

REPORT

Boston Alternative Energy Facility - Appendix 3 Part Two

Appendix 3 Phase One Consultation (Part Two)

Client: Alternative Use Boston Projects Ltd
Planning Inspectorate Reference EN010095
Document Reference 5.1
Pursuant to Section 37(3)(c) of the Planning Act 2008
Reference: PB6934-ATH-ZZ-XX-RP-Z-3003
Status: Final/0.0
Date: 23 March 2021



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Appendix 3 Part Two
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Reference: PB6934-ATH-ZZ-XX-RP-Z-3003
Status: 0.0/Final
Date: 23 March 2021
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Project number: PB6934
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Date: 22/03/21

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Date: 23/03/21

Classification

Project related

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Table of contents

Appendix 3	Phase One Consultation Part Two
Appendix 3.10	Phase One Public Information Day registers
Appendix 3.11	Phase One public exhibition boards
Appendix 3.12	Phase One A3 site layout map
Appendix 3.13	Phase One feedback form
Appendix 3.14	Letter and brochure sent to section 44 consultees at Phase One
Appendix 3.15	Phase One feedback summary
Appendix 3.16	Phase One consultation responses and the Applicant's response

REPORT

Boston Alternative Energy Facility - Appendix 3.10

Appendix 3.10 Phase One Public Information Day registers

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Appendix 3.10 Phase One Public Information Day registers

This appendix contains copies of the documents used to register attendees at the Phase One Public Information Days, with personal information redacted for data protection purposes.



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Alternative Use Projects Boston Ltd.

Public Information Day Registration Form

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Name	Address	Email	Telephone
	FEU 9LP		
	PE21 6PE.		
	PE21.9JW		
	PER1 9RA.		
	PE22 OST		
	PE21 6HA.		
	PE20 1HA		

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Name	Address	Email	Telephone
	PE21 8PU		
	PE21 8PU		
	PE21 8PU		
	PE21 8PU		

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Name	Address	Email	Telephone
	PE217PN		
	PE218EY		
	LCC		
	LCC		
	PE21CSY		
	PE21ONA		
	PE21 9AL		
	PE217QJ		

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Name	Address	Email	Telephone
	PE21BQR		
	PE21 9PT		
	PE21 8XT		
	PE21 6PA		
	LN7 6TB		
	PE11 40Q		
	PE21 8PU		
	PE21 7PW		

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Name	Address	Email	Telephone
	PE 21 TQD		
	PE 21 TQD		
	PE 21 9PB		
	PE 21 OJR.		
	PE 21 ONQ.		
	HAW SPA		
	P.E. 21 3PB		

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Name	Address	Email	Telephone
	PE21 9DQ		
	PE21 9AF		
	PE21 9DQ		
	PE21 6NR.		
	PE20 1XF		
	PE21 0NG.		
	PE21 7PN.		

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Name	Address	Email	Telephone
	PE 21 0A2		
	PE 21 0A2		
	PE 21 0BY.		
	PE 21 0BY		
	PE 21 9AP		
	PE 21 9AP		
	PE 21 0BL		
	PE 21 0BE		
	PE 21 0DG		

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Name	Address	Email	Telephone
	PE21 OBT		
	PE21 OAT		
	PE21 OAT.		
	PE21 OQU.		
	PE21 OBT		
	PE21 OBT		
	PE21 OEZ.		
	PE21 OBY.		
	PE21 OBP		

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Name	Address	Email	Telephone
	PE21 OAY		
	PE21 8AY.		
	PE21 8AY		
	PE21 OAW		
	PE20 OPN		
	PE21 ODD.		
	PE21 9RB		

19/09

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Name	Address	Email	Telephone
	PE21 7EJ		
	PE 21 9VD		
	PE22 ONH		
	NG34 8R5		
	PE21 7LQ		
	PE21 7LQ		
	PE21 7BQ		
	PE21 7BH		

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Name	Address	Email	Telephone
	PE21 7JU		
	PE21 7SE		
	PE21 6LG		
	PE22 0HY		
	PE21 7EU		

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Name	Address	Email	Telephone
	PE21 7EY		
	PE21 4EJ		
	PE20 1EP		
	PE21 05X		
	PE21 05D		
	PE21 8PU		
	PE21 7EJ		
	PE21		
	PE20 1RQ		

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Name	Address	Email	Telephone
	PE220PY		
	PE218BB		
	PE218BB		
	PE217GN		
	PE217NQ		

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Name	Address	Email	Telephone
	PE21 ORP.		
	PE21 OSF		
	PE21 ORQ.		
	PE21 OPT.		
	PE21 OQU.		
	PE21 OSH		
	PE21 OBT.		
	PE22 OMB.		

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Name	Address	Email	Telephone
	PE21 9QW.		
	PE21 9BB.		
	PE21 ORS.		
	PE21 OSW		
	PE21 OBB.		
	PE21 ONS.		
	PE21 ORP		
	PE21 ORL		
	PE21 OQU		

11

20/09
Fishtoft

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Name	Address	Email	Telephone
	PE2205J		
	PE21 9QY		
	PE21 ORP		
	PE21 0QX.		
	PE21 0QU.		
	PE21 0QY		
	PE21 9HY		

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Name	Address	Email	Telephone
	PE21 9RA		
	PE21 0QU		
	PE21 0QU		

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Name	Address	Email	Telephone
	PE20 1AJ		
	PE20 1AJ		
	PE20 1DB		
	PE20 1XF		
	PE20 1DB		
	PE20 1AB		
	SL4 4XG (PE20 1TB)		
	PE20 1AR		
	PE20 1AS		

13

21/09
Frampton

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Name	Address	Email	Telephone
	PE 20 1AW		
	PE 20 1RW		
	PE 20 1DS		
	PE 20 1AH.		
	PE 20 1QZ		
	PE 21 9NY		
	PE 20 1BY		
	PE 20 2DE		
	PE 21 7AF		

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Name	Address	Email	Telephone
	PE 21 7BG		
	PE 21 7BG		
	PE 21 9RB		
	PE 21 8JH		
	PE 20 1DZ		
	PE 20 1AS		
	PE 20 1AU		

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Name	Address	Email	Telephone
	PE201RD		
	PE201BW		
	PE201SQ		
	PE217AR		
	PE210AU		
	PE201BN		
	PE217TD		
	PE201XF		
	PE201QP		

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Name	Address	Email	Telephone
	PE 20 1BD		
	PE 21 7NQ		
	PE 21 7NQ		
	PE20 1PS		
	PE20 1AX		
	PE21 9HN		
	PE20 1AE PE20 1AE		
	PE20 1AW		

REPORT

Boston Alternative Energy Facility - Appendix 3.11

Appendix 3.11 Phase One public exhibition boards

Client: Alternative Use Boston Projects Ltd
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Appendix 3.11 Phase One public exhibition boards

This appendix contains a copy of the exhibition boards displayed at the Phase One Public Information Days.



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Welcome



Welcome to our Phase One public information day about the Boston Alternative Energy Facility, a state-of-the-art power-generation plant which will lead the way in land-based renewable power across the UK.

The facility is being promoted by Alternative Use Boston Projects Ltd, a privately-owned project company.

It is classed as a Nationally Significant Infrastructure Project because it is a land-based power facility with a generating capacity exceeding more than 50 MW of energy.

This means we need a Development Consent Order (DCO) under the Planning Act 2008 to allow it to be constructed and operated.

This is your chance to find out more about our initial proposals, including details of potential local environmental and economic impacts, and share your views.

Your feedback is important to us and will help shape the development of the proposals.

More detail on how your opinions have helped develop the scheme will be

provided in our Phase Two consultation which is expected to begin early in 2019. This second consultation will provide you with a further opportunity to comment on the proposal.



The site for Boston Alternative Energy Facility viewed from across the Haven

Our proposal (1)



The Boston Alternative Energy Facility will have a proposed generation capacity of 102MW (gross) of renewable energy, of which 80MW (net) will be exported to the National Grid. This is enough to power the equivalent of 185,000 homes. The remainder will be used to power the facility itself.

What will happen at the Boston Alternative Energy Facility?

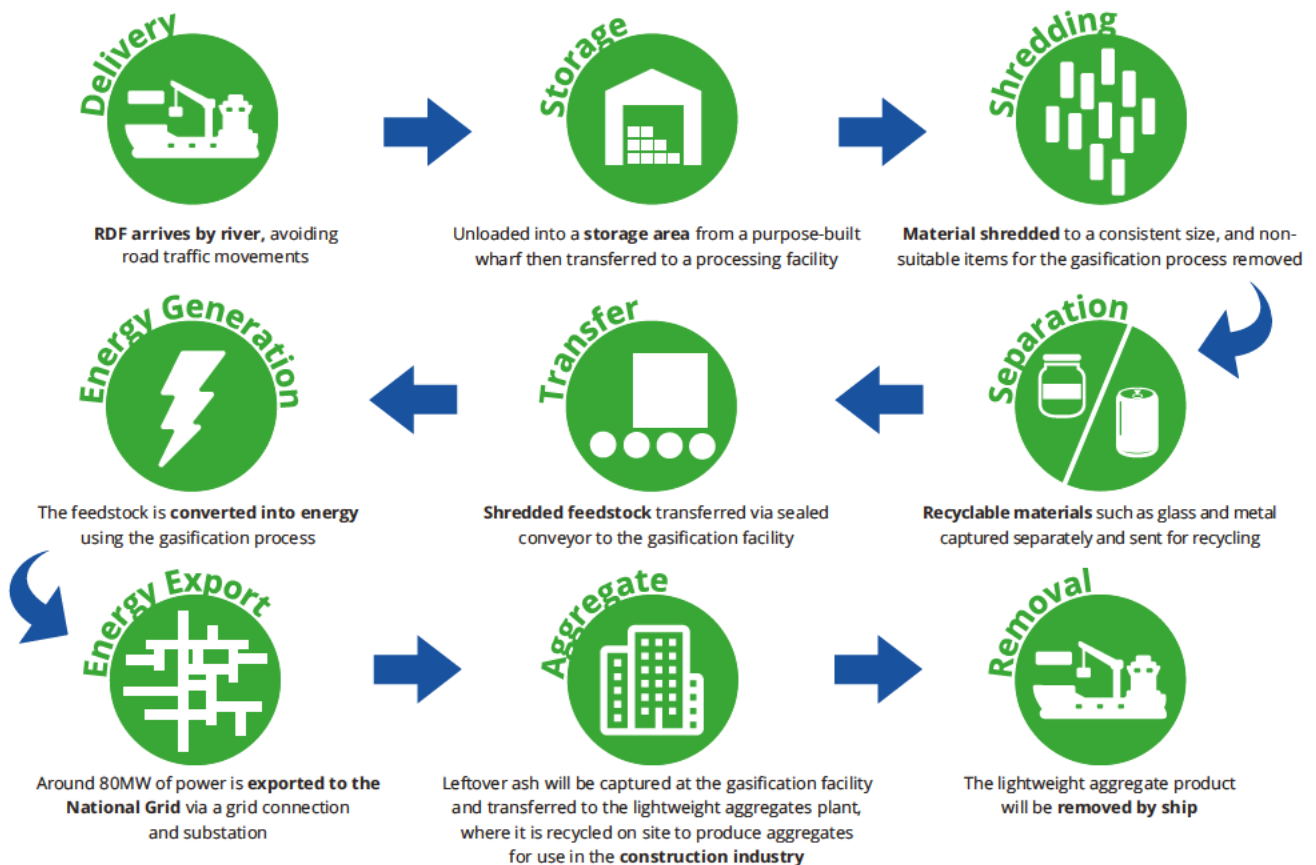
Delivering this power involves a number of stages, from receipt of the fuel; storage and processing; generation of energy; and dealing with the residues.

The process by which power will be generated is called gasification, which is explained in more detail on our dedicated exhibition board.

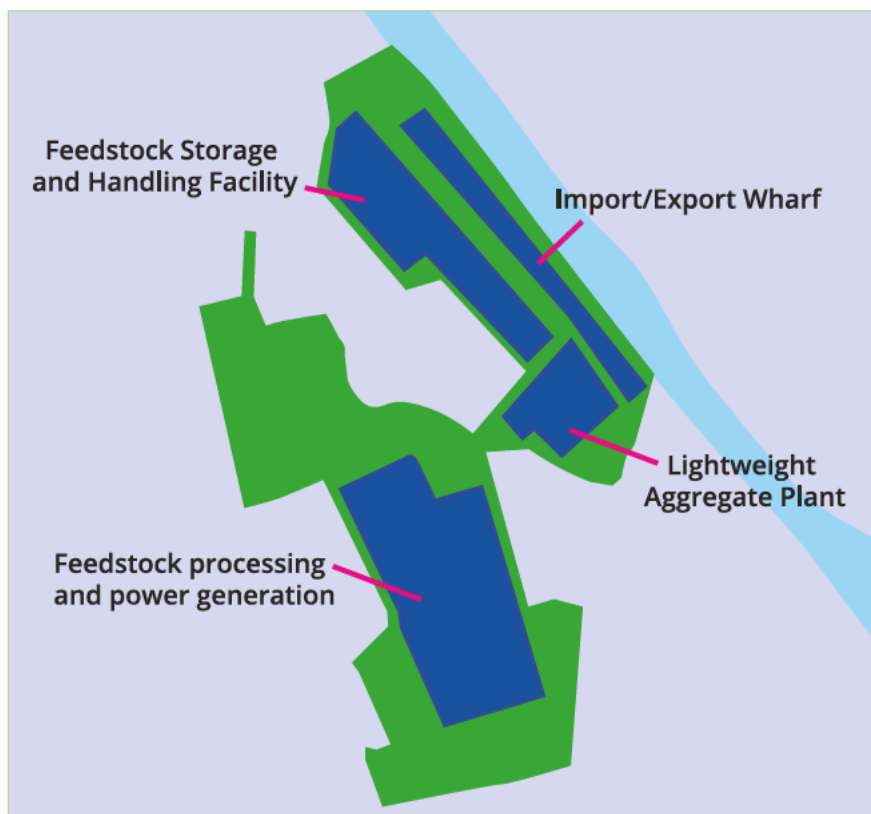
This process will use a fuel (or feedstock) called refuse derived fuel (RDF). The RDF is made from residual non-recyclable household waste, which will be baled and transported by ship to the Boston Alternative Energy Facility from UK ports. This will avoid road traffic movements to and from the site.

In addition, the ash residues from the gasification process will be processed on site into an aggregate product. This will be exported from the site by ship.

The process is as follows:



Our proposal (2)



Conceptual Site Layout

The proposed development includes:

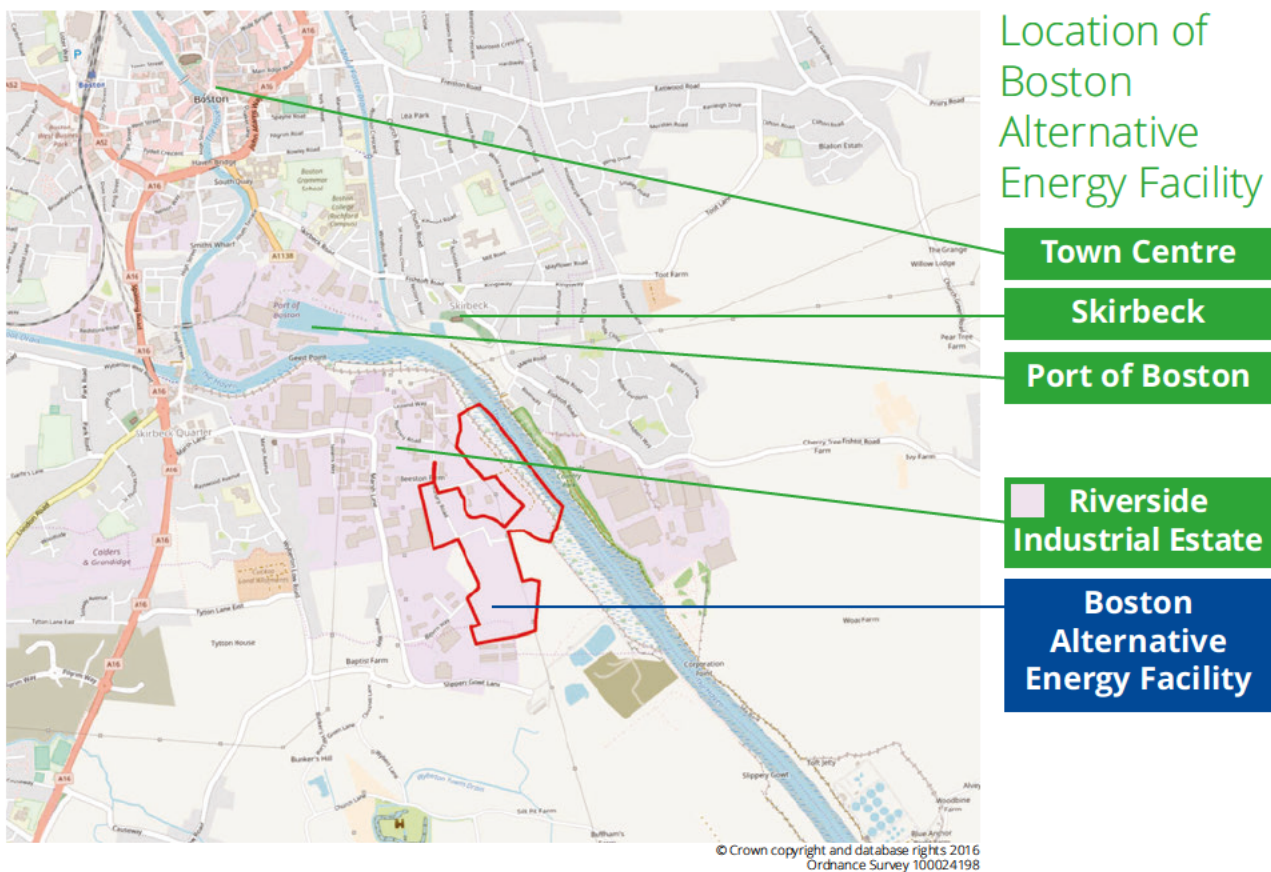
- a new wharf on the bank of the Haven with cranes and berthing points for up to three ships
- a storage area behind the wharf to house the incoming material
- a processing facility to prepare the feedstock to a consistent specification
- conveyors for transferring the processed material to the gasification facility
- a gasification unit that will generate power, which will then be exported to the National Grid via a grid connection and substation
- a lightweight aggregate manufacturing plant which uses the ash residue from the gasification process and
- a storage area for loading of the lightweight aggregate onto a ship for removal from the site.

