

Welcome

Welcome to our Phase Two 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 (NSIP) 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 about how our proposals have progressed since our Phase One Public Information Days in September 2018, including a summary of the feedback received during the initial phase and some examples of how comments have helped shape our plans.

We are also sharing information about the environmental surveys which have been undertaken to date, including initial details of the potential impacts of the Facility

and how these might be mitigated.

Members of the project team are on hand to discuss the proposals and answer questions you might have.

The project team will be introducing a third phase of consultation that will include information from the Preliminary Environmental Information Report (PEIR). This third consultation will provide you with a further opportunity to comment on the proposals.



View of proposed wharf location

What is important about Boston Alternative Energy Facility?



The proposed Facility will help Boston play a part in finding a solution to the UK's growing waste problems as well as benefitting both the environment and local economy. It 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 206,000 homes** (equivalent to over 66% 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

Contribute to meeting the need for new electricity generating capacity in the UK

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

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

Why is the Facility needed?

To help meet the need for new nationally significant energy infrastructure projects in order to achieve energy security and reduce greenhouse gas emissions

The use of RDF to generate electricity will deliver substantial carbon savings versus disposal to landfill

The proposed development will provide reliable low carbon generation that will add further resilience to the National Grid, helping ensure that businesses and homes continue to benefit from diverse, reliable and affordable energy supplies

The Facility will contribute to the longer term goal of providing a safety margin of spare capacity to accommodate unforeseen fluctuations in supply or demand

With a capacity of 1 million tonnes per year, this Facility can make a huge impact on reducing the amount of waste disposed of by landfill or shipped overseas to produce energy

The UK is committed to generating at least 15% of energy demand from renewable sources, including energy from waste by 2020...

...and by 2050 to further reduce carbon and greenhouse gas emissions by 80% from 1996 values. The Facility will contribute to these targets when built

There are nine counties which already have no landfill capacity and five English regions are set to run out within the next 10 years - alternatives to landfill are vital

The by-product from the gasification Facility is recovered into a product that can be used for construction using a lightweight aggregate (LWA) plant

The Government's waste strategy for England introduced targets for increasing recycling and reducing landfill. 11 million tonnes per year of household waste are currently disposed of at landfill and there is a lack of UK facilities that can recover value from this waste

