

LOSTOCK SUSTAINABLE ENERGY PLANT | LOCAL LIAISON COMMITTEE (LLC)

Summary	
Meeting	Thursday 28 th April 2022, 14:00-16:00 Lostock Works, Northwich and Online
Attendees	Tim Forrest, Managing Director, Construction & Operations, Copenhagen Infrastructure Partners (TF) Gillian Sinclair, Head of Development, UK Energy Division, FCC (GS) John Jensen, Project Director, LSEP (JJ) Phil Davies, General Counsel & Director, Tata Chemicals Europe (PD) Nick Roberts, Director, Axis (NR) Rebecca Eatwell, Managing Director, Font Communications (RE) Hazel Honeysett, Principal Planning Officer, Cheshire West and Chester Council (HH) Cllr Sam Naylor, Northwich Witton ward member, Cheshire West and Chester Council (SN) Lyndsey Sandison, Lostock Gralam Parish Council and Lach Dennis Parish Council clerk (LS)
Apologies	Steve James, local resident representative Cllr Helen Treeby, Rudheath ward member, Cheshire West and Chester Council
Item 1	Welcome and introductions
	<p>TF opened the meeting, welcoming attendees and explaining that, since CNIM's application for administration, Font Comms has been appointed to manage the LLC, replacing Coast Communications who were subcontracted by CNIM. Font Comms specialise in community engagement and consultation, and have supported LSEP in delivering a public consultation for the variation application submitted to BEIS in October 2021.</p> <p>TF introduced Font Comms' RE who will be the new Chair of the LLC. RE invited attendees to briefly introduce themselves.</p>
Item 2	Minutes of previous meeting
	<p>The committee reviewed the minutes and actions from the previous meeting:</p> <ol style="list-style-type: none"> <u>1) Jeremy Gibbs to clarify details regarding crossing systems for Steve James (Cheshire West and Chester Council)</u> <p>HH confirmed that she was liaising internally on this action. <i>*Following the LLC, HH made contact with the LSEP team to confirm that the new Broken Cross signals are activated by inductive loops*</i></p> <u>2) PD will investigate the steam venting issue on site and follow up with SJ to provide further information (Tata)</u> <p>PD followed up with SJ to advise that this was a temporary issue due to a shut down.</p>

	<p>3) <u>Invite a consultant to discuss the variety of different technologies that are currently available and provide more context regarding the facility (Coast)</u></p> <p>RE confirmed that a consultant would be invited to the next meeting of the LLC.</p> <p>4) <u>LSEP to provide an update on consultation responses</u></p> <p>RE confirmed that this would be addressed as part of agenda item 6.</p>
Item 3	Update on CNIM
	<p>TF provided a summary timeline of events which took place prior to and following CNIM's application for administrative proceedings:</p> <ul style="list-style-type: none"> - December 2021 CNIM fail to pay subcontractors – LSEP step in and pay on CNIM behalf CNIM tell employees working as contractors at Lostock not to return after Christmas holidays - January 2022 24 Jan: CNIM Contracting Parent Company applies to Paris Commercial Court for administration 25 Jan: CNIM suspends bulk of subcontracts for the LSEP project 26 Jan: CNIM writes to LSEP explaining it cannot meet its safety obligations 27 Jan: CNIM & LSEP work for safe closure of the site - February 2022 14 Feb: LSEP takes control of the site infrastructure 25 Feb: LSEP restarts work by activating arrangements with the subcontractors CNIM left behind - March 2022 1 Mar: CNIM'S UK subsidiary (CCLL) conducting the Lostock work declared insolvent 2 Mar: LSEP terminates contract with CCLL 3 Mar: CNIM starts to terminate all its subcontracts for the LSEP project <p>TF confirmed that the LSEP Board is committed to delivering the scheme and has allocated £20m to progress the site works. LSEP has restarted all contracts required to complete the works for Tata/Inovyn/Imerys, resumed the piling and civil works for the scheme and is now working with CNIM's other subcontractors with a view to starting the mechanical works once the critical civil works are complete.</p> <p>TF outlined planned next steps for the project:</p> <ul style="list-style-type: none"> - LSEP is now running a process to select a main works contractor to replace CNIM - In February 2022, LSEP pre-qualified six companies to take the role. This will be reduced to a shortlist of two or three companies

- CNIM's assets and two thirds of their engineering team were taken over by Paprec on 15 April 2022. LSEP is in discussions with Paprec to identify whether they should join the competitive process
- LSEP aims to have a replacement for CNIM in place by Autumn 2022
- It is estimated that this will delay the project by around nine months, meaning the plant will now move into operation in Q4 2025

HH enquired if LSEP had received any local complaints due to the resumption of piling works at the site. TF and RE confirmed that no complaints had been received.