Site location



The proposed site is at the Riverside Industrial Estate in Boston. It is adjacent to the Haven, which will allow the feedstock to arrive at a newly constructed wharf by ship rather than road; and will allow removal of the aggregate product by ship rather than road.

The proposed site boundary is within an area allocated for waste recovery processes and industrial development by the local planning authority, making it an ideal location for the facility.



The gasification process

Gasification is a way of generating energy from carbon-based fuel.

Gasification is identified in National Policy Statement EN-3 as one of a number of renewable energy processes which use the biomass in waste material. This involves the creation of a chemical conversion using a restricted oxygen supply. This converts the carbon-based materials in the RDF feedstock into a synthetic gas (syngas). The syngas is a fuel, which is turned into electricity by recovering heat in

a boiler. The process of producing the syngas does not involve combustion, so the facility is not an incinerator. Gasification is more efficient and cleaner than mass-burn incineration, and has the additional benefit of creating a useful product – energy.

Gasification does not compete with recycling, as materials can and should be recycled where possible.



Artist's impression of a gasification plant

What is important about Boston Alternative Energy Facility?

The facility will....

Use the latest proven gasification technology to operate safely and efficiently and within strict European emission standards

Recover energy from 1 million tonnes of refuse derived fuel (RDF) from non-recyclable household waste, generating enough power for more than 185,000 homes (equivalent to over 60% of the households in Lincolnshire)

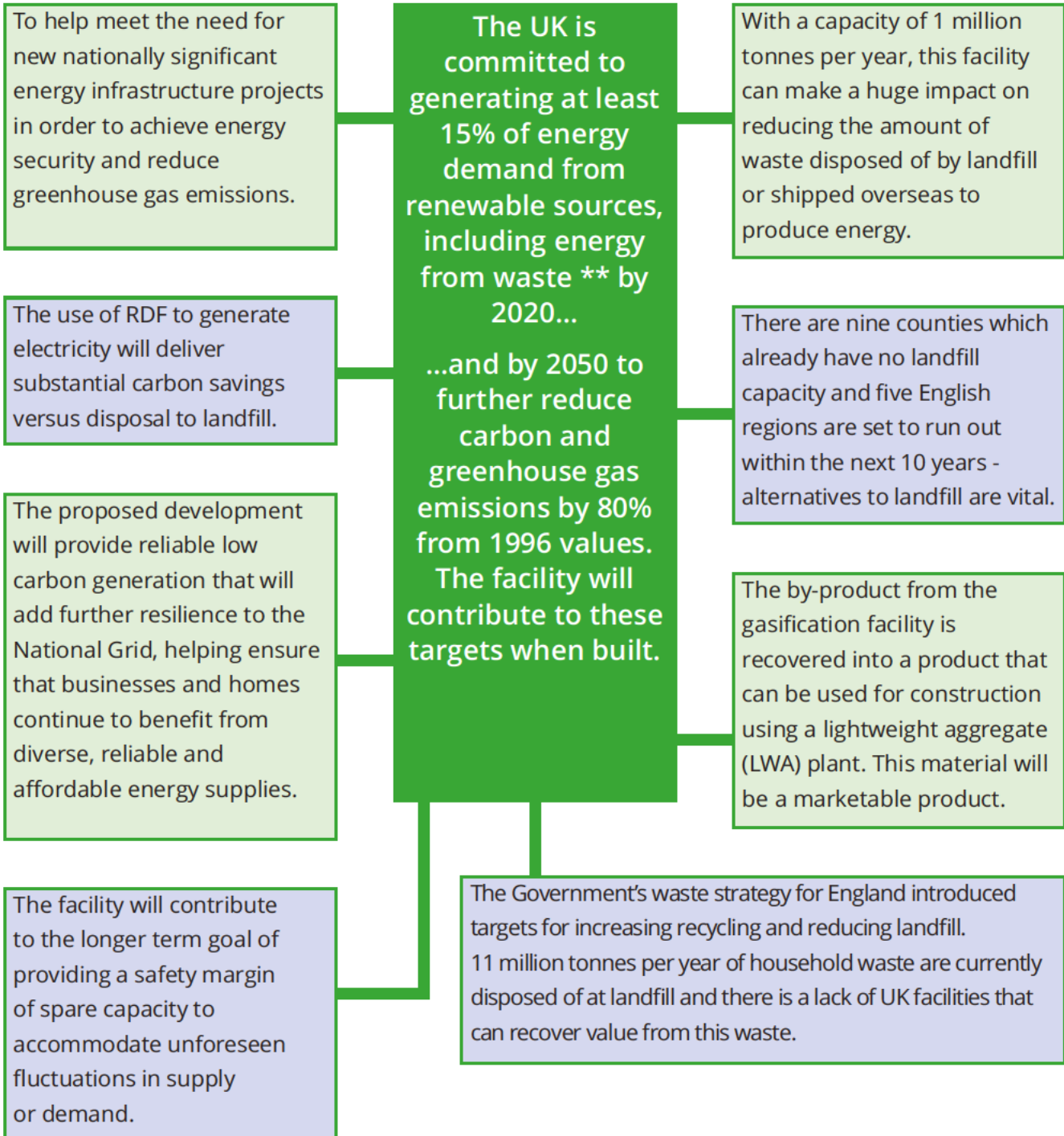
Reduce either the amount that goes into landfill or the three million tonnes currently exported abroad – so the UK benefits from generating renewable energy rather than Europe

Provide investment for the region's economy; creating approximately 300 jobs during the construction phase and around 80 permanent jobs when operational

Contribute to meeting the need for new electricity generating capacity in the UK, replacing capacity which has come to the end of its life because of old technology

Offer a preferential alternative to landfill. Recovering energy from residual non-recyclable material is far better than it being disposed to landfill and we expect this technology to continue to grow significantly worldwide

Why is the facility needed?



** The Government defines technologies such as gasification as 'renewables' in National Policy Statement for Renewable Energy Infrastructure (EN-3)

Where will material come from?

We all generate waste, which we separate at home into dry recyclables that are sent for recycling and residual 'black bag' waste, which contains material that cannot be recycled. This might either be because it is unsuitable, contaminated, or because there is no efficient recycling technology available for it.

This residual 'black bag' material forms the refuse derived fuel (RDF) which will fuel Boston Alternative Energy Facility. This feedstock is a dependable, deliverable and secure energy source from the UK, and will help to meet the UK's long-term energy security needs and help to provide stability to the National Grid.

The RDF will be sourced only from the UK. None will be imported from abroad.

Much of this RDF is currently either being sent to landfill, or being exported overseas for processing (as a fuel for European energy production). So the new facility will not affect capacity at existing UK energy from waste plants.

It is possible that additional RDF could be taken from local sources (for example residual household waste from Boston and south Lincolnshire), subject to discussions with the developer and local authorities.



Map showing some of the potential routes of material to the facility

Transport



One of the key features of the Boston Alternative Energy facility will be a **new wharf** on the Haven to receive RDF material and export lightweight aggregate by ship rather than using the local road network.

A similar size ship travelling down the Haven



The wharf will be constructed so that it will not impede navigation of other vessels accessing the Port of Boston or upriver.

The wharf will be able to receive two ships delivering RDF at any one time at high tide.

If RDF was being delivered to the site by road, then 1 million tonnes would require approximately 50,000 Heavy Goods Vehicle (HGV) deliveries per year (at 20 tonnes per load); approximately 137 vehicle movements per day (1 movement equals a journey in and out of the facility) – in contrast to approximately 11 ship movements per week

to the site to provide the delivery of the RDF and removal of the aggregate.

The project will have a positive impact on the Port of Boston, by increasing the number of vessels using the Haven (which will require a Pilot for navigation and turning the ships within the Port's basin). The Project Team will be working closely with the Port of Boston to ensure all of their requirements are met.

There will be some vehicle movements to site associated with staff movements to / from the site, and delivery of process chemicals and raw materials. There will also be removal of

hazardous residues from the gasification facility for disposal.

A transport study is being undertaken as part of the Development Consent Order (DCO) application to determine exact vehicle movements during the construction and operational phase. A Construction Traffic Management Plan will define the routes that can be used (and which routes must be avoided), and will control the maximum number of movements per day. The effect of any increase of combined road traffic movements on the local road network will be considered as part of the assessment.

Answering your questions

How will you minimise emissions and odour?

● Modern waste treatment facilities such as this must use state-of-the-art equipment and are highly regulated. They meet all the stringent environmental criteria laid down by the Government and EU Industrial Emissions Directive.

This requires use of the Best Available Techniques (BAT). The facility will not be able to obtain consent or a permit without being able to demonstrate it can achieve emission limits and implement operational control measures by using BAT.

The RDF processing facility will operate in an enclosed environment using odour control measures to ensure no unacceptable odour is released.

We will be required to secure an Environmental Permit from the Environment Agency before we are allowed to operate. The permit will include strict operating standards with which the facility will be required to comply.

Will it be noisy?

● The facility will comply with strict noise limits to ensure that it will not cause unacceptable noise or vibration for those nearby.

Baseline monitoring has already been conducted and the impact of noise will be included in the Environmental Impact Assessment which forms part of our Development Consent Order (DCO) application.

Will the construction impact wildlife and ecology?

● There will be extensive investigations to assess environmental topics in line with the proposed design of the site.

This will identify legislative requirements and good practice guidelines to ensure that the facility would not cause any unacceptable adverse ecological effects during both construction and operation.

These measures will evolve as investigations and surveys are carried out. A Construction Environmental Management Plan will specify how construction will be carried out to minimise environmental and health impacts.

The facility will not be able to operate without an environmental permit, which will ensure that there are no unacceptable risks to human health and the environment by implementing rigorous operating procedures.

Answering your questions

How tall will the proposed facility be?

How does the height compare to other local landmarks/buildings?

● There will be three main gasification buildings, each of which will be identical; and combined with one stack.

The majority of the gasification building is likely to be approximately 30 metres tall, and 38 metres at its tallest point (excluding the stack). The gasification facility will be approximately 110 metres long. The combined width of the gasification plant will be approximately 95 metres.



The silos used for storage of the processed RDF will be approximately 30 metres tall. However the majority of buildings on site will be less than 30 metres tall.

There will also be a stack for the lightweight aggregates facility. The height of the stacks has not been determined yet, because they require detailed calculations to be carried out to ensure that the facility operates efficiently and safely; and to ensure that the exhaust output is dispersed effectively to prevent unacceptable risk to the environment.

There are numerous tall structures in the area, such as masts and pylons, and a stack for the Boston wood gasification facility.

The site is very close to the Haven – what measures will you take to reduce the risk of flooding?

● The flood bank on the Haven forms an important measure to protect the Riverside Industrial Estate from flooding. The design of the wharf and associated infrastructure with the Boston Alternative Energy Facility must not compromise the level of flood protection.

A detailed Flood Risk Assessment and drainage strategy will be carried out to ensure that the design of all aspects of the facility accommodate measures to minimise the flooding risk.

Flood risk mitigation and flood prevention measures; and the potential Sustainable Drainage Solutions (SuDS) available for the site would be determined by the Flood Risk Assessment.

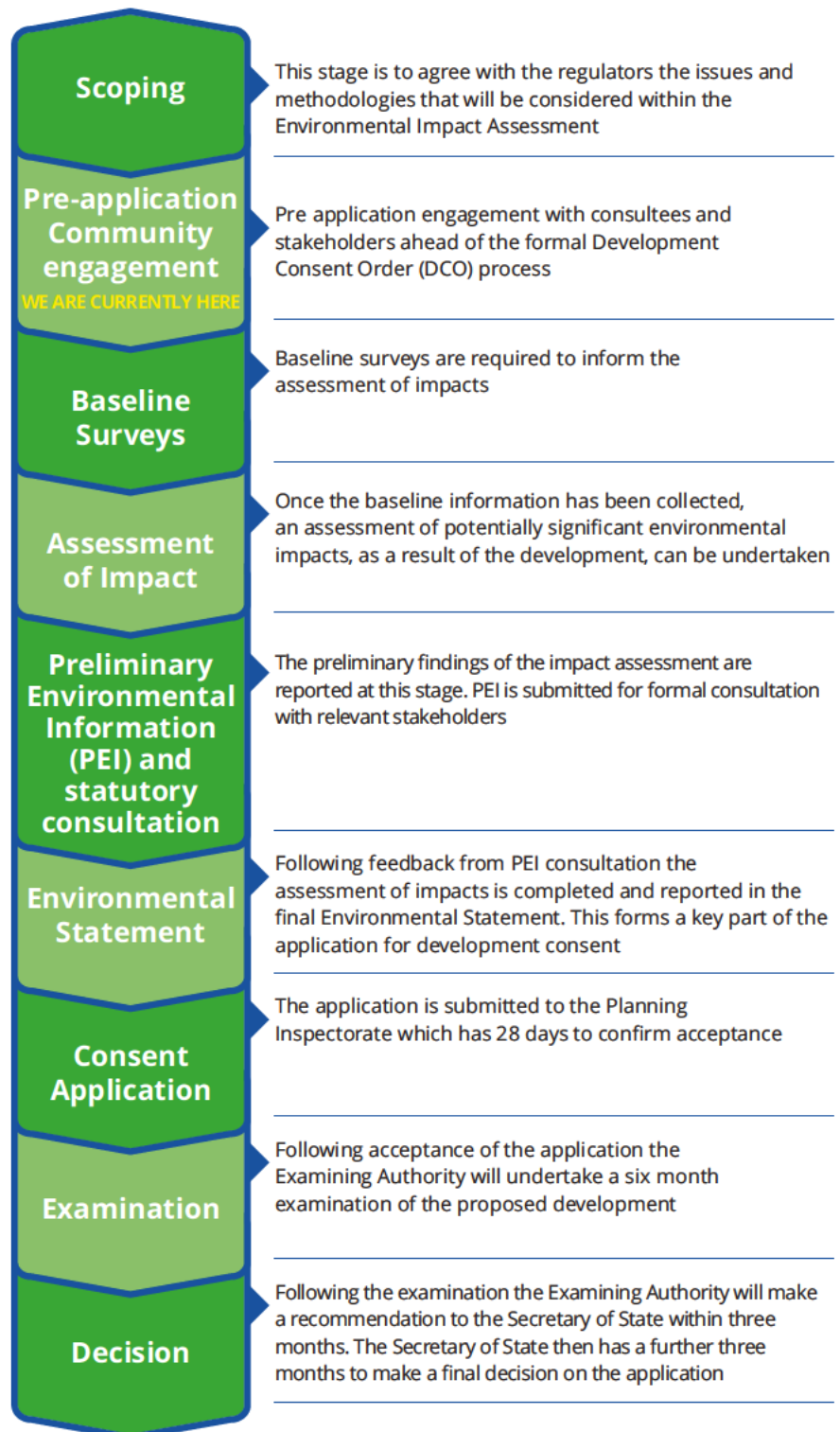
Additional mitigation measures will be discussed and agreed with stakeholders as part of our consultation process.

Where are we now?



We are currently in the initial pre-application consultation phase, of which these events play a key role in providing information and seeking feedback.

We have been working with the Planning Inspectorate to agree which areas will need to be included in our Environmental Impact Assessment for the project. We are starting the work to undertake these assessments, which will help shape our final proposal for Boston Alternative Energy Facility.