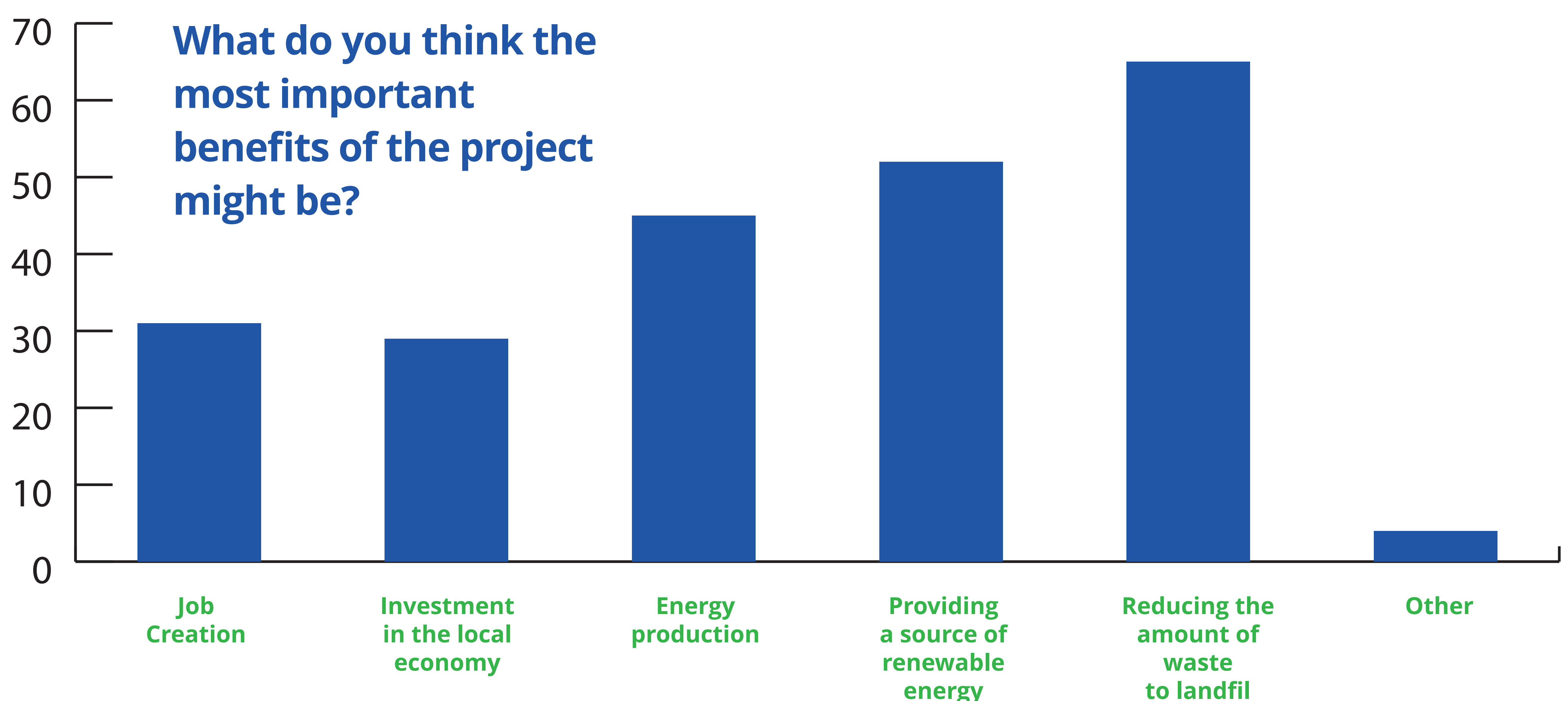
Feedback from Phase One

Your feedback is important to us.

Our Phase One consultation took place in autumn 2018, with 242 people attending in total. Seventy people returned feedback forms, with some of the key findings outlined below.



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



Concerns about the proposals

23 PEOPLE	NO concerns	15 PEOPLE	concerns about noise	14 PEOPLE	concerns about emissions and air quality	13 PEOPLE	concerns about traffic and transport
9 PEOPLE	concerns about odour	9 PEOPLE	concerns about pollution	8 PEOPLE	concerns about impact on wildlife	6 PEOPLE	concerns about safety measures
4 PEOPLE	suggested waste from Boston should be used	4 PEOPLE	concerns about the impact on port	4 PEOPLE	concerns about the risk of flooding	3 PEOPLE	concerns about public reaction to the proposals
3 PEOPLE	concerns about the Facility's hours of operation	1 PERSON	concern about devaluation of property	1 PERSON	concern about the amount of waste the Facility will process	1 PERSON	concern about health effects

Changes made since the previous consultation

We have considered all the comments received during the consultation and where appropriate used them to shape the proposals as they progress.

Below are some examples of how we have responded to feedback received:

Concerns about safety at the site and fire risk following recent fires at other facilities

ACTION TAKEN

- The project team has appointed a fire advisor and is preparing a fire prevention plan.
- We have carried out initial consultation with Lincolnshire Fire Authority.
- The design of the site has accommodated the use of thermal cameras and probes for monitoring the bales; and the use of carbon dioxide (CO₂) from the site emissions suppression and Nitrogen suppression at key points on site.

Provide cover to the bale storage area to minimise litter and odour

ACTION TAKEN

- The project team has considered the option of the bale storage area being in a building. This was not taken forward because:
 - There would be an increased fire risk by covering the area (due to potential convection of heat within the building).
 - No damaged bales will be loaded onto a ship prior to departure.
 - The project team has amended the design to install a baling machine in the storage area, so any bale damaged during shipment or by offloading will immediately be re-baled.
 - This re-baling area is within a building.

Concerns about traffic and vehicle movements of hazardous waste residues from the Facility

ACTION TAKEN

- The project team has evaluated the scheme and now proposes that all of the hazardous air pollution control residues would be processed within the Facility as part of the process to generate a safe lightweight aggregate.
- The lightweight aggregate plant will employ a separate line to process these residues into aggregate from the other parts of the same plant that will manufacture aggregate from the ash.
- All aggregate would be removed by ship.