HH asked if the LSEP site manager had changed due to CNIM no longer being involved in the project. JJ confirmed that the LSEP site manager remained the same.

LS informed the LLC that a local resident on Birches Lane had reported light pollution from the LSEP site. TF advised that, if this was connected to LSEP site construction activity, it would most likely be a result of slipforming of the bunker pit which has now been completed. LS advised that she would follow up with the local resident to confirm that this was no longer an issue.

SN asked if the site's workforce was the same and whether there would be additional opportunities to recruit locally to support the construction of the LSEP. TF confirmed that as LSEP has simply activated arrangements with the Contractors that CNIM was already working with, the subcontractor workforce remains unchanged, which is made up of a mixture of expatriates and local employees. TF also advised that there would be additional contractor opportunities moving forward and that LSEP was committed to giving opportunities to local contractors and local people where possible.

RE confirmed that LSEP would confirm the percentage of people that have been employed locally to date.

SN enquired if progress had been made with the confirmation of waste contracts and the locations of where LSEP will import waste from. GS updated that it was too early to provide more information on waste contracts and imports as LSEP was not actively engaged in a procurement process at this stage. More information will be provided to the LLC once available.

SN confirmed his preference for LSEP to import waste via rail rather than road infrastructure, and would welcome a further review of the potential for this. TF drew attention to the report on rail transport included in the planning application for the extension that was separately presented to SN and advised that LSEP remains willing and open to engage with local authorities on facilitating waste deliveries via rail, but that this would require the local authorities originating the waste to commit to rail transport of the waste from their collection stations.

SN confirmed that he would liaise with CWACC officers to progress engagement with wider local authorities on the potential for rail deliveries.

Items 4 and 5	Construction and roadworks update
	<p>JJ confirmed that enabling works for the LSEP have been completed, which included the delivery of a new office, water purification plant, two sub-stations, and the diversion of on-site pipes and cables on behalf of Tata, Inovyn and Imerys.</p> <p>JJ outlined the completed demolition and remediation works, which included the demolition of the old power station boiler building, water purification plant, substation, turbine building, and remediation of the ground on which the LSEP will be constructed.</p> <p>JJ updated that the improvements to public roads that LSEP committed to undertake have now been completed, including widening of the King Street approach to the A530/A556 roundabout to three lanes, and improved traffic management at the Middlewich Rd/King Street/Penny's Lane - Broken Cross Junction.</p> <p>JJ confirmed that the installation of the LSEP's 132kV export grid connection cables along Griffith Road and Manchester Road have been completed, as well as the Distribution Network Operator substation building, which has also been tested and is ready for use.</p> <p>JJ also confirmed that all site facilities have been taken over from CNIM and are now being operated by LSEP, and updated that the new Tata access road – comprising roadworks, a new gatehouse and two new weighbridges – are due for completion by July 2022.</p> <p>Presenting photos of on-site progress, JJ updated that piling works are close to completion, with 1,275 piles installed out of an expected total of 1,677, and the 24/7 slipforming of the bunker pit and boiler slab have been completed. The construction of two overhead line towers is also underway.</p> <p>JJ outlined key activity for the LSEP moving forward, including:</p> <ul style="list-style-type: none"> - continue design and procurement for the LSEP - continue civil construction works for the LSEP, primarily: <ul style="list-style-type: none"> o complete Tata access roadworks o complete phase 2 of piling, with phase 3 to be completed later in the process o excavation of bunker pit o rebar and concrete works for bunker pit, tipping hall and bottom ash building - complete construction of overhead line towers - commence horizontal directional drilling under the canal to facilitate the grid connection cable <p>SN enquired if construction activity would create any disruption for nearby boats along the canal. JJ confirmed that LSEP construction activity would not cause disturbance.</p> <p>SN requested further information on the weighbridges. JJ explained that in addition to Tata's two weighbridges, the LSEP will deliver four weighbridges for its operations (two incoming and two outgoing).</p>