Our consultation



We are committed to honest, open and effective two-way engagement and welcome your views and feedback. We are happy to answer questions, and all responses received during the consultation will be carefully considered and where relevant taken into account as our plans develop.

We'll be taking a two phase approach to consultation, with the second phase in early 2019 offering the opportunity to see how feedback from the first phase has shaped the plans.

There will be a programme of consultation with local stakeholders, e.g. local residents and community groups, and statutory consultees, e.g. Boston Borough Council, Lincolnshire County Council and the Environment Agency, up until the application submission in 2019.



- **Public Information Days**
- **Public Information Days**
- **Consultation on Preliminary Environmental Information**
- **Development Consent Order submission**
- **Commence construction**
- **Commence operation**

REPORT

Boston Alternative Energy Facility - Appendix 3.12

Appendix 3.12 Phase One A3 site layout map

Client: Alternative Use Boston Projects Ltd
Planning Inspectorate Reference: EN010095
Document Reference: 5.1
Pursuant to: Section 37(3)(c) of the Planning Act 2008
Reference: PB6934-ATH-ZZ-XX-RP-Z-3003.12
Status: Final/0.0
Date: 23 March 2021





Appendix 3.12 Phase One A3 site layout map

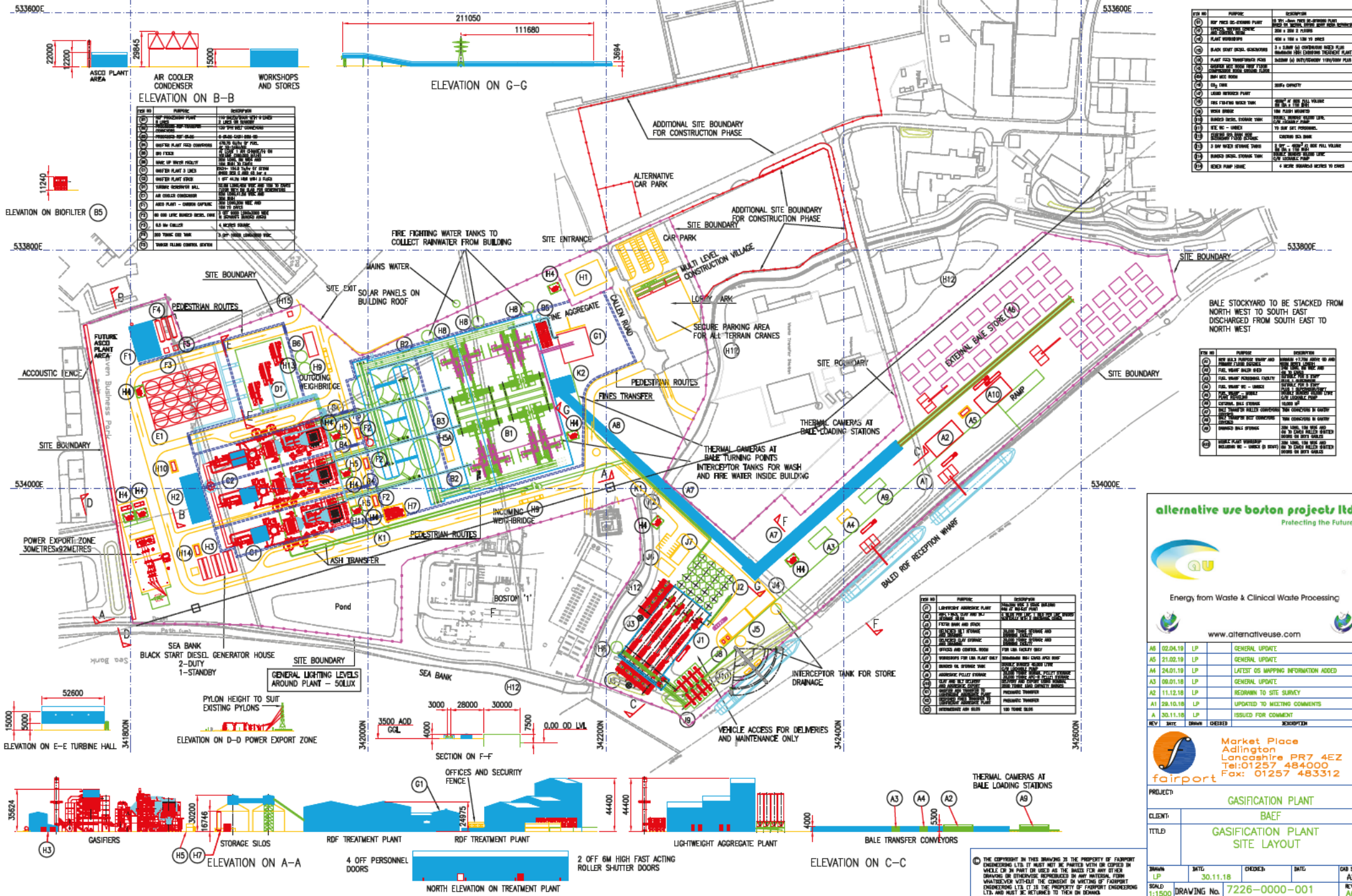
This appendix contains a copy of the A3 site layout map which was displayed at the Phase One Public Information Days.



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ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED

DO NOT SCALE



ELEVATION ON B-B

ITEM NO	PURPOSE	DESCRIPTION
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ELEVATION ON I-I

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alternative use boston projects ltd
Protecting the Future

Energy from Waste & Clinical Waste Processing

www.alternativeuse.com

Market Place
Arlington
Lancashire PR7 4EZ
Tel: 01257 484000
Fax: 01257 483312

fairport

PROJECT: **GASIFICATION PLANT**

CLIENT: **BAEF**

TITLE: **GASIFICATION PLANT SITE LAYOUT**

DRAWN	DATE	CHECKED	DATE	CAD FILE
LP	30.11.18			A1

SCALE: 1:1500 DRAWING No. 7226-0000-001 REV A6

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REPORT

Boston Alternative Energy Facility - Appendix 3.13

Appendix 3.13 Phase One feedback form

Client: Alternative Use Boston Projects Ltd
Planning Inspectorate Reference: EN010095
Document Reference: 5.1
Pursuant to: Section 37(3)(c) of the Planning Act 2008
Reference: PB6934-ATH-ZZ-XX-RP-Z-3003.13
Status: Final/0.0
Date: 23 March 2021





Appendix 3.13 Phase One feedback form

This appendix contains a copy of the feedback form produced for Phase One consultation, available in both hard copy and online.



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12. Are there any additional steps that Alternative Use Boston Projects Ltd could take to keep local communities better informed about the proposed Boston Alternative Energy Facility?

13. Please use the space below to provide any additional comments about the Public Information Day or the proposal for Boston Alternative Energy Facility.

Please return your form in the box provided or via freepost using the address below. Alternatively, you can complete an electronic form via the Boston Alternative Energy Facility website. www.bostonaef.co.uk

- Please tick here if you would like us to contact you to answer a question and if you are happy for us to store your details for this purpose.
- Please tick here if you would like us to keep you updated about the project and if you are happy for us to store your details for this purpose.

You are under no obligation to give us your contact details but if you would like us to contact you please leave your email or postal address here:

Name _____

Address _____

Email _____

It would also be helpful if you could give us your postcode so that we have an idea where people who have attended the exhibition live. You are, however, under no obligation to provide us with this information.

Postcode _____

If you would like further information about Boston Alternative Energy Facility, please visit:

www.bostonaef.co.uk

Contact us via email: consultation@bostonaef.co.uk

Phone: 0800 0014 050

Or mail using our freepost address:

Boston Alternative Energy Facility

RTLY-RLGH-GKSE

FREEPOST

25 Priestgate, Peterborough, PE1 1JL

Please contact consultation@bostonaef.co.uk if you need this document in another language

The data you provide here is being collected and securely stored by Athene Communications on behalf of Alternative Use Boston Projects Ltd. For further information relating to how Alternative Use Boston Projects Ltd will use your data and your rights in this respect, please refer to the privacy statement on the website at <https://www.bostonaef.co.uk/privacy-statement/> and on display at each Public Information Day.

This describes how Alternative Use Boston Projects Ltd collects, stores and uses information that identifies individuals in connection with its business activities. If you do not have internet access, or would like to see a hard copy of our privacy statement please ask one of our representatives.

Boston Alternative Energy Facility

Public Information Day – Feedback Form

The Public Information Days in September 2018 are part of Phase One consultation for the proposed Boston Alternative Energy Facility.

Your feedback is important to us and is essential in helping to shape our plans in the lead up to our Development Consent Order submission seeking consent for the Facility.

Phase One consultation ends on **Friday 19 October 2018** and it is important that all feedback forms and comments are received before the closing date.

1. Which Public Information Day(s) did you attend?

- White Hart Hotel, Friday 14 September 2018
- St Nicholas Community Centre, Saturday 15 September 2018
- Black Sluice Lock Cottages, Wednesday 19 September 2018
- Fishtoft Pavillion, Thursday 20 September 2018
- Frampton Church Hall, Friday 21 September 2018

2. How did you hear about this Public Information Day?

- | | |
|---|---|
| <input type="checkbox"/> Flyer through the door | <input type="checkbox"/> Website |
| <input type="checkbox"/> Advert in the local newspaper | <input type="checkbox"/> Poster |
| <input type="checkbox"/> Article in the local newspaper | <input type="checkbox"/> Word of mouth |
| <input type="checkbox"/> Council or Parish Council | <input type="checkbox"/> Other (please state) |

3. Did you find this event useful in informing you about the proposed Boston Alternative Energy Facility?

- | | |
|---|-----------------------------|
| <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| If yes, what did you find particularly helpful? | If no, why? |

_____	_____
_____	_____
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_____	_____



4. Were the materials presented at the Public Information Days helpful and informative?

Yes

If yes, what did you find particularly useful?

No

If no, why?

5. Did the Public Information Day increase your understanding of the project?

- Yes - to a great extent
- Yes - to some extent
- No

6. Do you think it's important to find alternative ways to generate electricity?

- Yes
- No

Please explain the reasons behind your answer.

7. Do you think generating energy from waste is better than sending waste to landfill?

- Yes
- No

Please explain the reasons behind your answer.

8. What do you think the most important benefits of the project might be?

- Job creation
- Investment in the local economy
- Energy production
- Providing a source of renewable energy
- Reducing the amount of waste to landfill
- Other (please specify)

9. If you have concerns about our proposals please detail them below.

10. What mitigation measures would you like to see to minimise any potential negative impacts of the facility?

11. Are you aware of any other organisations or people Alternative Use Boston Projects Ltd should talk to, who may have information that could inform our proposals?



REPORT

Boston Alternative Energy Facility - Appendix 3.14

Appendix 3.14 Letter and brochure sent to section 44
consultees at Phase One

Client: Alternative Use Boston Projects Ltd
Planning Inspectorate Reference: EN010095
Document Reference: 5.1
Pursuant to: Section 37(3)(c) of the Planning Act 2008
Reference: PB6934-ATH-ZZ-XX-RP-Z-3003.14
Status: Final/0.0
Date: 23 March 2021





Appendix 3.14 Letter and brochure sent to section 44 consultees at Phase One

This appendix contains a copy of the letter and project brochure sent to section 44 consultees at Phase One of the consultation.



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Boston Alternative Energy Facility
RTLY-RLGH-GKSE
FREEPOST
25 Priestgate
Peterborough
PE1 1JL

24 September 2018

Dear The Secretary,

Proposals for Boston Alternative Energy Facility

I am writing on behalf of Alternative Use Boston Projects Ltd to provide information about the proposed Boston Alternative Energy Facility, a state-of-the art power-generation plant which will lead the way in land-based renewable power across the UK.

Enclosed with this letter is a brochure which outlines the proposal, and a copy of the exhibition boards presented at the Public Information Days which formed part of the Phase One consultation. These events were held between 14 and 21 September 2018.

As part of the community consultation we invite you to comment on the Facility by completing the online feedback form. This can be found at www.surveymonkey.co.uk/r/bostonaefphase1. Please note, this survey closes on 19 October 2018.

Land referencing company TerraQuest has been appointed by Alternative Use Boston Projects Ltd, the privately-owned company bringing forward the proposal, to research land ownership and undertake land referencing work. They have already contacted you to confirm the details of your interest in land in connection with the Facility.

This information is being gathered so that all parties with an interest in land and/or property, including those who may have rights over the land which is within, or is in close proximity to, the proposed development area, can be formally notified.

For further information on Boston Alternative Energy Facility, please visit www.bostonaef.co.uk.

Yours Faithfully,

Bethan Griffiths
On behalf of Boston Alternative Energy Facility
consultation@bostonaef.co.uk

Introducing the **Boston Alternative Energy Facility**



Boston Alternative Energy Facility is a state-of-the-art power-generation plant which will lead the way in land-based renewable power across the UK.

This nationally significant infrastructure project, backed by Alternative Use Boston Projects Ltd, a privately owned project company, will generate 102MW* of renewable energy, of which 80MW* will be exported to the National Grid and the rest will be used by the facility.

Electricity will be generated in a secure, clean and affordable way.

What's important about the Boston Alternative Energy Facility?

- The facility will process one million tonnes of refuse derived fuel (RDF – which is derived from non-recyclable household waste), generating enough power for more than 185,000 homes (equivalent to over 60% of the households in Lincolnshire)
- It will provide investment for the region's economy; we expect it to create up to 300 jobs during the construction phase and around 80 jobs when operational
- The UK has a target of generating at least 15% of energy from renewable sources, including energy from waste**, by 2020. The facility will contribute to this target when built
- It will mean that one million tonnes of RDF could be processed here out of the three million tonnes the UK currently sends abroad – so the UK benefits from generating energy rather than continental Europe
- Recovering energy from non-recyclable material is far better than it being sent to landfill.

What do you think?

In order to shape our proposals, it's really important to us that the **local community** and **other stakeholders** have the **opportunity to influence the plans**. We'll be holding two rounds of consultation which will be your chance to **let us know what you think**. We'll listen to **your feedback** and, where relevant and appropriate, we will use it to finalise the plans for Boston Alternative Energy Facility.

What will happen at the Boston Alternative Energy Facility?

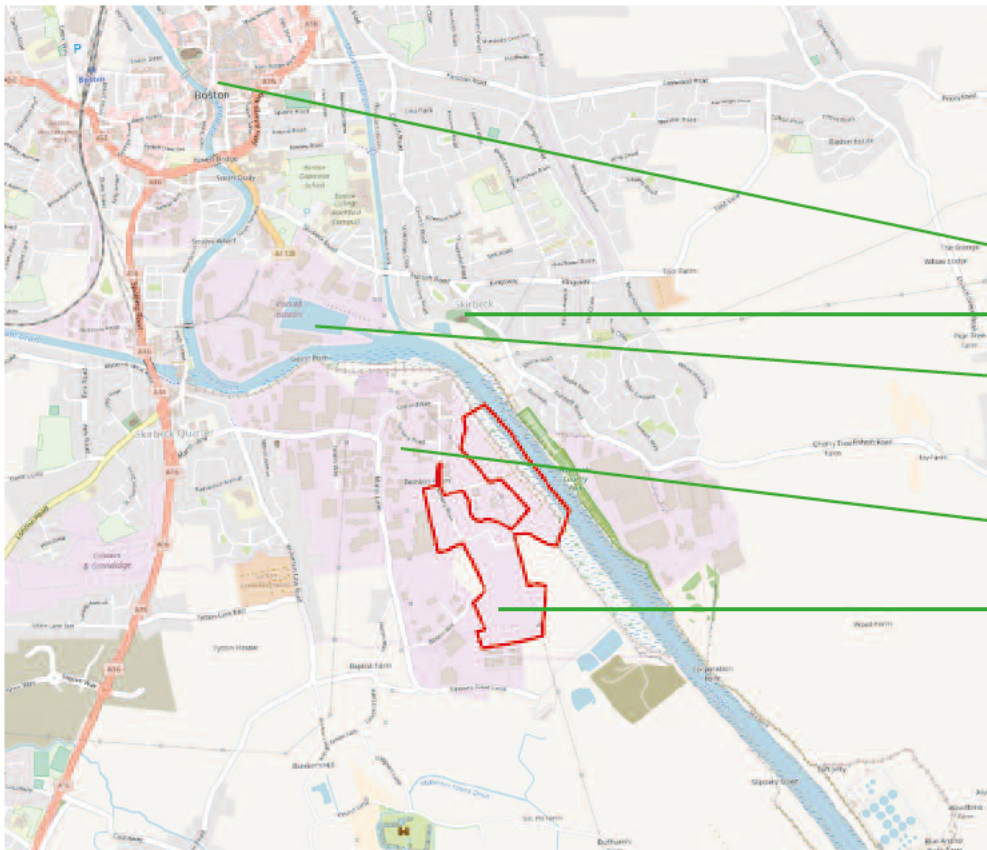
The process by which power will be generated is called gasification.