Concerns about the impact on river traffic

ACTION TAKEN

- The proposed berth area will be set back from the navigable channel by creating a berthing pocket. This will allow ships to pass safely whilst vessels are moored at the Facility.
- The project team has looked at the proposed design for the construction process and proposes to carry out most of the excavation of the new berth from land to avoid blocking the navigable channel.
- The project team is working closely with the Port of Boston to ensure that the design accommodates the needs of the river traffic.

Assessing potential environmental impacts

The Preliminary Environmental Information Report (PEIR) will identify potentially significant impacts and consider mitigation measures to reduce these impacts. The PEIR will include a detailed project description, impact assessment and an assessment of potential cumulative impacts with other projects.

The approach to the Environmental Impact Assessment (EIA) process for the Facility is based on the Scoping Opinion, received from the Planning Inspectorate, which suggests what should be considered in the EIA. The production of the PEIR is the first step in this process.

Mitigation measures to reduce or prevent environmental impacts will also be included in the PEIR and will be shaped by feedback received during consultation.

The PEIR will be completed following Phase Two consultation. The PEIR will be shared, and consulted upon, during Phase Three consultation. The key findings of surveys undertaken to date are below.

The final stage of the EIA process will be to produce an Environmental Statement, which includes all findings and updates following formal consultation, including the Phase Three consultation.

Noise

SUMMARY OF WORK TO DATE

- A consultation on methodology has been carried out with the Council's Environmental Health team.
- The baseline noise survey has been carried out, including day and night-time measurements.
- Survey data analysis and interpretation has been undertaken.
- A request for noise specification data has been made to all technology providers contributing to the Facility.
- A noise model is under construction using SoundPLAN noise modelling software.

Air quality

SUMMARY OF WORK TO DATE

- We have obtained background pollutant concentrations for all relevant pollutants including gases and heavy metals.
- Relevant human and ecological receptors have been identified.
- Air pollution emissions information from technology providers is currently under review.
- A calculation of emission parameters from the sources within the Facility (including vehicles) and vessels is underway.
- An air quality dispersion model is under construction.

Traffic and transport

SUMMARY OF WORK TO DATE

- Baseline traffic surveys have been undertaken in the local area.
- We have obtained personal injury collision data from Lincolnshire County Council for highway safety assessment.
- The calculation of construction and operational phase traffic flows associated with the Facility is ongoing.
- We are in ongoing consultation with highways authority.

Landscape and visual impact

SUMMARY OF WORK TO DATE

- Consultation on appropriate viewpoints has been agreed with Lincolnshire County Council.
- A site survey has been carried out.
- The zone of theoretical visibility of main buildings undertaken.
- The construction of the 3D 'box' model which will provide a computer generated view of the Facility is under construction.
- Photomontages of the Facility will be developed from the model.

Assessing potential environmental impacts

Cultural heritage

SUMMARY OF WORK TO DATE

- A site walkover has been carried out to assess any visible evidence of unknown heritage assets within the application site and to consider the setting of known assets.
- Six listed buildings were identified within 1km of the application site, and four scheduled monuments and 22 listed buildings within 3km.
- The most significant non-designated asset is a Roman Bank, a Roman earthen flood defence which passes through the application site.
 - An initial evaluation of the impacts on these features has been carried out. A scheme of mitigation will be recommended which includes:
 - recording of any remains found
 - geoarchaeological analysis
 - potential geophysical analysis and trial trenching
 - survey and excavation and monitoring.

Socio-economics

SUMMARY OF WORK TO DATE

- Consultation has been carried out with Boston Borough Council, with an additional consultation to be carried out with Visit Lincolnshire with regard to potential effects on tourism in the local area.
- Data on the local demographic and economic conditions has been obtained from the Office for National Statistics and the latest census.
- Quantification of expected employment requirements during construction and operational phases of the Facility has been carried out.
- An initial evaluation of impacts shows that an overall beneficial impact would be experienced as a result of the Facility.

