA (LW) |
| Graham Stokes, WMDC (GS) | | Andrew Pound, Selby DC (AP) |
| Jackie Dennis, Oakhill Park (JD) | | Chris Pearson, NYCC (CP) |
| Ian Foster, Environment Agency (IF) | | David Nicklin, Byram cum Sutton PC (DN) |
| Jennifer Mitchell, Byram Cum Sutton PC (JM) | | Rory O'Connor, WMDC (RO) |
| David Davies, Bryam cum Sutton PC (DD) | | Michael Elphinstone, Oakhill Park RA (ME) |
| Don Simpson, AIRE/ Brotherton PC (DS) | | Yvonne Crewe, WMDC (YC) |
| Rita Stephenson, Fairburn PC (RS) | | Ray Newton, Monk Fryston and Hillam Community Association (RN) |
| Roy Wilson, representing Nigel Adams MP (RWil) | | Rhonda Fleetwood, BDR (RF) |
| John French, Castleford Lane resident (JFre) | | Stephanie Gilbert, AIRE/ Brotherton PC (SG) |
| Keith Shenton, Pollards Fields resident (KS) | | Jack Crawford, Selby DC (JC) |
| Julie Mayhew, WMDC/ Job Centre Plus (JM) | | Steve Yates , Friends of Fryston Wood (SY) |
| | | Margaret Gill, Oakhill Park RA (MGil) |

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 | |
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| 1 | Introductions and Safety Moment |
| | JW explained that she was moving onto a new role within SSE, and introduced JF who will be taking over her role from the beginning of February 2016. JW said that JF had been with SSE for four years and had been doing this role previously, but for different projects. JW said that the handover phase was underway, and that JF's contact details would be circulated in due course. |
| 2 | Review of previous minutes |
| | The minutes of the previous meeting were reviewed and agreed. |
| 3 | Ferrybridge 'C' Update |
| | MC apologised on MG's behalf that he was unable to make the meeting. He said that unit 3 is continuing to run baseload, but that as announced in May 2015, the station will close on 31 March 2016. He explained that 60 staff will be taking voluntary redundancy at the end of March, and another 60 staff will remain at the site for another 12 months in order to carry out decommissioning activities. Decommissioning will involve activities such as draining systems, making the site safe and secure and removing hazardous materials. RW asked about what would be happening to the chimneys/cooling towers? MC explained that no decisions have been made as to the future of the site by SSE at this time. RW also asked if lighting would be reduced once the station is closed? MC explained that there is still a lot of coal left at the stock pile, but this will be moved off site via trains over the coming months so that no coal will be left on site. He said that lighting may still be needed whilst this work is ongoing, but the decommissioning team would be looking to remove power from areas as soon as possible. It was agreed that the leader of the decommissioning team will be invited to the next meeting in order answer questions on this. DS asked what would be happening with the settling ponds? MC confirmed that SSE was talking to the EA about what needed to be done in terms of remediation. DS asked if the EA are involved in the decommissioning? IF explained that the EA will be involved as the site still has an environmental permit, which needs to be adhered to. Additionally, the EA need to be satisfied in order for the site to be able to surrender its environmental permit. |
| 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 |
| | CD confirmed that the FM1 operations team took over the plant on 29 July 2015 and it is now fully commercially operational. During commissioning the plant took 78,882 tonnes of fuel, and since it has been operational, has taken 220, 239 tonnes. It has exported 277,115 MWhrs of electricity, with a maximum half hour average of 75.6MW. The peak amount of fuel delivered in one day has been 3555 on 30 December 2015. KS commented that he has noted that lorries have been spilling fuel onto the road, and some are not very clean. CD explained that it is a legal responsibility for lorry drivers to ensure that they secure their load. Post meeting note: CD has spoken to the offending hauliers and they have agreed to police the wagons as they leave their distribution centres. |

KS also asked if continental lorries are delivering to the site, as some non-UK hauliers have been breaking the 7.5 tonne weight limit through Townville.

Post meeting note: CD has checked and there are no records of foreign vehicles delivering or collecting from the FM1 site and so continental lorries using this route have not been linked to the site.