This process will use a fuel (or feedstock) called refuse derived fuel (RDF). The RDF is made from non-recyclable household waste and will be baled and transported by ship to the Boston Alternative Energy Facility from UK ports. This will minimise road traffic movements to and from the site.

The proposed site at the Riverside Industrial Estate in Boston is adjacent to the Haven – and is within an area allocated for industrial development by the local planning authority – so is the ideal location.

* MW hour equivalent

** The Government defines technologies such as gasification as 'renewable' in policy EN 3.



Location of
Boston
Alternative
Energy Facility

Town Centre

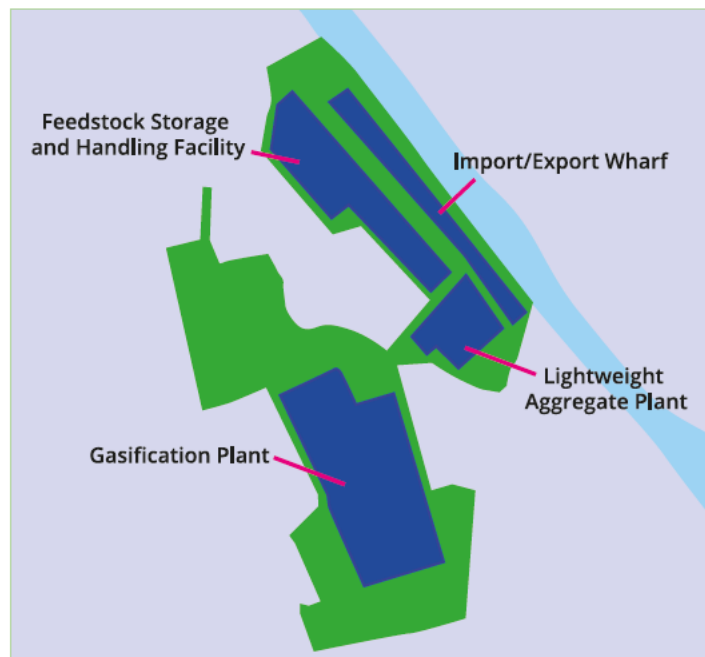
Skirbeck

Port of Boston

Riverside
Industrial Estate

Boston
Alternative
Energy Facility

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Ordnance Survey 100024198

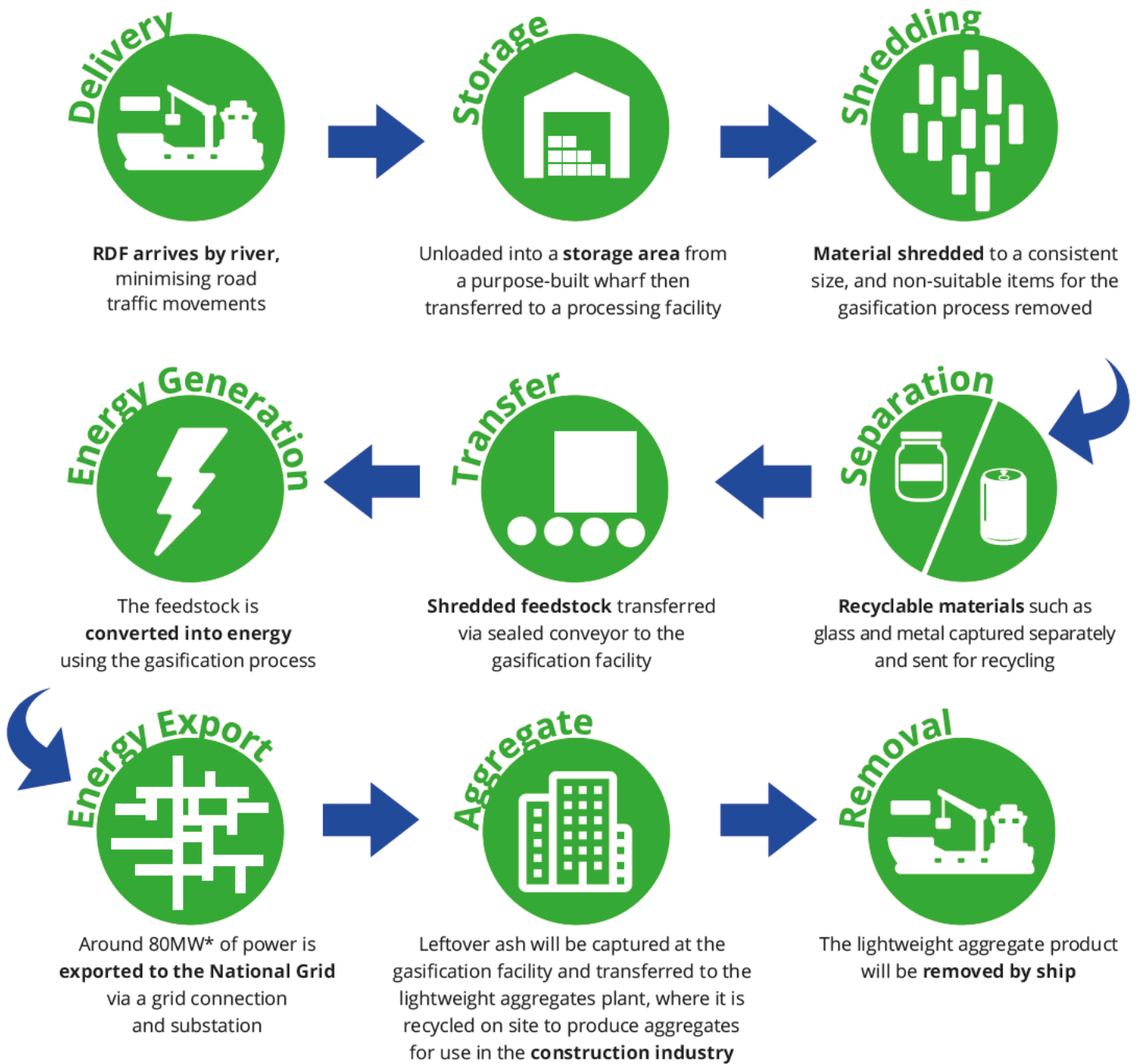


Conceptual
Site Layout

The proposed development includes:

- a wharf with cranes and berthing points for up to three ships
- storage area to house the incoming material
- a processing facility to prepare the feedstock to a consistent specification
- conveyors for transferring the processed material
- a gasification unit that will generate power, which will then be exported to the National Grid via a grid connection and substation
- a lightweight aggregate manufacturing plant to process the residue from the gasification process and
- a storage area for loading of the lightweight aggregate onto a ship for removal from the site.

The process is as follows:



What is gasification?

Gasification is a way of generating renewable energy.

It involves the creation of a chemical reaction using a restricted oxygen supply. This converts carbon-based materials in the feedstock into a synthetic gas (syngas). The syngas is a fuel, which is turned into electricity by recovering heat in a boiler.

The process of producing the syngas does not involve combustion, so the facility is not an incinerator. Gasification is more efficient and cleaner than mass-burn incineration, and has the additional benefit of creating a useful product – energy!

Gasification does not compete with recycling, as materials can and should be recycled where possible.

How can I have my say?

We are committed to honest, open and effective two-way engagement.

We will inform the local community of our proposal and welcome views and feedback. We are happy to answer questions, and all responses received during the consultation will be carefully considered and where relevant and appropriate taken into account as our proposals develop.

We'll be taking a two phase approach to consultation, with the second phase offering the opportunity to see how feedback from the first phase has shaped the plans.

There will be a programme of consultation with non-statutory (informal) stakeholders, for example local residents and community groups, and statutory (formal) consultees for example Boston Borough Council, Lincolnshire County Council and the Environment Agency up until the application submission in 2019.

Our timeline for the Development Consent Order (DCO) process

As the Boston Alternative Energy Facility will generate **more than 50MW* of renewable energy** for the National Grid, it is classed as a **Nationally Significant Infrastructure Project**.

This means we need a DCO under the Planning Act 2008 to allow it to be constructed and operated.

We are here

1

We are in the **first phase** of the process - pre-application, so are consulting with you



2

There will be a **second phase of consultation** and our proposals will be finalised taking into account your feedback



3

We will **submit an application** for a Development Consent Order to the Planning Inspectorate



4

After the application is accepted – the Planning Inspectorate will **examine the application**, taking into consideration the comments of consultees, and make a recommendation to the Secretary of State for Business, Energy & Industrial Strategy



5

The Secretary of State for Business, Energy & Industrial Strategy is responsible for **making the final consent decision**.

As this is a complex decision making process, it can often take 18 months or more from acceptance of the DCO application to decision. Following approval, the Facility will take approximately three years to construct and commission.

The construction period will begin when the relevant pre-construction requirements have been completed. These will be identified in the decision made by the Secretary of State.



August 2018 v1

To keep up to date with the latest news on the Boston Alternative Energy Facility proposals, please visit:

www.bostonaef.co.uk

Contact Boston Alternative Energy Facility via:

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REPORT

Boston Alternative Energy Facility - Appendix 3.15

Appendix 3.15 Phase One feedback summary

Client: Alternative Use Boston Projects Ltd
Planning Inspectorate Reference: EN010095
Document Reference: 5.1
Pursuant to: Section 37(3)(c) of the Planning Act 2008
Reference: PB6934-ATH-ZZ-XX-RP-Z-3003.15
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Date: 23 March 2021





Appendix 3.15 Phase One feedback summary

This appendix contains the feedback summary produced after Phase One consultation had closed.



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REPORT

Phase One Public Information Days Summary Report 2018

Boston Alternative Energy Facility

Client: Alternative Use Boston Projects Limited

Reference: PB6934-ATH-ZZ-01-RP-N-1002

Revision: P01.01/Final

Date: 06 December 2018

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Document title: Phase One Public Information Days Summary Report 2018

Document short title:

Reference: PB6934-ATH-ZZ-01-RP-N-1002
Revision: P01.01/Final
Date: 06 December 2018
Project name: Boston Alternative Energy Facility
Project number: PB6934
Author(s): Grace Roberts

Drafted by: Grace Roberts

Checked by: Bethan Griffiths

Date / initials: 06/12/2018 BG

Approved by: Gary Bower

Date / initials: 06/12/2018 GB

Classification

Project related



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Table of Contents

1	Introduction	1
2	Attendance	2
3	How people found out about the Public Information Days	2
4	How useful were the Public Information Days useful in informing people about the project?	4
5	Were the materials presented at the Public Information Days helpful and informative?	5
6	To what extent did the Public Information Days increase respondent's understanding of the project?	6
7	Do you think it is important to find alternative ways to generate electricity?	7
8	Do you think generating energy from waste is better than sending waste to landfill?	8
9	What do you think the most important benefits of the project might be?	9
10	Feedback Received	10
11	Conclusion	12
12	Photographs	12
12.1	White Hart Hotel	12
12.2	St Nicholas Community Centre	13
12.3	Black Sluice Lock Cottages	13
12.4	Fishtoft Pavillion	14
12.5	Frampton Church Hall	15
13	Appendix 1 – Phase One Feedback Form	16

Table of Tables

Table 1	Locations, dates and times of Public Information Days	1
Table 2	Number of attendees at Public Information Days	2
Table 3	How people found out about the Public Information Days	2

Table 4 How useful the Public Information Days were	4
Table 5 Comments made about the usefulness of the Public Information Days	4
Table 6 How helpful the materials at the Public Information Days were	5
Table 7 Comments made about how helpful the materials at the Public Information Days were	5
Table 8 Comments made about how unhelpful the materials at the Public Information Days were	5
Table 9 To what extent the Public Information Days increased understanding of the project	6
Table 10 How important it is to find alternative ways to generate electricity	7
Table 11 Reasons why it is important to find alternative ways to generate electricity	7
Table 12 Reasons why it isn't important to find alternative ways to generate electricity	7
Table 13 How generating energy from waste is better than sending waste to landfill	8
Table 14 Benefits of the Boston Alternative Energy Facility	9
Table 15 Comments received on questions 9, 10, 11, 12 and 13 of the feedback form	10

Table of Figures

Figure 1 How people found out about the Public Information Days	3
Figure 2 To what extent did the Public Information Days increase understanding of the project?	6

Appendices

Appendix 1 – Phase One feedback form

1 Introduction

1.1.1 Five Public Information Days were hosted on behalf of Alternative Use Boston Projects Ltd (AUBP) in September 2018 to consult on proposals for a new power-generation plant, Boston Alternative Energy Facility. The Public Information Days were held at the following locations.

Table 1 Locations, dates and times of Public Information Days

Venue	Date	Time
White Hart Hotel 1-5 High street, Boston PE21 8SH	14 September 2018	2-8pm
St Nicholas Community Centre Fishtoft Road, Skirbeck PE21 0AA	15 September 2018	2-8pm
Black Sluice Lock Cottages South Forty Foot Bank, London Road, Boston PE21 7RA	19 September 2018	2-8pm
Fishtoft Pavilion Playing Fields, Church Green Road PE21 0RP	20 September 2018	2-8pm
Frampton Church House Village Hall Middlegate Road, Frampton, Boston PE20 1AW	21 September 2018	2-8pm

1.1.2 These events formed part of Phase One of the pre-application consultation for the Boston Alternative Energy Facility, as set out in the Statement of Community Consultation.

1.1.3 Over 240 people attended the events. All attendees were encouraged to share their feedback on the proposals. The feedback received will be considered by AUBP as the proposed facility is developed and considered where relevant.

1.1.4 The Phase One Public Information Days were publicised via adverts in three local newspapers (Boston Standard, Lincolnshire Free Press and Spalding Guardian) and articles published in local media outlets; posters displayed across Boston and sent to parish councils and local businesses to display; and a maildrop to over 26,500 residential and business addresses.

1.1.5 The key objective of the Phase One Public Information Days was to inform members of the public about the proposed Boston Alternative Energy Facility, seek views on any potential local impact on the community and answer any queries about the proposals. The materials displayed at the events were published on the project website, including an online feedback form inviting responses on, or by, 19 October 2018.

2 Attendance

2.1.1 242 people attended the Public Information Days in total. All attendees were invited to complete a feedback form (see **Appendix 1**). At the end of the consultation period (19/10), 71 feedback forms had been received via post and the online survey. **Table 2** below shows the number of feedback forms received from each venue, along with the total number of attendees at each event. Please note, some respondents may have attended more than one event and not all respondents confirmed which event they attended.

Table 2 Number of attendees at Public Information Days

Venue	Total number of attendees	Number of respondents that attended
White Hart Hotel, 14 September 2018	62	21
St Nicholas Community Centre, 15 September 2018	36	9
Black Sluice Lock Cottages, 19 September 2018	40	7
Fishtoft Pavilion, 20 September 2018	40	12
Frampton Church House Village Hall, 21 September 2018	64	21
Total	242	70

3 How people found out about the Public Information Days

3.1.1 The feedback form provided a section for respondents to identify how they found out about the Public Information Days. The breakdown of information provided is summarised below in **Table 3** and **Figure 1**. Please note, some respondents selected more than one answer.

Table 3 How people found out about the Public Information Days

Method	Number
Flyer through the door	53
Advert in the local newspaper	6
Article in local newspaper	6
Word of mouth	5
Social Media	2
Council or Parish Council	2
Website	2
Community notice board	1
Poster	1

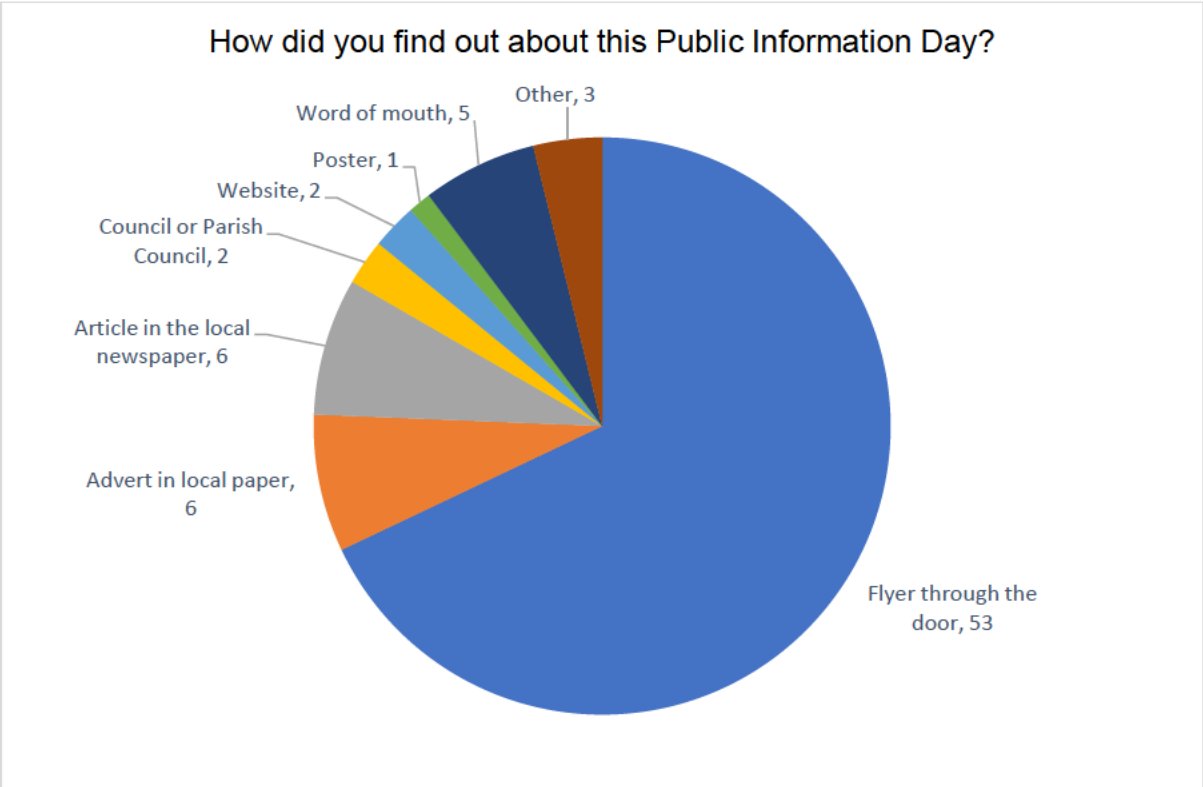


Figure 1 How people found out about the Public Information Days

4 How useful were the Public Information Days useful in informing people about the project?

4.1.1 Respondents suggested that the Public Information Days did help to inform people about the proposed Boston Alternative Energy Facility, as shown in **Table 4**.