Contaminated land, land use and hydrogeology

SUMMARY OF WORK TO DATE

- A conceptual site model has been produced based on expected pollutant linkages using the source-pathway-receptor method.
- The elements of the construction of the Facility which have the greatest potential to lead to impacts on land quality, geology and hydrogeology have been identified as:
 - general earthworks
 - the footprint of the Facility and any temporary works
 - piling across geological strata
 - removal or disturbance of embankments.
- Mitigation measures in the form of management plans to minimise impacts on soils and groundwater and to manage any on-site contamination found during construction will be recommended.

Terrestrial ecology

SUMMARY OF WORK TO DATE

- An extended phase one habitat survey has been carried out.
- The potential for further surveys in relation to bats is under assessment.
- Biological records data has been obtained from Lincolnshire Environmental Records Centre.
- Consultation with Natural England on methodologies and approach to assessment is ongoing.

Assessing potential environmental impacts

Climate change

SUMMARY OF WORK TO DATE

- We have established regional greenhouse gas emissions in the Boston area.
- We have used the latest UKCP18 climate projections to predict likely change in climate conditions over the lifespan of the Facility.
- We are now collating project CO₂ emissions data.

Estuarine processes

SUMMARY OF WORK TO DATE

- Bathymetry and sediment data has been obtained from the Environment Agency and other relevant bodies.
- Impacts of the Facility on wave, tidal current and sediment transport have been considered in relation to their impacts on The Wash and Havenside designated ecological sites.
- Impacts on this topic may arise from increases in vessel traffic and design of the berthing area potentially resulting in:
 - Changes in suspended sediment due to dredging
 - Changes in the estuary bed level
 - Changes to waves, erosion patterns and tidal currents.
- Initial findings show that there are not anticipated to be any significant impacts on designated ecological sites as a result of the Facility's construction or operation.

Surface water, flood risk and drainage strategy

SUMMARY OF WORK TO DATE

- Flood and catchment data have been obtained from the Environment Agency.
- Data has also been obtained from the Internal Drainage Board for the Black Sluice.
- Consultation has been carried out with the Environment Agency flood defence teams and the Boston Barrier team.
- The relevant surface water bodies on and in the vicinity of the application site have been identified for assessment.
- The initial evaluation of impacts has not identified any significant effects as a result of the construction or operation of the Facility.

Assessing potential environmental impacts

Marine and coastal ecology

SUMMARY OF WORK TO DATE

- A site visit has been undertaken to map habitats within the coastal and intertidal areas in the proposed wharf area.
- A desktop study has been carried out to inform the baseline assessment, using data obtained from the Boston Barrier project, site surveys and consultation.
- Relevant designated ecological sites have been identified for consideration in the assessment.
- Initial findings show that no significant impacts are anticipated.

Marine water and sediment quality

SUMMARY OF WORK TO DATE

- Baseline sediment and water quality data have been obtained from the Environment Agency and other studies carried out in the area.
- We have identified that impacts could arise through:
 - changes to suspended solid concentrations as a result of dredging
 - changes to water quality due to release of any contaminated sediments
 - the use of concrete in the marine environment.
- Initial findings indicate that no significant impacts will be experienced.