CD said they the team are still making periodic checks of the fuel that is being delivered, usually about once a week, to ensure that no items that shouldn't be being delivered are in the fuel, nothing has been found since the end of the commissioning phase. RW and JD said that they, and other local residents, had noticed black smoke coming from the chimney? CD explained that this isn't smoke, but water vapour, and is not black. IF said that he has had experience of this before, and it is a trick of the light that makes it appear to be black. CD said that the plant is continuously measuring the steam. For example, in November, the dust levels increased to be higher than normal, but were still only at a quarter of the permitted levels. However, the plant alerted operators to this, and bags within the filtration house were changed, resulting in the dust levels dropping back to normal levels.

RW asked where the fuel was coming from? CD said that it is coming from the long term fuel contracts that MEL have committed to, including 40 % from the Doncaster, Barnsley and Rotherham contract, plus fuel from Wakefield, East Riding and small quantities from Wigan and Wrexham.

KS asked why the fuel was not coming by rail? CD explained that as the fuel contracts are from the local area, it makes greater economic sense for the fuel to be delivered by road. However, MEL has invested around £7 million in a rail gantry system which has been constructed to enable the site to take deliveries by rail. CR explained that for FM2, all of the assessments have been done on all of the fuel being delivered by rail, but the fuels team have tendered for a fuel contract which would arrive at the site by rail. Unfortunately, FM2 was unsuccessful in securing this contract. Other rail contracts could still be considered. DS asked if material was or would be being brought in from abroad, as he had read that this was happening across Europe? CD confirmed that no, all fuel was from the UK. IF confirmed that waste from abroad cannot be brought into the UK for incineration, and that there was still a supply of fuel from within the UK for plants such as FM2.

DS said that he was concerned about cumulative impacts from FM1 and FM2, and that MEL would decide to build more plants at Ferrybridge. IF explained that cumulative impacts form part of each separate planning application, and that impacts are assessed on a cumulative basis. CD confirmed that there are no current plans for further Multifuel projects at the Ferrybridge site.

DS wanted to update MEL that they are looking into purchasing some more equipment for their air quality monitor to eliminate water vapour from the readings. IF asked DS to please talk to the EA before purchasing any equipment as they would be happy to advise, and wouldn't want DS and others to spend money on equipment that would not be useful to them.

JM explained her role at WMDC, and wanted to highlight that the FM1 and FM2 projects are beneficial to the area in terms of skills and employment.

5.1 Golf Course

JW updated that the golf course was still on track to be ready for playing by spring 2017. Power and water to the golf course is now live. The course is now "in the growing in period" and the Greens had their second cut last week. The team are planning to cast the concrete slab for the maintenance shed

this month with the shed being constructed next month. An order for the Plant to maintain the course has been placed and some plant has already been delivered. The new Green Keeper has been appointed and will start in early April.

6 Ferrybridge Multifuel 2

CR updated that a Development Consent Order (DCO) was issued by the Secretary of State on the 28th October 2015. A Correction Order to amend minor errors, such as typographical mistakes, identified in the DCO was submitted to DECC on the 4th December 2015. MEL are currently in the process of drafting schemes to discharge a number of pre-commencement conditions prior to material works commencing on site, these will be submitted to WMDC for approval. An Operational Permit was issued by the Environment Agency on the 25th November 2015. MEL are currently in discussions with an EPC Contractor for the construction of the facility. RW asked why MEL was not providing any offsite screening for FM2, he feels that things have changed now that Ferrybridge C is closing? CR explained that when the application was made, it had not been announced that Ferrybridge C would be closing and so the assessments were made in the context of the station. CR said that construction could be expected to start during the second half of 2016, but more detail would be provided on this as the timeline became clearer.

7 Any other business

No attendees had any other business to raise.

8 Date and time of next meeting

The next CLG meeting will take place on **Wednesday 20 April 2016** at 10.30am at the Ferrybridge site. The schedule for the 2016 meets is as follows:

Wednesday 20 July 2016

Wednesday 12 October 2016

These dates are subject to change.

10 Actions

Invite the Decommissioning Team Leader to the next CLG meeting