Table 4 How useful the Public Information Days were

Did you find this event useful in informing you about the proposed Boston Alternative Energy Facility?	Number
Yes	69
No	1

4.1.2 No comments suggested the Public Information Days weren't useful. Some people who responded 'yes' gave reasons for their answers. The following reasons, and the number of times they were mentioned, are shown in **Table 5**.

Table 5 Comments made about the usefulness of the Public Information Days

Reasons why the Public Information Days were useful	Number
More information	44
Helpful and knowledgeable	14
Reducing lorry movements	8
Already an industrial area	5
Identified difficulties	4
Reduce landfill	4
Job creation	2
Producing energy	2
Identified benefits	2
Well thought out project	1
Request for council representatives	1
Local waste should be used	1
Good consultation with communities	1
Impact on local area	1
Support for project	1

5 Were the materials presented at the Public Information Days helpful and informative?

5.1.1 Respondents commented on the helpfulness of the materials on display at the Public Information Days. **Table 6** shows how many people thought the materials were helpful and informative.

Table 6 How helpful the materials at the Public Information Days were

Were the materials presented at the Public Information Days helpful and informative?	Number
Yes	66
No	4

5.1.2 Some people gave reasons for their answers. **Table 7** shows these reasons.

Table 7 Comments made about how helpful the materials at the Public Information Days were

Reasons why the materials were helpful	Number
Clear and concise	19
Videos	10
Helpful staff	9
Information boards	7
Maps	4
Design of machinery	1
Timeline	1
Gasification Process	1
Safe disposal of materials	1

5.1.3 People who didn't find the materials useful made the following comments.

Table 8 Comments made about how unhelpful the materials at the Public Information Days were

Reasons why the materials weren't helpful	Number
People were more informative than the boards	1
More staff were needed	1
Only the facts were available	1

6 To what extent did the Public Information Days increase respondent’s understanding of the project?

6.1.1 Respondents advised that the Public Information Day did increase their understanding of the proposed Boston Alternative Energy Facility. Please see **Table 9** and **Figure 2**.

Table 9 To what extent the Public Information Days increased understanding of the project

Did the Public Information Day increase your understanding of the project?	Number
Yes to a great extent	53
Yes to some extent	18
No	0

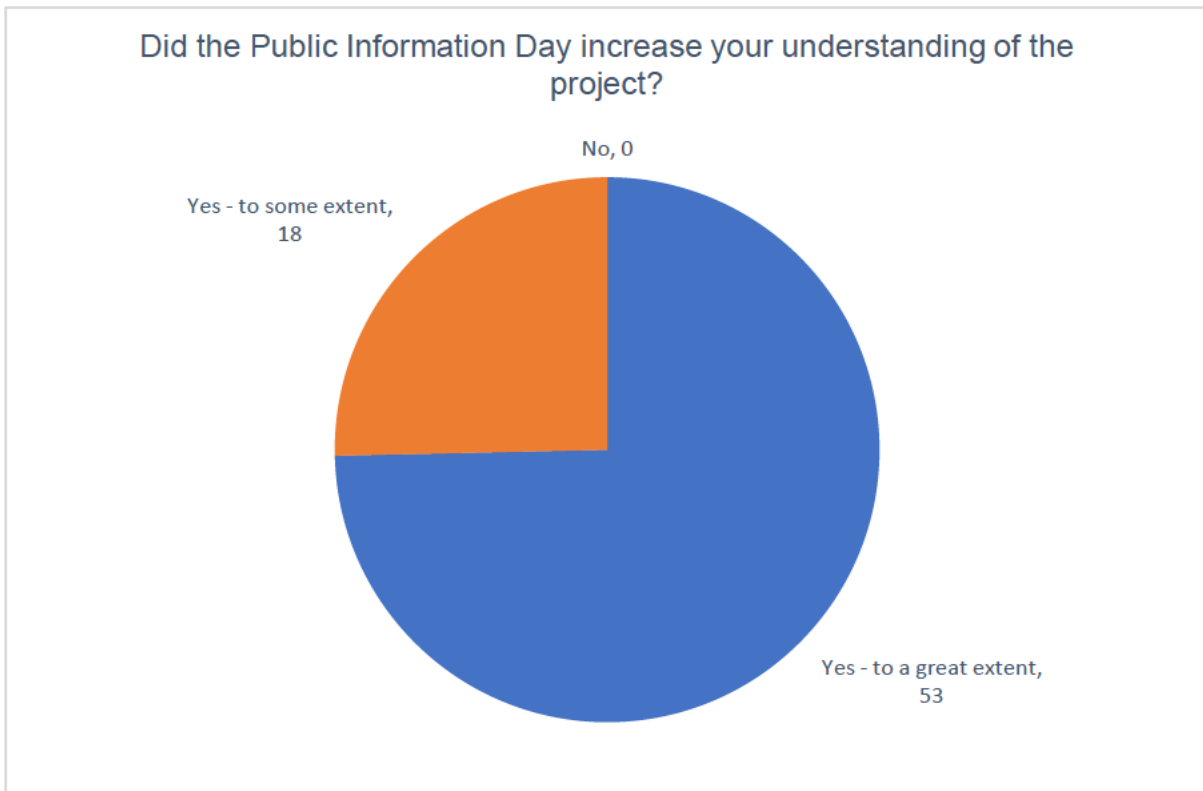


Figure 2 To what extent did the Public Information Days increase understanding of the project?

7 Do you think it is important to find alternative ways to generate electricity?

7.1.1 The majority of people who returned feedback forms advised that it is important to find alternative ways to generate electricity. Please see **Table 10**.

Table 10 How important it is to find alternative ways to generate electricity

Do you think it is important to find alternative ways to generate electricity?	Number
Yes	70
No	1

7.1.2 Respondents gave the following reasons for why it is important to find alternative ways to generate electricity.

Table 11 Reasons why it is important to find alternative ways to generate electricity

Reasons why it is important to find alternative ways to generate electricity	Number
No comments	30
Reducing landfill	29
Creating renewable energy	9
Recyclable resources	5
Long term effects	4
Benefits	3
Support for the project	2
Use of local waste	1

7.1.3 Some people suggested that it isn't important to find alternative ways to generate electricity. The reasons for these answers are listed in the **Table 12**.

Table 12 Reasons why it isn't important to find alternative ways to generate electricity

Reasons why it isn't important to find alternative ways to generate electricity	Number
Pollution and emissions	4
Traffic	1
Shipping	1
Noise	1

8 Do you think generating energy from waste is better than sending waste to landfill?

8.1.1 Most respondents advised that generating energy from waste is better than sending it to landfill. Please see **Table 13**.

Table 13 How generating energy from waste is better than sending waste to landfill

Do you think generating energy from waste is better than sending to landfill?	Number
Yes	69
No	0

9 What do you think the most important benefits of the project might be?

9.1.1 The feedback form asked respondents to consider the potential benefits associated with the project. The responses are summarised below in **Table 14** and **Figure 3**. Please note, respondents were able to select more than one answer.

Table 14 Benefits of the Boston Alternative Energy Facility

Type of benefit	Number
Reducing the amount of waste to landfill	65
Providing a source of renewable energy	52
Energy production	45
Job creation	31
Investment in the local economy	29
Other	4

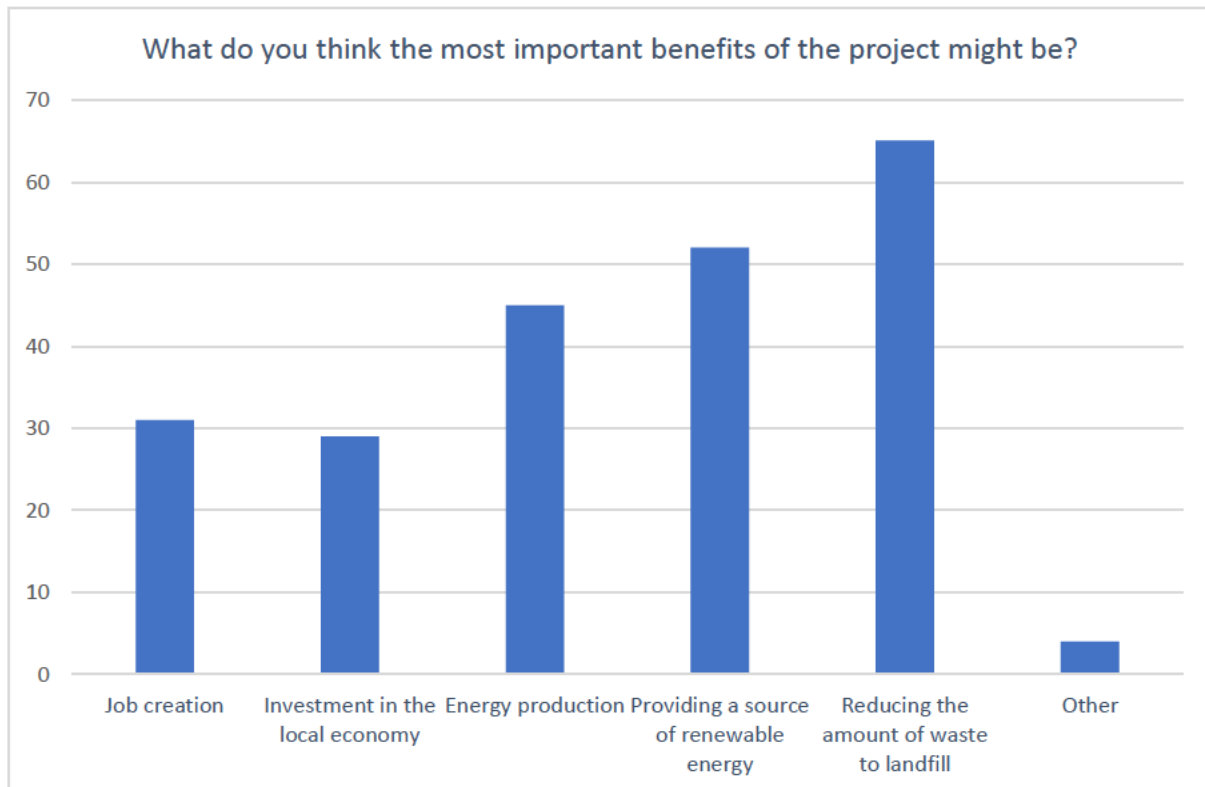


Figure 3 Benefits of the Boston Alternative Energy Facility

9.1.2 Five 'other' comments were made. These comments were:

- The Boston Alternative Energy Facility is not a renewable energy source;
- There are no benefits of the Boston Alternative Energy Facility to the town of Boston;
- The local authority is trying to increase revenues;
- Responsibility needs to be taken for one's own waste; and
- There are benefits of the Boston Alternative Energy Facility in every way.

10 Feedback Received

10.1.1 The feedback form provided sections for respondents to identify any concerns or issues about the scheme. Comments received were as follows:

Table 15 Comments received on questions 9, 10, 11, 12 and 13 of the feedback form

Question	Comments
<p>Q9. If you have any concerns about our proposals, please detail them below.</p>	<p>23 people had no concerns. 15 people had concerns about noise. 14 people had concerns about emissions and air quality. 13 people had concerns about traffic and transport. 9 people had concerns about odour. 9 people had concerns about pollution. 8 people had concerns about the impact on wildlife. 6 people had concerns about safety measures. 4 people suggested waste from Boston should be used. 4 people had concerns about the impact on port. 4 people had concerns about the risk of flooding. 3 people had concerns about public reaction to the proposals. 3 people had concerns about the facility's hours of operation. 1 person had concerns about devaluation of property. 1 person had concerns about the amount of waste the facility will process. 1 person had concerns about health effects.</p>
<p>Q10. What mitigation measures would you like to see minimise any potential negative impacts of the facility?</p>	<p>29 people suggested no mitigation was necessary. 13 people suggested transport mitigation. 11 people suggested mitigation of hazards and increased safety measures. 7 people suggested landscape mitigation. 7 people suggested that surveys should be undertaken and published. 5 people suggested noise mitigation. 5 people suggested the local community needs reassurance. 4 people suggested odour mitigation. 3 suggested using a different location as mitigation. 3 people suggested mitigation against flood risk. 3 people suggested using an acoustic barrier. 2 people suggested mitigation on the height and size of the facility. 2 people suggested members of the public should receive regular updates. 1 person suggested site visits for members of the public. 1 person suggested mitigation against the volume of waste being received.</p>

Question	Comments
	1 person suggested mitigation on where the RDF will be received.
Q11. Are you aware of any other organisations or people Alternative Use Boston Projects Ltd. should talk to, who may have information that could inform our proposals?	<p>A number of groups were suggested which have been listed below.</p> <ul style="list-style-type: none"> • Environment Agency • Schools • Farmers • The Wildlife Trust • Harbour users • Boston Ramblers • Boston U3A • River Authorities • Local businesses • Environmental groups • RSPB • Fisheries • NFU • The Port of Boston
Q12. Are there any additional steps that Alternative Use Boston Projects Ltd. could take to keep local communities better informed about the proposed Boston Alternative Energy Facility?	<p>33 people suggested nothing. 17 people suggested newspapers. 12 people suggested leaflets through the door. 10 people suggested radio. 8 people suggested television. 7 people suggested social media. 5 people suggested the website. 2 people suggested emails. 2 people suggested Parish councils. 1 person suggested tours of an existing facility. 1 person suggested DVDs to be taken home. 1 person suggested the use of libraries. 1 person suggested an open day of the facility after construction. 1 person suggested a stall on the market.</p>
Q13. Please use the space below to provide any additional comments about the Public Information Day or the proposal for Boston Alternative Energy Facility	<p>46 people had no additional comments. 11 people suggested the Public Information Days were informative events. 7 people stated that the proposals were a good idea. 3 people recognised the environmental benefits of the project. 2 people suggested that the proposals are a positive use of waste. 2 people suggested the proposals were a better alternative to landfill. 2 people commented on the lack of disabled access at The White Hart Hotel. 1 person commented on the Boston Alternative Energy Facility's effect on house prices. 1 person suggested that a financial contribution should be made to the RSPB, schools, the maintenance of roads and the local council. 1 person suggested the location of the Boston Alternative Energy Facility is not environmentally friendly.</p>

Question	Comments
	<p>1 person recognised that the facility will provide jobs.</p> <p>1 person acknowledged the use of the river and minimising traffic.</p>

11 Conclusion

11.1.1 Over 240 people attended the Phase One Public Information Days which, from experience gained from other public events, represents a strong turnout and demonstrates the extent of publicity for the consultation.

11.1.2 The feedback received from this phase of consultation was mostly positive and supportive of the proposals.

11.1.3 Respondents understood the need to reduce landfill and find alternative ways to generate renewable energy. Respondents also thought that creating energy from waste was a good idea. The main concerns people had related to traffic, safety, air quality and emissions, odour and noise.

12 Photographs

12.1 White Hart Hotel



12.2 St Nicholas Community Centre



12.3 Black Sluice Lock Cottages



12.4 Fishtoft Pavillion



12.5 Frampton Church Hall





Appendix 1 – Phase One feedback form

4. Were the materials presented at the Public Information Days helpful and informative?

Yes

If yes, what did you find particularly useful?

No

If no, why?

5. Did the Public Information Day increase your understanding of the project?

Yes - to a great extent

Yes - to some extent

No

6. Do you think it's important to find alternative ways to generate electricity?

Yes

No

Please explain the reasons behind your answer.

7. Do you think generating energy from waste is better than sending waste to landfill?

Yes

No

Please explain the reasons behind your answer.