Navigational issues

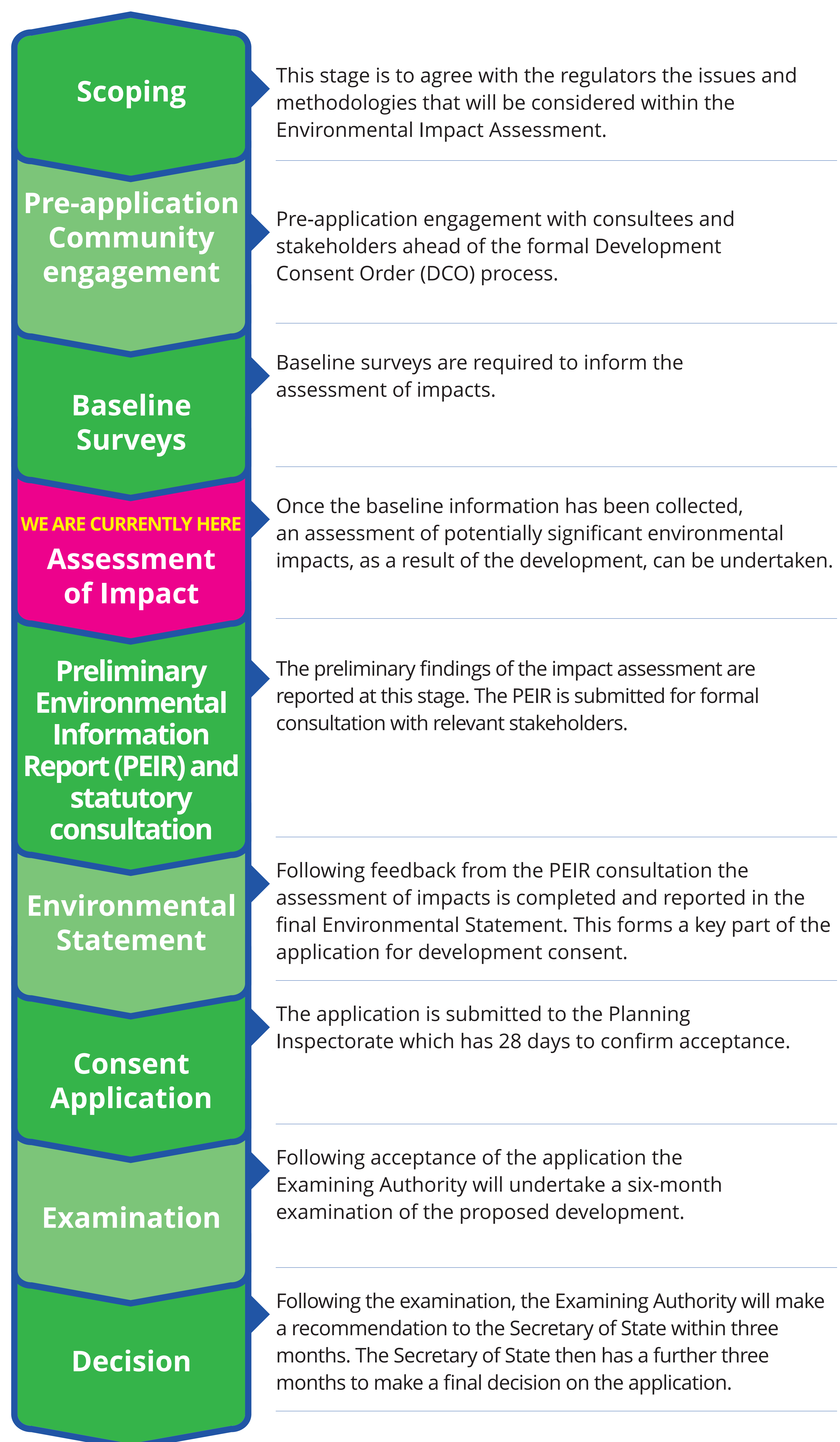
SUMMARY OF WORK TO DATE

- Vessel traffic and tonnage data has been obtained from the Port of Boston to establish baseline navigation conditions in the Haven.
- We have reviewed information relating to the Boston Barrier project and the associated changes to the Port that would affect the Facility in operation and construction.
- The number of fishing and commercial vessel operator trips has been established.
- A navigational risk assessment is to be carried out in consultation with Port of Boston, the local fishing fleet and other river users.
- Impact assessment to be carried out following completion of the navigational risk assessment.

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.

Work to produce the Preliminary Environmental Information Report is underway, and we will be sharing the draft report during Phase Three of our consultation later this year.



Next steps

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 will now be taking a three-phase approach to consultation, rather than the two phases outlined in the Statement of Community Consultation. The final formal consultation phase will take place later this year. This will provide an opportunity to see how feedback from the first two phases has shaped the plans.

As we have added in an additional phase of consultation, to ensure we are offering everyone the opportunity to feedback on the full suite of environmental information, we will be revising our Statement of Community Consultation in due course. We will give the relevant local authorities the chance to comment on our updated plan of engagement.

Q1 2019

Review of feedback from Phase Two
Revise Statement of Community Consultation and consult on amended document

Q1-Q2 2019

Complete the PEIR
Draft Development Consent Order (DCO) and other DCO package documents
Ongoing consultation with local stakeholders and statutory consultees

Q2 2019

Consultation information including how feedback will be used
Formal consultation – Phase Three

Q3 2019

Finalisation of DCO and package documents
Development Consent Order submission