	<p>SN commented that the LSEP should not be delivered on the presumption that waste deliveries will be made via road, and expressed concern regarding the impact of the LSEP’s operations on the local road network.</p> <p>PD confirmed that an agreement is in place to allow the use of the site’s railhead if rail deliveries to the LSEP are viable.</p> <p>SN commented that rail deliveries to the site would be well received by the local community. TF reiterated that LSEP is willing to engage with SN and local authorities on the potential for facilitating waste deliveries via rail. TF also noted that, in order for rail to displace road deliveries, waste needs to be collected in viable volumes by the local authorities and routed by the local authority customers via rail to LSEP.</p> <p>GS advised that LSEP and Tata are committed to investigating waste deliveries by rail, and will continue to keep the practicalities and viability of this option under review. Moving forward, GS noted that LSEP would be well placed to compete for future long-term rail delivery contracts that are put out to tender.</p>
Item 6	Variation application update
	<p>NR confirmed that the variation application was submitted to BEIS on 1st October 2021, which seeks to increase the annual tonnage of waste that can be treated at LSEP by 128,000 Tonnes per annum and make associated changes to the permissible HGV numbers.</p> <p>BEIS confirmed that the application was considered suitable for publication on 21st October 2021, and the BEIS consultation period ran until 2nd December 2021 for local residents and stakeholders, with an additional month given to CWaCC to make its representations.</p> <p>NR confirmed that LSEP had received 20 responses from named consultees, 241 public objections – circa 200 of which were in the form of one of two letter templates – and an objection representation from CWaCC as part of the BEIS consultation. No technical consultees have objected to the variation application. A decision from BEIS is anticipated ahead of the summer holidays.</p> <p>NR summarised the main comments and views raised as part of the BEIS consultation:</p> <ul style="list-style-type: none"> - Concerns over the increase in road traffic and potential associated accident risks - Concern on potential air quality impact and associated health issues - Inaccurate claim that the scheme will use outdated technology banned in Denmark - Argument that the scheme could undermine COP26 objectives - Concern regarding the LSEP site’s proximity to residential areas <p>NR advised that LSEP’s response to the main comments and issues raised through the BEIS consultation can be viewed on the project website https://lostocksep.fccenvironment.co.uk.</p> <p>NR confirmed that an application has also been made to the Environment Agency to vary the Environmental Permit. NR explained that the Environment Agency is currently</p>

	<p>taking up to six months to register Environmental Permit variations and will also hold a consultation.</p> <p>TF updated that LSEP is engaging with the consortium for HyNet North West – a hydrogen and carbon capture project – on the potential for connecting the LSEP to the planned HyNet pipeline to capture CO2 from the plant and reduce emissions. As part of this, LSEP is in discussions on participating in a feasibility study for the HyNet project.</p>
Item 7	Future agenda requests
	<p>A number of future agenda items were discussed:</p> <ul style="list-style-type: none"> - invite a consultant to the next meeting to discuss the variety of different technologies that are currently available and provide more context regarding the LSEP - discuss LSEP community benefits and community engagement – SN suggested that future engagement could be undertaken with Rudheath Senior Academy on opportunities to enhance the school’s facilities and offer <p>GS highlighted that the FCC Communities Foundation has supported a number of community projects in the region to date, and agreed to connect SN and the charity manager.</p>
Item 8	A.O.B
	No other business was discussed
Item 9	Date and time of next meeting
	Thursday 14 July, 2pm.

Actions

- LSEP to confirm the percentage of LSEP site staff that have been employed locally to date
- RE to confirm percentage of local employees at LSEP
- SN to liaise with CWACC officers to progress engagement with wider local authorities on the scope for rail deliveries to LSEP
- GS to connect SN and FCC Communities Foundation manager to discuss potential LSEP community benefits