8. What do you think the most important benefits of the project might be?

Job creation

Investment in the local economy

Energy production

Providing a source of renewable energy

Reducing the amount of waste to landfill

Other (please specify)

9. If you have concerns about our proposals please detail them below.

10. What mitigation measures would you like to see to minimise any potential negative impacts of the facility?

11. Are you aware of any other organisations or people Alternative Use Boston Projects Ltd should talk to, who may have information that could inform our proposals?



REPORT

Boston Alternative Energy Facility - Appendix 3.16

Appendix 3.16 Phase One consultation responses
and the Applicant's response

Client: Alternative Use Boston Projects Ltd
Planning Inspectorate Reference: EN010095
Document Reference: 5.1
Pursuant to: Section 37(3)(c) of the Planning Act 2008
Reference: PB6934-ATH-ZZ-XX-RP-Z-3003.16
Status: Final/0.0
Date: 23 March 2021





Appendix 3.16 Phase One consultation responses and the Applicant's response

This appendix contains a table outlining the summary of feedback received during Phase One consultation and the Applicant's response to this feedback.



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Phase One Consultation				
Topic	Feedback	Stakeholders	Number of times feedback received	Regard had to Response (Section 49)
Site Selection and Consideration of Alternatives	<p>Site location / consideration of alternative sites</p> <ul style="list-style-type: none"> • The location of the site is not environmentally friendly. • Concern for people living locally to the site. • The proposed Facility should not be built in a small, highly populated market town. • Energy from waste has been excluded from the allocation from the site in the adopted Local Plan on the basis of potential impact on nature conservation interests to the south east/east. • The current site has a lack of infrastructure. • Base unit further down the Haven. • Should be built in a less populated place that is not next to a nature reserve. • There is already a biogas unit near the river. 	Local community members; Lincolnshire County Council; Boston Borough Council.	11	<p>Chapter 4 Site Selection and Alternatives of the Environmental Statement (ES) (document reference 6.2.4) details the rationale behind the selection of the site for the Facility.</p> <p>Key reasons for the selection of the site location include:</p> <ul style="list-style-type: none"> • The adopted Lincolnshire Minerals and Waste Local Plan Site Allocations document (2017) identifies the Application Site as falling within 119 ha of land allocated as WA22-BO: Riverside Industrial Estate Waste Area (Lincolnshire County Council, 2017). This allows for development including waste management and energy from waste. • The location directly adjacent to a navigable watercourse (The Haven) provides a means of delivery of Refuse Derived Fuel (RDF) and export of materials other than by road which is a desired outcome relating to Government National Policy Statements for Energy. • It is considered technically feasible to connect to the electricity distribution network on site rather than create a cable route to an alternative location. • The site is located within an existing urban/industrialised environment, with an adjacent gasification plant, Boston Biomass UK No. 3 Ltd.

Phase One Consultation				
Topic	Feedback	Stakeholders	Number of times feedback received	Regard had to Response (Section 49)
	<p style="text-align: center;">Industrial site</p> <ul style="list-style-type: none"> The area is already industrial. 	Local community members.	3	The Applicant has noted this response.
	<p style="text-align: center;">Size of the Facility</p> <ul style="list-style-type: none"> Concern over the size of the plant. The building is too high for Boston. 	Local community members.	2	<p>A Landscape and Visual Impact Assessment (LVIA), Chapter 9 of the ES (document reference 6.2.9), has been undertaken which considers the predicted landscape and visual effects that would result from the development of the Facility. Significant effects were limited to viewpoints that were very close to the Facility.</p> <p>Mitigation measures to reduce landscape and visual effects will include additional tree and shrub planting within existing, established belts of vegetation and planting of new belts of dense tree and shrubs, where space allows, around the Facility.</p> <p>Illustrative Landscape Plans (document reference 4.4) , the Design and Access Statement (document reference 5.3) and an Outline Landscape and Ecological Mitigation Strategy (document reference 7.4) are provided within this application to provide long term benefits to both visual amenity and ecological receptors.</p> <p>The Design and Access Statement (document reference 5.3) identifies the relevant scaling of the Facility.</p>
Project Description	<p style="text-align: center;">Lightweight Aggregate Plant</p> <p>Concerns about the production of aggregate making use of hazardous waste by diluting it; this may not meet Best Available Techniques (BAT) for Air Pollution Control (APC) residues.</p>	Environment Agency	1	Chapter 5 Project Description of the ES (document reference 6.2.5) includes a description of the Lightweight Aggregate Plant. The ash and APC residues will be processed in separate streams to produce two separate aggregates.

Phase One Consultation				
Topic	Feedback	Stakeholders	Number of times feedback received	Regard had to Response (Section 49)
				Further discussions about the process will be carried out with the Environment Agency during the environmental permit application process, which will be carried out separately to the Development Consent Order (DCO) application.
	<p>Project description mitigation suggestions</p> <ul style="list-style-type: none"> • Delivering waste in containers to an enclosed processing Facility will reduce the risk of pollution. • Waste not stored outdoors. • Limit on the amount of waste stored on site. • Sell excess CO₂ (carbon dioxide) to oil companies to reduce fracking. 	Local community members.	4	<p>Chapter 5 Project Description of the ES (document reference 6.2.5) details RDF storage and CO₂ recovery.</p> <p>The RDF feedstock would be delivered by ship to the Facility sealed in plastic-wrapped bales to reduce odour and pollution from litter. The bales will be loaded onto ships at the departure points using grab-cranes. If a bale is damaged during loading, it will be removed prior to departure and re-baled and wrapped. No damaged bales will be dispatched to the Facility.</p> <p>At Phase 1 the Facility was designed so that all of the RDF bales would be externally stored; following an update to the design of the Facility the bales will be unloaded by crane directly onto the conveyor and then transferred to the bale shredder building to allow RDF to be tipped into the RDF bunker building. Only when the bunker reaches full capacity will the RDF bales will be transferred from the ships to a temporary storage area and stacked in stockpiles pending transfer to the bale shredding facility.</p> <p>CO₂ will be recovered for off-site re-use in various industries; some of the CO₂ will also be retained on-site for use in fire prevention.</p>

Phase One Consultation				
Topic	Feedback	Stakeholders	Number of times feedback received	Regard had to Response (Section 49)
Consultation	<p>Concern over lack of communication</p> <ul style="list-style-type: none"> Concerns residents living a mile from the site were not informed sooner of the project. 	Local community member.	1	<p>The approach to consultation area is discussed within section 3.4 of the Consultation Report. At Phase One consultation, an 'inner area' of a five kilometre radius from the proposed site received a consultation maildrop including details of the Facility and information on the Public Information Days. The 'wider area' of Boston Borough was informed through poster placement and adverts within local newspapers.</p> <p>Feedback received during Phase One consultation led the project team to make changes in order to reach and engage with a wider range of individuals and organisations, for example:</p> <ul style="list-style-type: none"> The consultation zone was increased to the Boston Borough Council area; The addition of a Public Information Day venue in Wyberton ward; The creation of a dedicated project Twitter feed to widen the range of channels available; and An increased circulation of posters promoting the Public Information Days, including local schools and additional local businesses. <p>These changes took effect for the Phase 2 consultation onwards.</p>
	<p>Concern over Public Information Day locations and accessibility</p> <ul style="list-style-type: none"> Lack of disabled access at The White Hart Hotel. A Public Information Day should have been held at Wyberton. 	Local community member; Boston Borough Council; Wyberton Parish Council.	4	<p>Following feedback, venues with disabled access were used during Phase Two and Three consultation; The White Hart Hotel was not used after Phase One consultation. A Public Information Day at a venue in Wyberton ward was added at Phase Two and Three consultation as a result of receiving this comment.</p>

Phase One Consultation				
Topic	Feedback	Stakeholders	Number of times feedback received	Regard had to Response (Section 49)
	<p>Concern over lack of staff at Public Information Days</p> <ul style="list-style-type: none"> Not enough people to ask questions to. 	Local community member.	1	After feedback received during Phase One, staffing levels were increased for subsequent Public Information Days.
	<p>Concern over documents accessibility</p> <ul style="list-style-type: none"> Provide DVDs for people who are unable to attend. 	Local community member.	1	Information has been available on the project website following each event: https://www.bostonaef.co.uk/ . The website link was included on the maildrop flyer, poster and within the newspaper articles.
	<p>Helpful visualisations/media</p> <ul style="list-style-type: none"> Display boards very informative. Map of location. Film was easy to understand. 	Local community members.	25	The Applicant has noted this response. The film was shown again at subsequent Public Information Days.
	<p>Feedback form</p> <ul style="list-style-type: none"> Non-scientific and leading questions on feedback form – not a proper consultation. 	Local community member.	1	As a result of this comment, the feedback forms were amended for subsequent phases (Phase Two and Three consultation) and included more questions with space for comments rather than tick box questions.
	<p>Lack of information</p> <ul style="list-style-type: none"> Only the positive facts were presented at the events, not the cons. 	Local community member.	1	At Phase One consultation potential impacts were presented such as the potential for emissions, noise, ecology and the potential measures for mitigation; however, this was limited due to the early stage of this consultation event. Environmental impacts and mitigation measures were further explained during the subsequent phases, following environmental assessment of impacts. The Preliminary Environmental Information Report was consulted on at Phase Three consultation.

Phase One Consultation				
Topic	Feedback	Stakeholders	Number of times feedback received	Regard had to Response (Section 49)
	<p>Useful and informative Public Information Days</p> <ul style="list-style-type: none"> • Clear and concise. • Good explanation and presentation. • Well-staffed, friendly, informative. 	Local community members.	15	The Applicant has noted this response.
	<p>Helpful staff at events</p> <ul style="list-style-type: none"> • Staff knowledgeable about proposals. • Answered specific questions. • Logical explanation of the project. 	Local community members.	15	The Applicant has noted this response.
	<p>Concern over publicity of the Public Information Days</p> <ul style="list-style-type: none"> • Use TV and radio as leaflets through the door may be thrown away. • Conduct a letter drop. • Better publicity needed. • Better distributed newsletters/leaflets. • Residents of Frampton did not receive any notice of the events. • Website hard to find things on and needs simplifying. 	Local community members; Boston Borough Council.	8	<p>Feedback received during Phase One consultation led the project team to make changes in order to reach and engage with a wider range of individuals and organisations, for example:</p> <ul style="list-style-type: none"> • At subsequent phases of consultation newsletters and flyers were enclosed within a branded envelope to avoid being mistaken for circular mail. • The consultation zone was increased to the Boston Borough Council area; • The addition of a Public Information Day venue in Wyberton ward; • The creation of a dedicated project Twitter feed to widen the range of channels available; and • An increased circulation of posters promoting the Public Information Days, including local schools and additional local businesses.
	<p>Request for information</p> <ul style="list-style-type: none"> • What are the hazardous waste products and how are they dealt with? 	Local community members; Boston Borough Council.	6	Answers to the questions were added to the FAQs which was updated on the website, and / or included in consultation materials at a later consultation phase. Details of specific investors in the scheme

Phase One Consultation				
Topic	Feedback	Stakeholders	Number of times feedback received	Regard had to Response (Section 49)
	<ul style="list-style-type: none"> It would be useful to know about similar schemes already operational elsewhere and their effect on local communities. Request for details about who is investing in the scheme and any previous projects they have been involved with. Request for details of the jobs and salary levels created by the project. 			were not divulged to stakeholders or the public for reasons of confidentiality. However, details of the Applicant's project history was provided, and has been included within the ES (document reference 6.2).
Cultural Heritage	<p style="text-align: center;">River archaeology</p> <ul style="list-style-type: none"> Possibility of finding historical artefact in the river. 	Boston Borough Council.	2	<p>Chapter 8 Cultural Heritage of the ES (document reference 6.2.8) considers the potential impact on buried archaeological remains. Mitigation measures include:</p> <ul style="list-style-type: none"> Geoarchaeological monitoring and assessment of boreholes and geotechnical test pits associated with the wharf and main Facility will be undertaken. This will ensure any buried deposits of geoarchaeological interest (e.g. peat layers and historic alluvium) will be identified and reported upon. If areas of archaeological interest are identified during the monitoring and assessment of geotechnical works, a phase of archaeological trial trenching could be undertaken across the area(s) of interest. Monitoring of the wharf and Facility piling to allow for identification of any remains or deposits of archaeological interest Monitoring of the dredging of The Haven will be undertaken.

Phase One Consultation				
Topic	Feedback	Stakeholders	Number of times feedback received	Regard had to Response (Section 49)
				Methodology for all mitigation measures will be included within a Written Scheme of Investigation (WSI). A draft Outline WSI is also included with the ES (document reference 7.3) which sets out the proposed evaluation and potential mitigation measures to be put in place for the Facility.
Landscape and Visual Impact	<p style="text-align: center;">Viewpoints</p> <ul style="list-style-type: none"> Those on the other side of the river will be most affected by the visual impact. Boston 1 had a big impact and this will dominate even more. Residents concerned about views of the stack from further afield. 	Boston Borough Council.	2	<p>An LVIA, Chapter 9 of the ES (document reference 6.2.9), has been undertaken which considers the predicted landscape and visual effects that would result from the development of the Facility.</p> <p>Mitigation measures to reduce landscape and visual effects will include additional tree and shrub planting within existing, established belts of vegetation and planting of new belts of dense tree and shrubs, where space allows, around the Facility.</p>
	<p style="text-align: center;">Light pollution</p> <ul style="list-style-type: none"> Boston 1 has had a lot of complaints about lighting during construction. This is a concern. Light pollution if loading/unloading vessels at night. 	Lincolnshire County Council; Boston Borough Council.	3	<p>An Outline Lighting Strategy (document reference 7.5) has been prepared with this application which will set out measures to be reflected in the final lighting strategy produced at the detailed design stage.</p> <p>Construction phase lighting shall be designed, installed and controlled to limit any potential impact upon the surrounding area by minimising sky glow, glare and light spillage in accordance with British Standards. Lighting would be installed to comply with the relevant regulations, standards and guidance documents (as described in Chapter 5 Project Description of the ES (document reference 6.2.5)).</p>

Phase One Consultation				
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	<p>Landscaping and Visual Impact (Mitigation)</p> <ul style="list-style-type: none"> • Landscape the area – trees of a reasonable height would provide camouflage. • Landscaping to soften outline of buildings. • Building design must resolve issues to stop negative impacts. • Disguising the buildings. • Height and size of Facility. • A lower profile building. • Preserving the natural landscape along the river. 	Local community members.	9	<p>An LVIA, Chapter 9 of the ES (document reference 6.2.9), has been undertaken which considers the predicted landscape and visual effects that would result from the development of the Facility. Mitigation measures to reduce landscape and visual effects will include additional tree and shrub planting within existing, established belts of vegetation and planting of new belts of dense tree and shrubs, where space allows, around the Facility.</p> <p>Illustrative Landscape Plans (document reference 4.4) and the Design and Access Statement (document reference 5.3) and an Outline Landscape and Ecological Mitigation Strategy (document reference 7.4) are provided within this application to provide long term benefits to both visual amenity and ecological receptors.</p> <p>The Design and Access Statement (document reference 5.3) identifies the relevant scaling of the Facility and approach to design principles.</p>
.Noise and Vibration	<p>Noise impacts</p> <ul style="list-style-type: none"> • Concerns over noise pollution. • Noise during construction. • Noise should be kept to usual working hours where possible to reduce impact on residential neighbours. • Disruption from piling of the wharf. 	Local community members; Boston Borough Council.	23	<p>Chapter 10 Noise and Vibration of the ES (document reference 6.2.10) assesses potential noise and vibration impacts associated with the Facility.</p> <p>Construction noise will be minimised by implementation of a Code of Construction Practice (CoCP) (an Outline CoCP has been submitted with this application) in line with the requirements detailed in BS 5228:2009+A1:2014.</p>

Phase One Consultation

Topic	Feedback	Stakeholders	Number of times feedback received	Regard had to Response (Section 49)
				<p>Construction activities would take place six days a week (Monday to Saturday) between 8am and 8pm (with an option of 7am to 7pm), with no bank holiday or public holiday working. There may be short periods of 24-hour working where concrete is being poured.</p> <p>The Application Site will operate and be managed by adhering to DCO requirements at the site. Applying the principles of BAT when designing the Facility and for any sound emitting mobile and fixed plant. The principle of BAT ensures that suitable mitigation measures are embedded into the design and operation of the installation. Additional mitigation measures such as altering the design of specific site elements, such as adding cladding, may also be incorporated where relevant, as outlined in Chapter 10 of the ES.</p>
	<p>Noise mitigation suggestions</p> <ul style="list-style-type: none"> • Do not move aggregate pellets at night. • Noise control. • Trees planted around area to minimise noise or pollution. • Acoustic barrier around site. • A bank or screening to reduce echo and noise. • Limit noisy operations as much as possible to usual daytime working hours (7am – 7pm). • Reduction of noise impact of ships by turning them further downstream. 	<p>Local community members.</p>	<p>11</p>	<p>The Applicant has noted these suggestions.</p> <p>Chapter 10 Noise and Vibration of the ES (document reference 6.2.10) assesses potential noise and vibration impacts associated with the Facility.</p> <p>The Application Site will operate and be managed by adhering to DCO requirements at the site. Applying the principles of BAT when designing the Facility and for any sound emitting mobile and fixed plant. The principle of BAT ensures that suitable mitigation measures are embedded into the design and operation of the installation. Additional mitigation</p>

Phase One Consultation				
Topic	Feedback	Stakeholders	Number of times feedback received	Regard had to Response (Section 49)
				<p>measures such as altering the design of specific site elements, such as adding cladding, may also be incorporated where relevant, as outlined in Chapter 10 of the ES.</p> <p>Although the operation of the Facility will be 24 hours, there will be no aggregate loading at night.</p> <p>Construction activities would take place six days a week (Monday to Saturday) between 8am and 8pm (with an option of 7am to 7pm), with no bank holiday or public holiday working. There may be short periods of 24-hour working where concrete is being poured.</p> <p>It is anticipated that vessels will be turned at the Port of Boston, either at the 'Knuckle' point turning circle outside of the Wet Dock, or within the Wet Dock. This will be dictated by the Harbour Master of the Port of Boston.</p>
Contaminated Land, Land Use and Hydrogeology	<p>Loss of agricultural land</p> <p>Agricultural land must not be endangered.</p>	Local community member.	1	<p>An assessment of impact on Best and Most Versatile (BMV) Agricultural land is provided in Chapter 11 Contaminated Land, Land Use and Hydrogeology.</p> <p>Although the Facility will lead to a loss of agricultural land, the Application Site was allocated for industrial use in the Lincolnshire Minerals and Waste Local Plan Site Allocations document. Overall, the impact on BMV and agricultural land is concluded to be not significant.</p>

Phase One Consultation

Topic	Feedback	Stakeholders	Number of times feedback received	Regard had to Response (Section 49)
Terrestrial Ecology	<p style="text-align: center;">Terrestrial ecology impacts</p> <ul style="list-style-type: none"> • Concern about the long term negative impact on wildlife. • Destruction of wildlife habitat. • Environmental standards must be closely monitored. • Concerns that it is being built near Frampton Marsh nature reserve. • Protect wildlife habitats as far as possible. • Pollution from landfill waste (shredded wrapping etc). • Have you been asked to provide any habitat replacement? Particularly concerned about mud flats. • There is a rare local plant called Boston Horsetail. • Any impact on river estuary may have an impact on an SSSI. 	Local community members; Lincolnshire County Council; Boston Borough Council; Natural England.	14	<p>Chapter 12 Terrestrial Ecology of the ES (document reference 6.2.12) assessed the impacts of the Facility on habitats and protected species. In order to reduce impacts on bats all temporary lighting to be designed line with the BCT Bats and Lighting in the UK guidance (2018). Disturbance of fauna from operational lighting will be managed by the production and implementation of an Operational Lighting Strategy.</p> <p>Illustrative Landscape Plans (document reference 4.4) and an Outline Landscape and Ecological Mitigation Strategy (document reference 7.4) are provided within this application in order to provide long term benefits to both visual amenity and ecological receptors.</p> <p>An assessment on the impacts of the Facility on habitats (including saltmarsh habitat) is included in Chapter 17 Marine and Coastal Ecology of the ES (document reference 6.2.17). This chapter outlines the potential impacts and proposed mitigation measures, including mitigation for loss of habitat and any species, including rare plants that are affected by the loss of saltmarsh. An assessment of likely significant effects on The Wash and all of the relevant designations it holds is provided in the Habitats Regulations Assessment, Appendix 17.1 of the ES (document reference 6.4.18). This has followed engagement with the RSPB at Frampton.</p>

Phase One Consultation				
Topic	Feedback	Stakeholders	Number of times feedback received	Regard had to Response (Section 49)
				As the habitat loss of mudflats and saltmarsh is considered to be permanent (given the beaching of vessels on the intertidal adjacent to the wharf), measures to provide a net gain of habitat should be put in place to compensate and / or mitigate for this loss. The details of this will be finalised in agreement with relevant stakeholders post DCO submission and are secured in a requirement to the DCO (requirement 5, document reference 2.1).
	<p>Terrestrial ecology mitigation suggestions</p> <ul style="list-style-type: none"> • Discussion with wildlife groups. • Develop environmentally-friendly grounds. • Environmental monitoring. • Protecting wildlife habitats as far as possible. 	Local community members.	4	Consultation with relevant conservation organisations such as Natural England, Lincolnshire Wildlife Trust and the Royal Society for the Protection of Birds has been ongoing throughout the pre-application process. The potential for providing terrestrial ecological mitigation is provided in ES Chapter 12 Terrestrial Ecology (document reference 6.2.12) and an Outline Landscape and Ecological Mitigation Strategy (document reference 7.4) is submitted with the DCO. The details of this will be finalised in agreement with relevant stakeholders post DCO submission. This is secured in requirement 5 to the DCO (document reference 2.1).
Surface Water, Flood Risk and Drainage Strategy	<p>Flooding</p> <ul style="list-style-type: none"> • Concerns about flood risk. • The Facility is being built on a flood plain. • Flood risk due to location downstream from the new Haven barrier. • Concerns over the life expectancy of the scheme, as the current flood defences will have to be raised 7m in 25 years. 	Local community members; Environment Agency; Boston Borough Council.	9	<p>Chapter 13 Surface Water, Flood Risk and Drainage Strategy (document reference 6.2.13) and Appendix 13.2 Flood Risk Assessment of the ES (document reference 6.4.13) provide an assessment of existing and future flood risk at the application site.</p> <p>The Facility incorporates the creation of new formal flood defences, which shall be tied into the wider flood defences in the area and, following consultation</p>

Phase One Consultation				
Topic	Feedback	Stakeholders	Number of times feedback received	Regard had to Response (Section 49)
	<ul style="list-style-type: none"> Concern over the location of the construction of the wharf and who will take ownership of maintaining the wharf's flood defence. The Facility will need its own flood warning plan. The wharf should be level with the Boston Barrier in terms of flood defence. 			<p>with the Environment Agency, has been designed with an effective crest level of 7.2 mAOD.</p> <p>The flood risk assessment has shown that the Application Site will continue to be protected from tidal flooding during the lifetime of the Facility. The worst case tidal still water level during the 1 in 200-year event for 2055 has been calculated to be 6.44 mAOD and 6.65 mAOD during the 1 in 1,000-year event for 2055 (lower than the designed flood defence of 7.2 mAOD).</p> <p>A Flood Risk Emergency Plan (FREP) for the application site will be produced prior to operation of the Facility. This should include procedures to received flood warnings, closure of or evacuation of the Facility. Areas of emergency refuge should also be identified to be located above the modelled breach flood depths. These aspects are likely to require further consultation with the Environment Agency.</p>
	<p>Water quality</p> <ul style="list-style-type: none"> Concern about pollution to river. Concerns over leaching from waste storage. Pollution from landfill waste (shredded wrapping etc). Concerns over seepage in to the river. Concern over water runoff from aggregate. Concern over surface water run off during construction, operation and decommissioning. 	Local community members; Boston Borough Council.	8	<p>Chapter 13 Surface Water, Flood Risk and Drainage Strategy of the ES (document reference 6.2.13) assesses the potential for accidental release of contaminants to the river and concludes this is not a significant effect and will be controlled by the conditions of the environmental permit for the operation of the Facility.</p> <p>A Surface Water and Drainage Plan (SWDP) will be developed prior to construction and implemented to</p>

Phase One Consultation

Topic	Feedback	Stakeholders	Number of times feedback received	Regard had to Response (Section 49)
				<p>minimise water within the construction areas and ensure ongoing drainage of surrounding land. This will comprise a sealed surface water drainage system where water enters the excavations during construction from surface runoff or groundwater seepage and is then pumped via settling tanks, sediment basins or mobile treatment facilities to remove sediment, before being discharged into local ditches or drains via temporary interceptor drains in order to prevent increases in fine sediment supply to the watercourses. Specific measures relating to pollution prevention will be captured within the CoCP.</p> <p>During operation, a sealed surface water drainage system will be built behind the primary flood defence to manage any increase in surface water runoff. This will only provide drainage to elements of the project, including the contingency bale storage area, that lies between the primary and secondary flood defences. The water collected will predominantly be used to supply the lightweight aggregates facility which has a significant water demand, with only a minimal amount being discharged under an environmental permit. These measures will help to control the release of surface waters from the permanent development and prevent changes to surface runoff and flood risk; and also prevent the discharge of leachate from bales into the river.</p>

Phase One Consultation				
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				The plant will be decommissioned according to the relevant standards and guidance in force at the relevant time to prevent significant pollution effects.
	<p>Flooding mitigation suggestions</p> <ul style="list-style-type: none"> • Improve risk of flooding on river. • Extensive flood risk provisions. 	Local community members.	2	<p>Chapter 13 Surface Water, Flood Risk and Drainage Strategy (document reference 6.2.13) and Appendix 13.2 Flood Risk Assessment of the ES (document reference 6.4.13) provide an assessment of existing and future flood risk at the application site.</p> <p>The assessment concludes that flood risk would not be significant because the Facility incorporates the creation of new formal flood defences, which shall be tied into the wider flood defences in the area and, following consultation with the Environment Agency, has been designed with an effective crest level of 7.2 mAOD.</p>
Air Quality	<p>Air pollution</p> <ul style="list-style-type: none"> • Concerns about air quality/air pollution. • Concerns about smoke. • Concerns about traffic air pollution. • Concerns about shipping air pollution. • Concerns over environmental pollution. • Concern about emissions/fumes. • Concerned about toxic waste in the air. • Concerns over the environmental impact of the gasification process. • Concerns about incineration/combustion within Facility. 	Local community members, Boston Borough Council, Environment Agency.	40	<p>Chapter 14 Air Quality of the ES (document reference 6.2.14) considers impacts of air quality during the construction and operation of the Facility.</p> <p>An Air Quality and Dust Management Plan will form part of the CoCP which will describe control measures to manage dust and emissions during construction works.</p> <p>During operation, emissions from the Facility will be at the relevant Best Available Techniques Associated Emission Levels (BAT-AELs), thereby the emissions abatement systems, which will be a necessary component of the Facility design for those</p>

Phase One Consultation

Topic	Feedback	Stakeholders	Number of times feedback received	Regard had to Response (Section 49)
	<ul style="list-style-type: none"> Concerns over dioxins and fumes from exhaust gases. Concerns about additional carbon dioxide emissions. Concerns over methods of emissions sampling and testing – should be shared with the public. Regulations should be put in place to close the Facility if harmful emissions are detected. Local businesses will want to know what the emissions are in comparison to something they know locally. Emissions need to be low due to the amount of vegetables grown nearby. People reassured of the impact of toxins. Concerns over fumes from the tall stack being spread into local community in strong winds. A stack height cost/benefit analysis is required. 			<p>Limits to be met, will be in place (and will be required for the Environmental Permit for the site).</p> <p>An on-line Continuous Emission Monitoring System (CEMS – one per line) would provide continual monitoring of the exhaust gases to ensure the overall system is running within the Industrial Emissions Directive (IED) emission limits. The height of the three stacks has been provisionally determined to be 80 m to ensure effective dispersion. The Environment Agency publishes summaries of emissions on its Pollution Inventory.</p> <p>Further discussions on stack height cost benefit will be discussed with the Environment Agency during the permit application process.</p> <p>The ES Air Quality Chapter (document reference 6.2.14) identified that there would be no significant effects on produce or people, where the Facility is operating under the strict compliance and monitoring regime of the required environmental permit(s).</p>
	<p style="text-align: center;">Odour</p> <ul style="list-style-type: none"> Concern about odour. Smells must be prevented from becoming a problem. Can you guarantee that odour will be nil? 	<p>Local community members; Boston Borough Council.</p>	<p>14</p>	<p>Chapter 14 Air Quality of the ES (document reference 6.2.14) considers impacts of odour during the construction and operation of the Facility.</p> <p>The Facility has been designed to prevent significant odour impacts from occurring; RDF conveyors will be enclosed other than at the loading point, and the</p>

Phase One Consultation				
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				RDF shredding and bunker buildings will be enclosed with the air extracted and sent to the thermal treatment plant for combustion. Fast-acting roller shutter doors will be in place to minimise the time that doors are open when the building is accessed for maintenance.
	<p style="text-align: center;">Dust</p> <ul style="list-style-type: none"> Protection of lightweight aggregate from wind/rain to prevent dust. 	Boston Borough Council.	2	As described in Chapter 14 Air Quality of the ES (document reference 6.2.14), the Facility may generate emissions of dust during its operation, from storage of the lightweight aggregate product and the silt/clay that will be used. However, any dust from these sources can be controlled using standard dust suppression methods, and these will be included as part of the Environmental Permit for the Facility. As such, operational phase dust emissions are not expected to be significant.
	<p style="text-align: center;">Air quality mitigation suggestions</p> <ul style="list-style-type: none"> Minimise risk of potentially toxic/hazardous gases and particles in the exhaust. Measures to protect air quality. Filter exhausts. No air pollution; containment of syngas. Public presentation of emissions sampling throughout the life of the Facility. Assurance that the Facility will be closed down if emissions are found to be harmful, or there is a negative effect on surrounding areas e.g. odour. An air quality model for the stack is required. 	Local community members; Environment Agency.	7	<p>Chapter 14 Air Quality of the ES (document reference 6.2.14) considers impacts of air quality during the construction and operation of the Facility.</p> <p>An Air Quality and Dust Management Plan will form part of the CoCP which will describe control measures to manage dust and emissions during construction works.</p> <p>During operation, emissions from the Facility will be at the relevant Best Available Techniques Associated Emission Levels (BAT-AELs), thereby the emissions abatement systems, which will be a necessary component of the Facility design for those</p>

Phase One Consultation				
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				<p>Limits to be met, will be in place (and will be required for the Environmental Permit for the site).</p> <p>The Environment Agency has the power to carry out enforcement of the Facility, which can include closing the site.</p> <p>An on-line Continuous Emission Monitoring System (CEMS – one per line) would provide continual monitoring of the exhaust gases to ensure the overall system is running within the Industrial Emissions Directive (IED) emission limits. The height of the three stacks has been provisionally determined to be 80 m to ensure effective dispersion.</p> <p>The Environment Agency publishes summaries of emissions on its Pollution Inventory.</p> <p>The potential impact of the development-generated stack emissions from the operational phase of the Facility were assessed using ADMS-5 (model version 5.2.2.0).</p>
Marine and Coastal Ecology	<p>Ornithology impacts</p> <ul style="list-style-type: none"> • Concern about the long-term negative impact on bird life. • The Wash and the RSPB reserves are all very near. • Concerns that it is being built near Frampton Marsh nature reserve. 	Local community members; Natural England.	5	An assessment on the impacts of the Facility on birds and habitats (including saltmarsh habitat) is included in Chapter 17 Marine and Coastal Ecology of the ES (document reference 6.2.17). This chapter outlines the potential impacts and proposed mitigation measures. An assessment of likely significant effects on the Wash (Special Protection Area (SPA), Special Area of Conservation (SAC) and Ramsar site is provided in the Habitats Regulations

Phase One Consultation				
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	<ul style="list-style-type: none"> Impact on breeding waders such as redshank, saltmarsh habitats and overwintering passage birds. 			<p>Assessment, Appendix 17.1 of the ES (document reference 6.4.18).</p> <p>As the habitat loss of mudflats and saltmarsh is considered to be permanent (given the beaching of vessels on the intertidal adjacent to the wharf), measures to provide a net gain of habitat should be put in place to compensate and / or mitigate for this loss. The details of this will be finalised in agreement with relevant stakeholders post DCO submission.</p>
<p>Navigational Issues</p>	<p>Navigational impacts</p> <ul style="list-style-type: none"> Shipping impact on the port. River banks will be damaged due to consent/heavy shipping traffic. Must preserve the natural landscape of the river. Port of Boston has not considered how the extra ships serving the Facility will pass other boats during the limited tidal window. Port's viability may be compromised by Facility limiting the number of ships able to enter and leave. Wharf positioning must ensure that docked ships do not impede the movement of other vessels on the Haven. The wharf berths should probably be NAABSA (not always afloat but safely aground) due to difficulties maintaining sufficient water depth. Uncertainty that a vessel of the required size could bring the RDF up the Haven; a smaller ship would be more suitable. 	<p>Local community members; Port of Boston; Boston Borough Council; Natural England.</p>	<p>18</p>	<p>Chapter 18 Navigational Issues of the ES (document reference 6.2.18) describes the potential impacts to existing navigation. This chapter has been drafted in consultation with the Port of Boston.</p> <p>The Port has advised that two vessels can arrive, and two vessels can leave during one high tide (maximum 6-hour window) and the Port has previously handled five arriving vessels over one tide. Once at the Facility each vessel will be berthed for 12 hours to allow for loading/unloading which would enable a vessel to depart on the next high tide.</p> <p>The wharf has been designed in consultation with the Port such that there should be sufficient space for a large commercial vessel and a fishing vessel (or leisure vessel) to safely pass a moored vessel at the wharf with a clear safe passing distance between each vessel.</p>

Phase One Consultation

Topic	Feedback	Stakeholders	Number of times feedback received	Regard had to Response (Section 49)
	<ul style="list-style-type: none"> Ships would not be able to turn at the proposed wharf but must turn either at the turning circle of Port of Boston dock or within the dock itself. Vessels over 2,400 gross tonnage are required to use a tug. Concerns over the impact on the river and its flow. Concern over subsequent erosion of river banks by wash from vessels. Impact of new wharf on embankments and associated wildlife. Concern the Haven not large enough for the extra shipping. Safety concerns over extra ships. Concern over where waste will be received given the number of boats and vehicles concerned. 			<p>In order to manage the potential impacts which could arise from the construction and operation of the Facility, it is proposed that a Navigation Management Plan (NMP) will be produced in conjunction with the Port of Boston to manage navigational safety. The NMP will set out the procedures to be followed and aids to navigation to be provided to mitigate risks to navigation arising from the construction and operation of the Facility. Specifically, the NMP will set out the construction timelines, the potential risks to navigation, how often the contractor will communicate with the Port (and the public with respect to piling), and how each stage of the construction process will be managed to ensure a minimal impact on the safety of navigation in The Haven.</p>
	<p>Navigation mitigation suggestions</p> <ul style="list-style-type: none"> Avoid possibility of silting up in river which might impact on river activity. Ship movements to be properly investigated and modelled to avoid adverse impacts on port, fishing fleet and leisure users. The wharf offloading facilities should be located as close to the Facility as possible to facilitate a more rapid transfer. Compress the gas from the gasification process so it can be used by the ships delivering the RDF so they run off of gas rather than diesel. Consultation on the erosion of the river banks. 	<p>Local community members; Port of Boston.</p>	<p>5</p>	<p>Additional mitigation measures in relation to specific potential impacts are also highlighted in this chapter.</p> <p>Chapter 16 Estuarine Processes of the ES (document reference 6.2.16) considers the impact of ship wash. The chapter concludes that the increase in ship wash would result in an increase in erosion but the resultant impact on identified receptors is negligible. The vessel sizes that will be entering and exiting The Haven will be no larger than the vessels already using the waterway.</p>

Phase One Consultation				
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				During operation, maintenance dredging will keep the berthing areas navigable.
	<p>Impacts on fishermen</p> <ul style="list-style-type: none"> Fisheries must be protected. Concerns that the fishing fleet will object. 	Local community member; Boston Borough Council.	3	Consultation has been ongoing with the fishermen throughout the pre-application DCO process, this is detailed in Chapter 18 Navigational Issues of the ES (document reference 6.2.18) with their specific concerns addressed.
Transport	<p>Use of the river</p> <ul style="list-style-type: none"> The use of the river will minimise traffic impacts. Reduces lorry traffic on the roads. 	Local community members.	4	The Applicant has noted these responses.
	<p>Traffic impacts</p> <ul style="list-style-type: none"> Unblocks roads of lorries transporting waste abroad or to landfill. Don't want huge increase in traffic on road. Need to be certain there is no increase in road traffic. If road transport is required, infrastructure must be in place first. Roads are already congested. There is a lack of suitable roads in the area. Concern about truck movements through Boston. Concern about added congestion. Concern over tanker loads from the Humber. Vital that traffic approaches up the A16 and not the A52 from the southwest as there is a danger of them taking residential roads. 	Local community members; Boston Borough Council; South Holland District Council.	26	<p>Integrated into the design of the scheme is the use of ship transport of materials in order to reduce traffic movements. This is further described in Chapter 5 Project Description of the ES (document reference 6.2.5).</p> <p>In response to feedback received, changes were made in relation to construction of the Facility. During construction, the first phase of wharf construction at the Facility will be undertaken to allow a proportion of the raw materials to be delivered by ship instead of road. In addition, a concrete batching plant will be installed to reduce road movements associated with concrete. Aggregate will be brought via ship to be transferred to the concrete batching plant.</p>

Phase One Consultation

Topic	Feedback	Stakeholders	Number of times feedback received	Regard had to Response (Section 49)
	<ul style="list-style-type: none"> Concern about construction traffic. Concerns over transporting aggregate. 			<p>During operation, the RDF will be imported via ship and lightweight aggregate product will be exported via ship. Clay is required to manufacture the lightweight aggregate, this will also be imported via ship. Therefore road movements will be kept to a minimum.</p> <p>Chapter 19 Traffic and Transport of the ES (document reference 6.2.19) assesses the impact of construction and operational traffic associated with the application site.</p> <p>Commitments are contained within an Outline Construction Traffic Management Plan (OCTMP) (document reference 7.2) to reduce the impacts on driver delay associated with single occupancy vehicle travel with measures designed to increase more sustainable forms of travel.</p>
	<p style="text-align: center;">Access route</p> <ul style="list-style-type: none"> Traffic study carried out to identify the best route for construction traffic. Concern over how construction materials are transported to the site. Access to the site needs to be addressed. May need to create your own access route. 	<p>Local community members; Boston Borough Council; South Holland District Council.</p>	<p style="text-align: center;">6</p>	<p>Chapter 19 Traffic and Transport of the ES (document reference 6.2.19) assesses the impact of construction and operational traffic associated with the application site.</p> <p>The assessment of impact of the Facility's traffic demand in the construction phase and operational phase on Link 1 and 2 (Marsh Lane) determines there is no requirement for a new construction/operational access road.</p>

Phase One Consultation				
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	<p>Traffic and transport mitigation suggestions</p> <ul style="list-style-type: none"> • Road usage minimised. • Proposed traffic monitoring is carefully carried out. • Road improvements. • Measures to protect road/rail transport. • Ensure no road transport once in operation. • Control deliveries to avoid build up. • Traffic controls during construction. • All minor roads in a three mile area given a 30mph speed limit to deal with increased traffic. 	Local community members.	9	<p>The Applicant has noted these responses.</p> <p>Chapter 19 Traffic and Transport of the ES (document reference 6.2.19) assesses the impact of construction and operational traffic associated with the application site.</p> <p>Commitments are contained within an Outline Construction Traffic Management Plan (OCTMP) (document reference 7.2) to reduce the impacts on driver delay associated with single occupancy vehicle travel with measures designed to increase more sustainable forms of travel.</p>
Socio-Economics	<p>Accommodation and visitors</p> <ul style="list-style-type: none"> • Concerns over the use of hotel accommodation for construction workers – could cause a squeeze on accommodation. • Concern over impact on visitors to attractions on the other side of the river e.g. along Haven Bank. 	Boston Borough Council; Local community member.	3	<p>Impacts on tourism and accommodation are assessed in Chapter 20 Socio-Economics of the ES (document reference 6.2.20).</p> <p>According to this assessment the Facility is expected to support 250-300 direct construction jobs during the peak of an estimated 48-month construction period. The assessment assumes that during the construction of the Facility out of a maximum of 180 workers from beyond the local area there will be demand for 72 guesthouse / B&B bed spaces. The impact on demand for accommodation is assessed to be negligible.</p> <p>The impact on tourism in both construction and operation is also assessed to be negligible.</p>

Phase One Consultation

Topic	Feedback	Stakeholders	Number of times feedback received	Regard had to Response (Section 49)
	<p style="text-align: center;">Impacts on local residents</p> <ul style="list-style-type: none"> • No benefits to having this in Boston for locals. • Concern over access to riverbank. • Unwanted effects on local residents. • Adverse environmental impacts on local residents. • Disruption from general operation of the Facility including significant increase in shipping operations. • No benefits for the county. 	<p>Local community members; Boston Borough Council; South Holland District Council.</p>	<p style="text-align: center;">7</p>	<p>The ES includes an assessment of potential impacts on residents and mitigation measures to reduce these impacts. Chapter 20 Socio-Economics of the ES (document reference 6.2.20) covers socio-economic impacts, including local benefits.</p> <p>Regarding access to the riverbank, footpaths BOST14/4 and BOST14/5 are existing footpaths that follow the crest of the primary flood bank that routes in parallel to The Haven. The diversion for these route closures would follow the route of an existing footpath, which follows the route of Roman Bank (also known as 'Sea Bank') along footpath sections BOST/14/11 and BOST/14/9. A fenced public footbridge will be provided across the existing gap in the Roman Bank which will allow for increased pedestrian safety.</p> <p>As discussed in Chapter 20, The Facility is expected to support, at its peak, approximately 250-300 direct construction jobs. It is expected that a large number of construction workers will be sourced from within the local area.</p> <p>The Facility is expected to support an estimated 108 gross direct full-time employment (FTE) jobs during operation. The aim will be to increase the proportion of workers sourced from the local area over time once the necessary training capability has been embedded within the site's workforce and operating model.</p>

Phase One Consultation

Topic	Feedback	Stakeholders	Number of times feedback received	Regard had to Response (Section 49)
				<p>In addition, the Facility is capable of generating sufficient energy to meet the needs of 206,000 households. This corresponds to more than two-thirds of all households in Lincolnshire (306,970) and is 7.5 times higher than the number of households in Boston (27,290) as identified within the 2011 Census. The Facility therefore offers the potential to provide a sustainable source of renewable energy for the population that is representative of more than two-thirds of the county it is in.</p>
	<p>Socio-economic impacts</p> <ul style="list-style-type: none"> • Devaluation of property. • The Facility will provide jobs for local people. • Not convinced Boston will benefit financially. • Jobs are unlikely to benefit local people. • It will not benefit Boston. • Concerns jobs created will only be low-paid. • Concern over workforce development issues; how can Boston ensure it attracts the correct people. • Concerns over the impact of the presence of landfill waste/Facility on other local businesses/potential new businesses. • A Facility of this size should make some sort of contribution to the local area. • Impact on local economy. • Impact of piling on nearby businesses. 	<p>Local community members; Boston Borough Council; Lincolnshire County Council.</p>	<p>19</p>	<p>Chapter 20 Socio-Economics of the ES (document reference 6.2.20) considers the potential employment levels from the Facility during construction and operation.</p> <p>The Facility is expected to support, at its peak, approximately 250-300 direct construction jobs. It is expected that a large number of construction workers will be sourced from within the local area.</p> <p>The Facility is expected to support an estimated 108 gross direct FTE jobs during operation. The aim will be to increase the proportion of workers sourced from the local area over time once the necessary training capability has been embedded within the site's workforce and operating model.</p> <p>Impacts on house prices were not included in the socio-economic assessment because there are many separate factors which can influence house</p>

Phase One Consultation				
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	<ul style="list-style-type: none"> Jobs should be created that can be filled by existing residents more than just at the construction stage. 			prices making it unfeasible to model any potential differences that are solely linked to the Facility.
	<p>Local community mitigation suggestions</p> <ul style="list-style-type: none"> Consideration of residents within the affected area. Transparency with locals. Accountable management. Regular updates in the press. Site visits. Regular updates on the project. Subsidised electricity. Local financial contribution to RSPB/schools/road construction/local council etc. Boston will need a 106 concession of considerable amount to compensate. Possible apprenticeship agreements to create the required workforce. Cost/benefit analysis of using waste heat elsewhere. Possible sponsorship of a local heritage conference. Use waste heat to heat local housing. A viewing platform over the site. Liaising with Boston College. 	Local community members; Boston Borough Council; Environment Agency; South Holland District Council.	19	<p>Throughout the pre-application DCO process the Applicant has sought to keep the local community informed with project developments through four phases of consultation. This is presented in Chapters 5 – 8 of the Consultation Report (document reference 5.1).</p> <p>The Applicant intends to keep local community stakeholders updates throughout the construction of the Facility as detailed in the CoCP secured by the requirements and conditions set out within the DCO.</p> <p>Chapter 20 Socio-Economics of the ES (document reference 6.2.20) considers a large number of aspects, which in relation to this chapter included employment, housing market, community infrastructure (including primary and secondary education and health) and tourism during both the construction and operational phases of the Facility.</p> <p>Boston College has expressed an interest in providing bespoke apprenticeship schemes related to the Facility as part of the college's expansion to engineering sector education and further discussion between the Applicant and Boston College will continue post-submission to evolve the potential for direct apprenticeship schemes.</p>

Phase One Consultation				
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				In addition, it is anticipated that local community funding will be provided. This will be confirmed at a later stage in the consent negotiation phase.
	<p style="text-align: center;">Project funding</p> <ul style="list-style-type: none"> The local authority is trying to increase revenues. It is for the local authority to try to increase revenues. Concerns it is not financially viable. 	Local community members; Environment Agency.	3	The Applicant is a privately-owned project delivery company, this is not a local authority run project. Private financial investment will be obtained by the Applicant to fund the development. This will be set out in the Funding Statement submitted with the application (Document ref: 3.2).
Waste	<p style="text-align: center;">Waste</p> <ul style="list-style-type: none"> Must dispose of unwanted material in a clear and environmentally sensitive way. Reduces the amount of waste that would normally be for landfill. Prevents landfill from being transported abroad. Landfill takes up land/will run out of space. Reduces visual impact of landfill. Concern that local waste may not be used. Boston should not be expected to take landfill waste from across the UK. The bales must be vermin-proof. Concern over waste from Facility. 	Local community members; Boston Borough Council.	34	<p>The Applicant has noted the responses regarding reducing the amount of waste to landfill and waste exports.</p> <p>Chapter 5 Project Description of the ES (document reference 6.2.5) identifies that all RDF would be imported by ship from around 12 UK ports. There is the potential for receiving local waste; however, this is subject to a formal procurement agreement with the relevant councils and the Applicant.</p> <p>The RDF bales will be wrapped in plastic, if a bale is damaged the damaged bale would be re-baled. These methods will reduce the potential for vermin. Furthermore, the Environmental Permit which will be required to operate the Facility requires an Environmental Management System, which will require procedures for managing vermin.</p>

Phase One Consultation				
Topic	Feedback	Stakeholders	Number of times feedback received	Regard had to Response (Section 49)
	<p>Supply and waste mitigation suggestions</p> <ul style="list-style-type: none"> Waste from Boston should be used. Use local waste rather than shipping it in from elsewhere. Reduce volume of waste. Control of plastics. Needs to operate 24 hours. 	Local community members; Boston Borough Council; Lincolnshire County Council.	9	<p>For the ES it was assumed that all RDF would be imported by ship from around 12 UK ports. There is the potential for receiving local waste; however, this is subject to agreement with the relevant councils and the Applicant.</p> <p>Plastic wrapping will be used to produce energy along with the RDF.</p> <p>The Facility will operate 24 hours a day.</p>
Accidents and Risks	<p>Health and safety</p> <ul style="list-style-type: none"> Concerns over the operation of the site in terms of safety. Concerned over whether gasification is a proven technology. Hazardous waste will be travelling by road. What happens when things go wrong? Concern over potential fire risk of waste. CO₂ from carbon capture would be transported near local businesses. Concerns over Facility being located next to a banana ripening plant. Dangers of stockpiling waste. Risk of contamination spread to a wider area. Risk of explosion/dangerous gas leak. Concern over tidal flooding safety risk. Prevention of spontaneous combustion in storage facilities. Risk of fire hazard at the plant. Transport any residual toxic materials. 	Local community members; Environment Agency; Boston Borough Council; South Holland District Council.	24	<p>An assessment of major accidents and risks is provided in Chapter 24 Major Accidents and Risk Management of the ES (document reference 6.2.24).</p> <p>An Environmental Permit will be required for the Facility. The Environmental Permit application will include an Accident Prevention and Management Plan and Contingency Plans to minimise and prevent impacts. A Fire Prevention Plan will also be included alongside the Environmental Permit. The Environmental Permit application will follow after the DCO application has been submitted.</p> <p>As discussed in Chapter 5 Project Description of the ES (document reference 6.2.5), the bale stockpiles will also be monitored for temperature using probes. Any bales that are found to be hot would be removed to the quarantine area.</p>

Phase One Consultation				
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	<ul style="list-style-type: none"> • Safety for the community. • Testing of all production. • Proper inspection to assure standards. • Safety and operating measures in place that fit full purposes. • Full risk and use assessments to be applied. • Good research on other similar projects. • Delays with health and safety/planning etc may mean the project loses the advantage of an early start. 			
Cumulative Impacts	<p style="text-align: center;">Cumulative impacts</p> <ul style="list-style-type: none"> • Residents and stakeholders should be kept informed of the cumulative impacts of Boston 1 and this project. • The construction of the Haven Banks project summer 2019 – December 2020 needs to be taken into account. • Affordable housing being built on Wyberton Road may impact on the industrial estate. 	Lincolnshire County Council; Environment Agency; Boston Borough Council.	3	The Applicant has noted these responses. Where relevant, cumulative impacts have been provided within each individual ES chapter.